

CHAPTER

24

**ELECTRICAL
POWER**

**CHAPTER 24
ELECTRICAL POWER**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
24-EFFECTIVE PAGES			24-030-02-01	SYS (cont)		24-100-00-01	SYS	
1	JUN 15/2016		3	Jun 15/2015		1	Jun 15/2015	
2	BLANK		4	Jun 15/2015		2	Jun 15/2015	
24-010-01-01	SYS		24-040-01-01	SYS		3	Jun 15/2015	
R 1	Jun 15/2016		1	Oct 15/2015		4	Jun 15/2015	
O 2	Jun 15/2016		2	Jun 15/2015		24-110-00-01	SYS	
3	Jun 15/2015		3	Jun 15/2015		1	Jun 15/2015	
4	Feb 15/2016		4	Feb 15/2015		2	Feb 15/2015	
5	Jun 15/2015		5	Feb 15/2016		3	Jun 15/2015	
24-010-02-01	SYS		6	Jun 15/2015		4	Jun 15/2015	
R 1	Jun 15/2016		7	Oct 15/2014		5	Jun 15/2015	
O 2	Jun 15/2016		8	Jun 15/2015		24-120-00-01	SYS	
3	Jun 15/2015		9	Jun 15/2015		1	Jun 15/2015	
4	Feb 15/2016		10	Jun 15/2015		2	Oct 15/2014	
5	Jun 15/2015		24-040-02-01	SYS		3	Oct 15/2014	
24-020-01-01	SYS		1	Oct 15/2015		4	Jun 15/2015	
R 1	Jun 15/2016		2	Jun 15/2015		5	Oct 15/2014	
2	Feb 15/2016		3	Jun 15/2015		6	Feb 15/2015	
R 3	Jun 15/2016		4	Feb 15/2015		7	Jun 15/2015	
4	Feb 15/2016		5	Feb 15/2016		8	Jun 15/2015	
5	Oct 15/2015		6	Jun 15/2015		9	Feb 15/2015	
6	Oct 15/2015		7	Oct 15/2014		10	Jun 15/2015	
24-020-02-01	SYS		8	Jun 15/2015		24-130-00-01	SYS	
R 1	Jun 15/2016		9	Jun 15/2015		1	Jun 15/2015	
2	Feb 15/2016		10	Jun 15/2015		2	Jun 15/2015	
R 3	Jun 15/2016		24-050-01-01	SYS		3	Jun 15/2015	
4	Feb 15/2016		1	Jun 15/2015		4	Oct 15/2015	
5	Oct 15/2015		2	Jun 15/2015		5	Jun 15/2015	
6	Oct 15/2015		3	Jun 15/2015		6	Jun 15/2015	
24-030-01-01	SYS		4	Jun 15/2015		24-140-00-01	SYS	
1	Oct 15/2015		24-050-02-01	SYS		1	Jun 15/2015	
2	Feb 15/2015		1	Jun 15/2015		2	Jun 15/2015	
3	Jun 15/2015		2	Jun 15/2015		3	Jun 15/2015	
4	Jun 15/2015		3	Jun 15/2015		4	Oct 15/2015	
24-030-02-01	SYS		4	Jun 15/2015		5	Jun 15/2015	
1	Oct 15/2015					6	Jun 15/2015	
2	Feb 15/2015							

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

24-EFFECTIVE PAGES

**737-600/700/800/900
TASK CARDS**

AIRLINE CARD NO		TITLE IDG OIL - LEFT IDG			BOEING CARD NO. 24-010-01-01
DATE	TASK SERVICE				RELATED CARD W-24-040-01-01
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT 1800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 413			ZONE 411

Change left IDG oil.

A. References

Reference	Title
AMM 24-11-41-000-801	IDG Scavenge and Charge Filter Removal (P/B 201)
AMM 24-11-41-400-801	IDG Scavenge and Charge Filter Installation (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1529	Gun - Oil Replenishment, Portable, Manual, Hand Held Part #: 7011 Supplier: K6057 Opt Part #: UZ/7/1826 Supplier: K6057
COM-1537	Cart - Servicing, Engine Oil Part #: 7011 Supplier: K6057 Part #: MODEL 150 Supplier: 94861 Part #: PF53361-2PWS Supplier: 94861 Part #: PF53361-8PWS Supplier: 94861 Part #: PF53481-5PWS Supplier: 94861 Part #: PF53481-8PWS Supplier: 94861 Part #: PF55451-2WS Supplier: 94861 Part #: PF55451-7WS Supplier: 94861 Part #: WF150-1 Supplier: 94861 Opt Part #: 150-3 Supplier: 94861 Opt Part #: UZ/7/1826 Supplier: K6057

EFFECTIVITY
AKS ALL

SOURCE
MRB

IDG OIL - LEFT IDG

**D633A109-AKS
24-010-01-01**

**Page 1 of 5
Jun 15/2016**

AKS

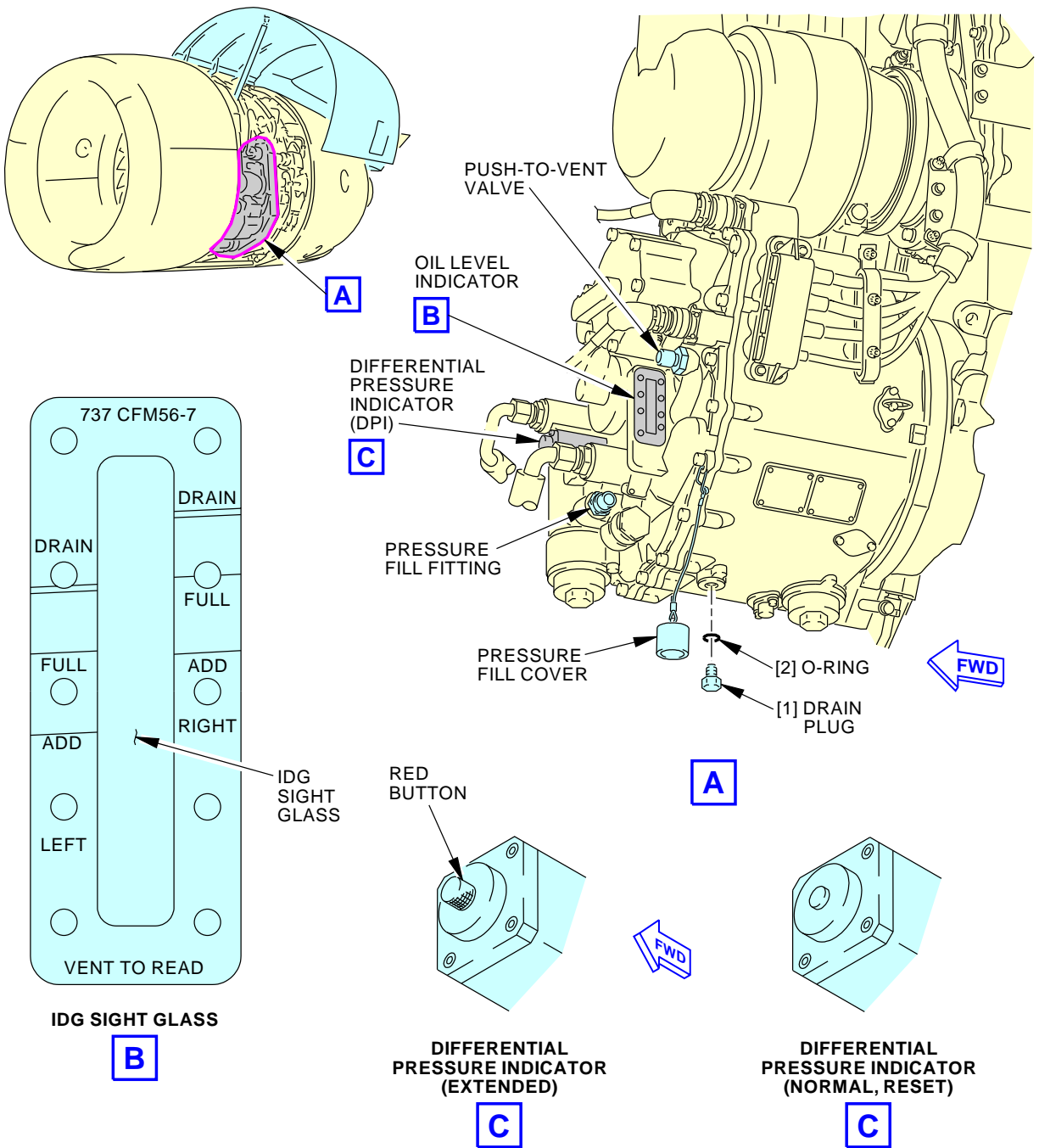


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-01-01
(Continued)				
Reference		Description		
COM-1542		Dispenser - Oil, One Quart (1 Liter) Container Part #: 7011 Supplier: K6057 Part #: MODEL 150 Supplier: 94861 Part #: WF150-1 Supplier: 94861 Opt Part #: UZ/7/1826 Supplier: K6057		
STD-1055		Container - Oil Resistant, 5 Gallon (19 Liters)		
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - LEFT IDG D633A109-AKS 24-010-01-01	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-01-01									
TASK 12-13-21-600-802 1. IDG Oil Change (Figure 1) A. General (1) This task removes the oil from the IDG system and replaces it with new oil. (2) If IDG oil is being replaced because of possible contamination, you must do the IDG Oil Change, operate the engine, and repeat the IDG Oil Change. (3) The oil volume for the IDG and external cooling circuit is as follows: (a) IDG oil volume - 6.84 qt (6473.05 cc). (b) External cooling circuit oil volume - 2.16 qt (2044.12 cc). (c) Total oil volume - 9 qt (8517 cc). B. Expendables/Parts <table border="1"> <thead> <tr> <th>AMM Item</th> <th>Description</th> <th>AIPC Reference</th> <th>AIPC Effectivity</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>O-ring</td> <td>24-11-11-50-025</td> <td>AKS ALL</td> </tr> </tbody> </table> C. Prepare for oil change SUBTASK 12-13-21-010-002 (1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. D. Procedure SUBTASK 12-13-21-610-002 <u>WARNING:</u> DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU. <u>WARNING:</u> DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU. (1) Change the IDG oil as follows: <u>WARNING:</u> MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS. (a) Push the PUSH-TO-VENT VALVE for a minimum of 15 seconds. (b) Place an oil resistant container (5 gal)(19 Liters), STD-1055 below the IDG to catch the oil. (c) Remove the lockwire from the case drain plug on the IDG. (d) Remove the case drain plug [1], and let the oil drain into the container. (e) Remove the used o-ring [2] from case drain plug and discard. (f) Remove the cover from the pressure fill fitting on the IDG. (g) Connect the pressure fill hose from the service equipment, engine oil servicing cart, COM-1537, dispenser, COM-1542 or oil replenishment gun, COM-1529 to the pressure fill fitting on the IDG.				AMM Item	Description	AIPC Reference	AIPC Effectivity	2	O-ring	24-11-11-50-025	AKS ALL	MECH	INSP
				AMM Item	Description	AIPC Reference	AIPC Effectivity						
2	O-ring	24-11-11-50-025	AKS ALL										
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - LEFT IDG D633A109-AKS 24-010-01-01										

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-01-01	
<p>(h) Use the service equipment to flush the IDG external cooling circuit with oil, D00071 or oil, D00068 using a maximum of 40 psi (276 kPa).</p> <p>1) Pump oil into IDG until approximately 3 qt (2839 cc) to 4 qt (3785 cc) of oil drains from the IDG drain port.</p> <p><u>NOTE:</u> The 3 qt (2839 cc) to 4 qt (3785 cc) does not include the oil that was drained when the drain plug was removed.</p> <p>(i) Apply oil, D00071 or oil, D00068 to new o-ring [2].</p> <p>(j) Install new o-ring [2] onto case drain plug.</p> <p>(k) Install case drain plug [1] on the IDG.</p> <p>(l) Tighten the case drain plug to 65 ±10 in-lb (7 ±1 N·m).</p> <p>(m) Install MS20995C32 lockwire, G01048.</p> <p>(n) Do a general visual inspection of the IDG for leaks.</p> <p>(o) Replace the IDG Scavenge and Charge Filters.</p> <p>These are the tasks: IDG Scavenge and Charge Filter Removal, AMM TASK 24-11-41-000-801, IDG Scavenge and Charge Filter Installation, AMM TASK 24-11-41-400-801</p> <p>E. Put the airplane in its usual condition.</p> <p>SUBTASK 12-13-21-010-003</p> <p>(1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - LEFT IDG D633A109-AKS 24-010-01-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-01-01
 <p>Integrated Drive Generator (IDG) Servicing Figure 1</p> <p style="text-align: right;">F92380 S0006561202_V2</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	IDG OIL - LEFT IDG D633A109-AKS 24-010-01-01		

AIRLINE CARD NO		TITLE IDG OIL - RIGHT IDG			BOEING CARD NO. 24-010-02-01
DATE	TASK SERVICE				RELATED CARD W-24-040-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT 1800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 423			ZONE 421

Change right IDG oil.

A. References

Reference	Title
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AMM 24-11-41-400-801	IDG Scavenge and Charge Filter Installation (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
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D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

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Reference	Description
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EFFECTIVITY AKS ALL	SOURCE MRB	IDG OIL - RIGHT IDG D633A109-AKS 24-010-02-01	Page 1 of 5 Jun 15/2016
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AKS

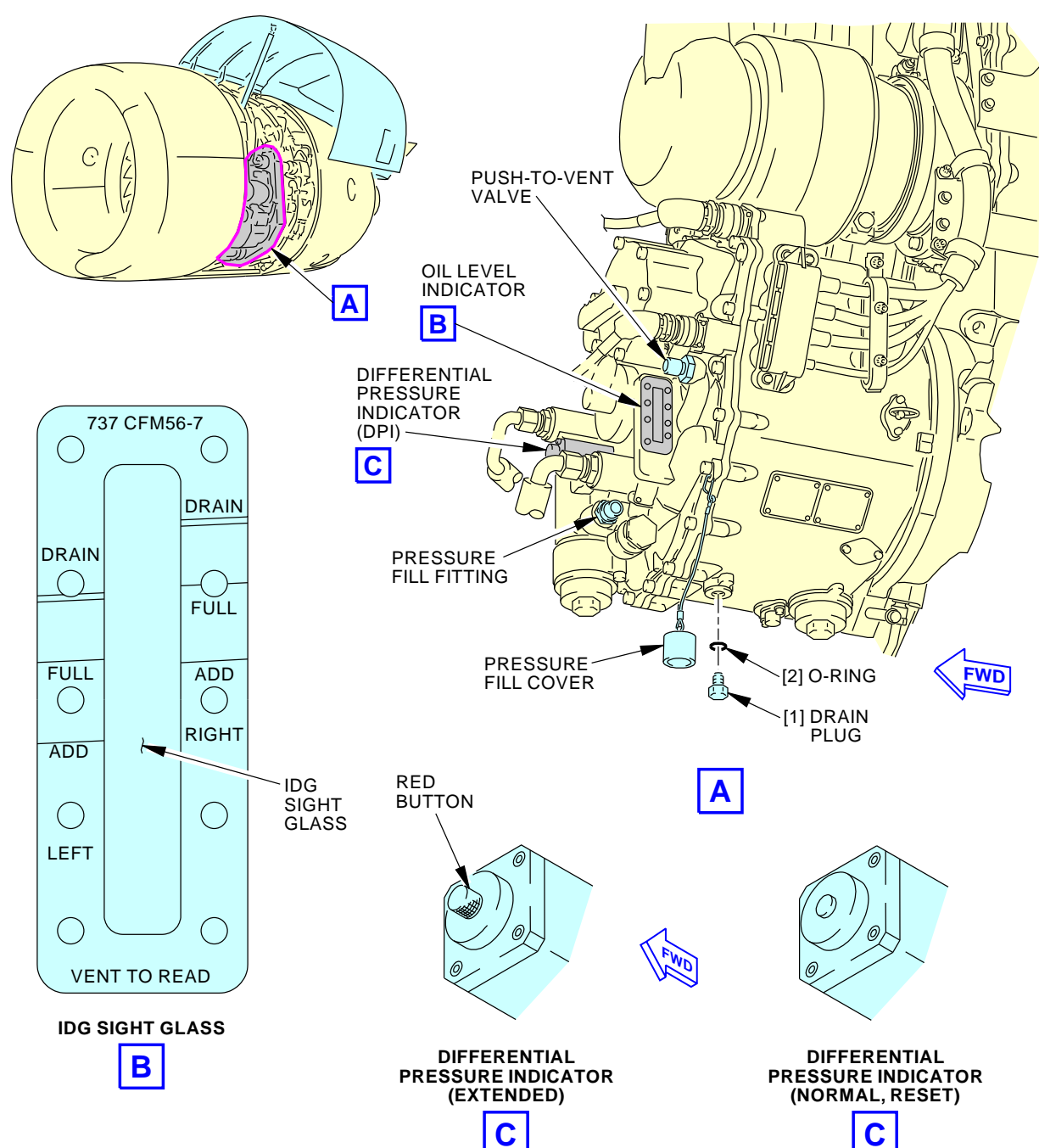


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-02-01
(Continued)				
Reference		Description		
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STD-1055		Container - Oil Resistant, 5 Gallon (19 Liters)		
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - RIGHT IDG D633A109-AKS 24-010-02-01	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-02-01									
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				AMM Item	Description	AIPC Reference	AIPC Effectivity						
2	O-ring	24-11-11-50-025	AKS ALL										
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - RIGHT IDG D633A109-AKS 24-010-02-01										

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-02-01	
<p>(h) Use the service equipment to flush the IDG external cooling circuit with oil, D00071 or oil, D00068 using a maximum of 40 psi (276 kPa).</p> <p>1) Pump oil into IDG until approximately 3 qt (2839 cc) to 4 qt (3785 cc) of oil drains from the IDG drain port.</p> <p><u>NOTE:</u> The 3 qt (2839 cc) to 4 qt (3785 cc) does not include the oil that was drained when the drain plug was removed.</p> <p>(i) Apply oil, D00071 or oil, D00068 to new o-ring [2].</p> <p>(j) Install new o-ring [2] onto case drain plug.</p> <p>(k) Install case drain plug [1] on the IDG.</p> <p>(l) Tighten the case drain plug to 65 ±10 in-lb (7 ±1 N·m).</p> <p>(m) Install MS20995C32 lockwire, G01048.</p> <p>(n) Do a general visual inspection of the IDG for leaks.</p> <p>(o) Replace the IDG Scavenge and Charge Filters.</p> <p>These are the tasks: IDG Scavenge and Charge Filter Removal, AMM TASK 24-11-41-000-801, IDG Scavenge and Charge Filter Installation, AMM TASK 24-11-41-400-801</p> <p>E. Put the airplane in its usual condition.</p> <p>SUBTASK 12-13-21-010-003</p> <p>(1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	IDG OIL - RIGHT IDG D633A109-AKS 24-010-02-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-02-01
 <p>Integrated Drive Generator (IDG) Servicing Figure 1</p> <p>737 CFM56-7</p> <p>DRAIN</p> <p>FULL</p> <p>ADD</p> <p>RIGHT</p> <p>LEFT</p> <p>VENT TO READ</p> <p>IDG SIGHT GLASS</p> <p>PUSH-TO-VENT VALVE</p> <p>OIL LEVEL INDICATOR</p> <p>DIFFERENTIAL PRESSURE INDICATOR (DPI)</p> <p>PRESSURE FILL FITTING</p> <p>PRESSURE FILL COVER</p> <p>[2] O-RING</p> <p>[1] DRAIN PLUG</p> <p>RED BUTTON</p> <p>DIFFERENTIAL PRESSURE INDICATOR (EXTENDED)</p> <p>DIFFERENTIAL PRESSURE INDICATOR (NORMAL, RESET)</p> <p>FWD</p> <p>FWD</p> <p>F92380 S0006561202_V2</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	IDG OIL - RIGHT IDG D633A109-AKS 24-010-02-01		

AIRLINE CARD NO		TITLE LEFT IDG DELTA P INDICATOR (DPI)			BOEING CARD NO. 24-020-01-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 413AL			ZONE 411

Detailed Inspection of left IDG delta P indicator.

A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-01-01	Page 1 of 6 Jun 15/2016
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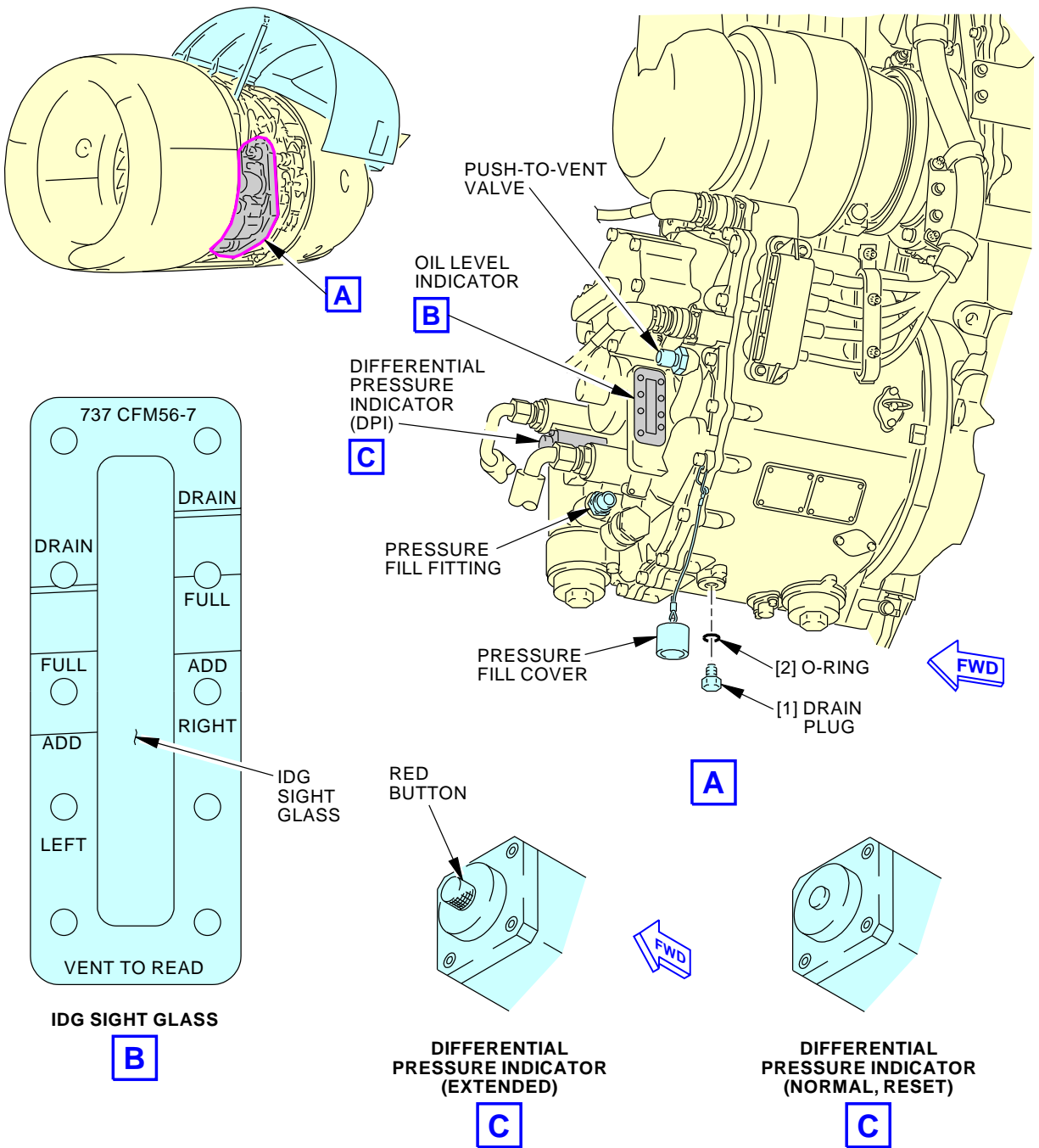
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-01-01							
TASK 12-13-21-200-802				MECH	INSP						
1. <u>IDG Differential Pressure Indicator (DPI) Check</u> (Figure 2)											
A. General											
(1) This task does visual check of the Differential Pressure Indicator (DPI) located on the IDG. <u>NOTE:</u> If the scavenge filter and the IDG oil condition are satisfactory, and the DPI Resets decal (if installed) shows it is not the 4th extension, the DPI can be reset up to three times without removing the IDG, provided: <ol style="list-style-type: none"> 1. The filters are removed and the filter and filter covers are examined for metal debris. 2. No other indications of electrical power system problems are present, for example, IDG fault indication or DP (feeder) fault. 3. The filters and oil are changed prior to resetting the DPI. 4. Prior to implementation of this procedure on a new airplane, operators perform a one-time oil and filter change, at some time between 125 and 500 operating hours. 											
B. Prepare for DPI check SUBTASK 12-13-21-010-004 <ol style="list-style-type: none"> (1) Open the applicable access panels to get access to IDG DPI: <table border="0"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </tbody> </table> 				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2		
<u>Number</u>	<u>Name/Location</u>										
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
C. Procedure SUBTASK 12-13-21-210-007 <ol style="list-style-type: none"> (1) Do these steps to visually examine the differential pressure indicator (DPI): <p><u>NOTE:</u> The DPI is the red button adjacent to the scavenge/charge filter on the IDG.</p> <ol style="list-style-type: none"> (a) If the DPI is in the up position, examine the scavenge/charge filter condition, the IDG oil condition and do actions in the DPI extension table below. <p><u>NOTE:</u> When the DPI is in the up position and if the DPI resets decal (if installed) shows it is the 4th DPI extension, the IDG must be replaced.</p> <ol style="list-style-type: none"> 1) If the IDG was replaced, no more work is necessary. 											
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-01-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-01-01	
<p>2) If the IDG was not replaced, check the DPI resets decal (if installed) on the scavenge/charge filter cover for the number of DPI resets that has been done.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the actions in the DPI extension table does not require to replace the IDG, the DPI can be reset 3 times.</p> <p><u>NOTE:</u> When the DPI is set, an inspection must occur at an interval of 100 flight hours.</p> <p><u>NOTE:</u> After four consecutive 100 flight hour check without DPI extension, the DPI check can revert back to the normal interval.</p> <p>a) If the DPI resets decal (if installed) shows it is the fourth (4th) DPI extension, replace the IDG (AMM PAGEBLOCK 24-11-11/401).</p> <p>b) If the DPI resets decal (if installed) shows it is not the fourth (4th) DPI extension, use a blunt tool to rub out the next number on the DPI resets decal and use finger to push the DPI red button down.</p> <p>(b) If the button is in the down position, do these steps:</p> <p>1) If other regular IDG service maintenance is not required, no more work is necessary.</p> <p>2) If other regular IDG service maintenance tasks are required, do those tasks.</p>				MECH	INSP
Table 1 DPI EXTENSION					
SCAVENGE/CHARGE FILTER CONDITION		IDG OIL CONDITION	ACTION		
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301).		
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301). 4. Run the engine for 5 minutes to raise the temperature of the oil. 5. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 6. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 7. Service with oil (AMM PAGEBLOCK 12-13-21/301).		
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-01-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-01-01							
Table 1 DPI EXTENSION (Continued)					MECH	INSP					
SCAVENGE/CHARGE FILTER CONDITION		IDG OIL CONDITION	ACTION								
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Replace the IDG (AMM PAGEBLOCK 24-11-11/401).								
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]		Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Flush the IDG oil system (AMM PAGEBLOCK 12-13-21/301). 3. Install the IDG (AMM PAGEBLOCK 24-11-11/401).								
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is breached. (See NOTE for more scavenge/charge filter data)* ^[1]		Oil condition is not a factor	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Replace the IDG air/oil cooler (AMM PAGEBLOCK 24-11-21/401). 3. Replace the IDG oil cooler lines. 4. Install the IDG (AMM PAGEBLOCK 24-11-11/401).								
<p>*[1] If the scavenge/charge filter element or filter cover shows a number of moderately scattered, small metallic flakes (bronze or silver colored metal), flakes of generator insulation, black epoxy flakes, or sleeving, do not replace the IDG. These products are normal wear during IDG operation. If the filter element shows bright metal deposits that can be clearly specified as chunks or pieces caused by breakage, or a large number of small metallic flakes (bronze or silver-colored metal), replace the IDG. These are indications of IDG internal damage. The filter is breached if the filter is damaged or missing, the O-ring is damaged or missing, or the filter cap is damaged or loose.</p> <p>SUBTASK 12-13-21-410-002</p> <p>(2) Close the applicable access panels:</p> <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </table> <p style="text-align: center;">———— END OF TASK ————</p>						<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2
<u>Number</u>	<u>Name/Location</u>										
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-01-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-01-01
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>A</p> </div> <div style="text-align: center;"> <p>B</p> <p>C</p> <p>D</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;"> <p>B</p> </div> <div style="text-align: center;"> <p>C</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>SCAVENGE FILTER</p> <p>PUSH-TO-VENT VALVE</p> <p>FWD</p> <p>RED BUTTON</p> <p>NORMAL (RESET)</p> <p>EXTENDED</p> <p>PRESSURE DIFFERENTIAL INDICATOR</p> </div> <div style="text-align: center; margin-top: 20px;"> <p>DPI RESETS</p> <p>REFER TO APPROPRIATE DOCUMENTATION FOR DETAILS OF THE ALTERNATE DPI PROCEDURE</p> <div style="display: flex; justify-content: center; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">4 REMOVE IDG</div> </div> <p>DPI RESETS DECAL</p> <p>D</p> </div>				
<p>DPI Reset Procedure</p> <p>Figure 1</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG DELTA P INDICATOR (DPI)	
			<p>D633A109-AKS</p> <p>24-020-01-01</p>	

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-01-01
 <p>737 CFM56-7</p> <p>IDG SIGHT GLASS</p> <p>IDG SIGHT GLASS</p> <p>DIFFERENTIAL PRESSURE INDICATOR (DPI)</p> <p>DIFFERENTIAL PRESSURE INDICATOR (EXTENDED)</p> <p>DIFFERENTIAL PRESSURE INDICATOR (NORMAL, RESET)</p> <p>Integrated Drive Generator (IDG) Servicing Figure 2</p> <p>LEFT IDG DELTA P INDICATOR (DPI)</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	D633A109-AKS 24-020-01-01		

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AIRLINE CARD NO		TITLE RIGHT IDG DELTA P INDICATOR (DPI)			BOEING CARD NO. 24-020-02-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 423AL			ZONE 421

Detailed Inspection of right IDG delta P indicator.

A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

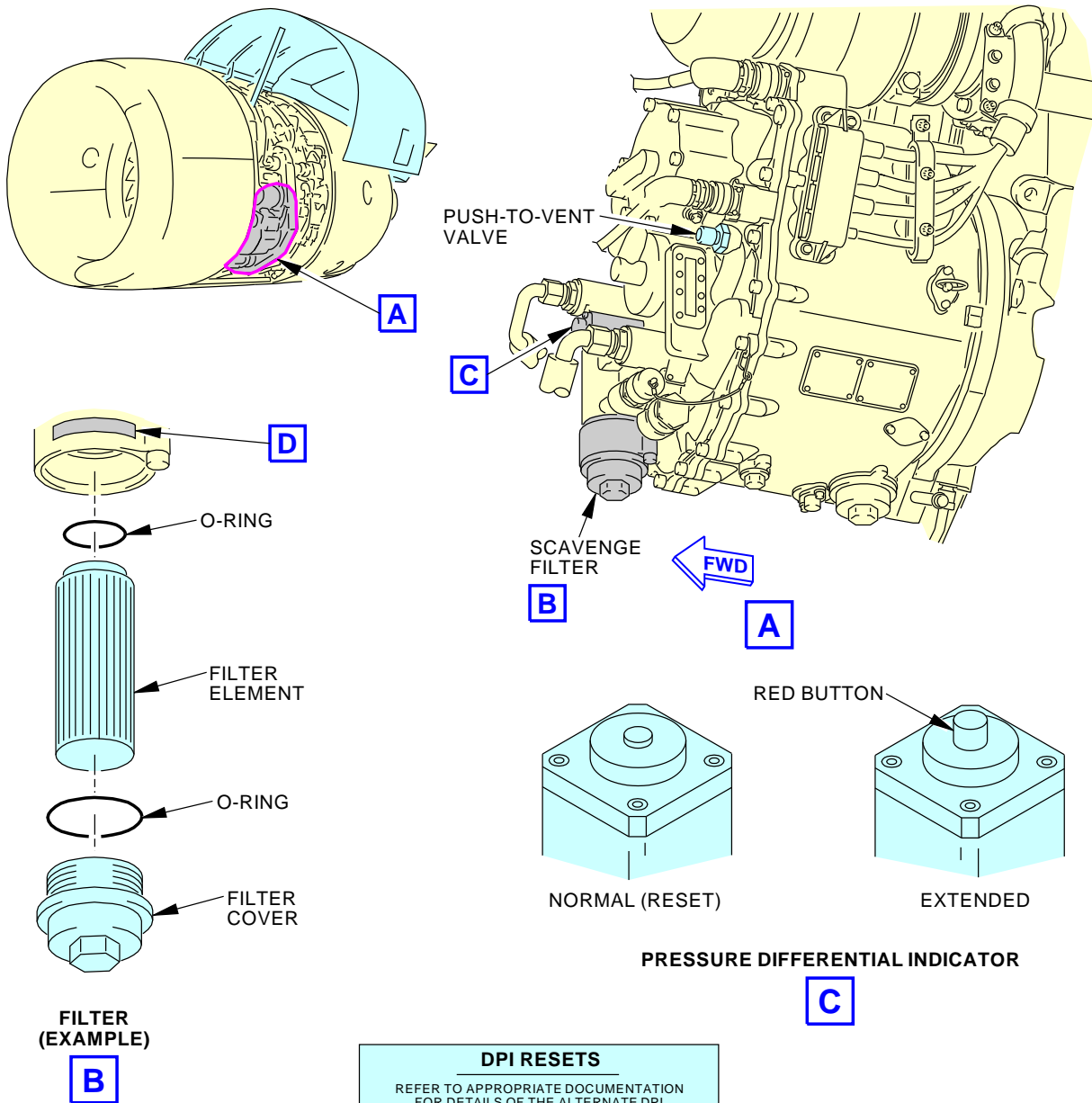
EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-02-01	Page 1 of 6 Jun 15/2016
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-02-01							
TASK 12-13-21-200-802 1. <u>IDG Differential Pressure Indicator (DPI) Check</u> (Figure 2) A. General (1) This task does visual check of the Differential Pressure Indicator (DPI) located on the IDG. <u>NOTE:</u> If the scavenge filter and the IDG oil condition are satisfactory, and the DPI Resets decal (if installed) shows it is not the 4th extension, the DPI can be reset up to three times without removing the IDG, provided: 1. The filters are removed and the filter and filter covers are examined for metal debris. 2. No other indications of electrical power system problems are present, for example, IDG fault indication or DP (feeder) fault. 3. The filters and oil are changed prior to resetting the DPI. 4. Prior to implementation of this procedure on a new airplane, operators perform a one-time oil and filter change, at some time between 125 and 500 operating hours. B. Prepare for DPI check SUBTASK 12-13-21-010-004 (1) Open the applicable access panels to get access to IDG DPI: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </table> C. Procedure SUBTASK 12-13-21-210-007 (1) Do these steps to visually examine the differential pressure indicator (DPI): <u>NOTE:</u> The DPI is the red button adjacent to the scavenge/charge filter on the IDG. (a) If the DPI is in the up position, examine the scavenge/charge filter condition, the IDG oil condition and do actions in the DPI extension table below. <u>NOTE:</u> When the DPI is in the up position and if the DPI resets decal (if installed) shows it is the 4th DPI extension, the IDG must be replaced. 1) If the IDG was replaced, no more work is necessary.				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>						
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-02-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-02-01	MECH	INSP
<p>2) If the IDG was not replaced, check the DPI resets decal (if installed) on the scavenge/charge filter cover for the number of DPI resets that has been done.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the actions in the DPI extension table does not require to replace the IDG, the DPI can be reset 3 times.</p> <p><u>NOTE:</u> When the DPI is set, an inspection must occur at an interval of 100 flight hours.</p> <p><u>NOTE:</u> After four consecutive 100 flight hour check without DPI extension, the DPI check can revert back to the normal interval.</p> <p>a) If the DPI resets decal (if installed) shows it is the fourth (4th) DPI extension, replace the IDG (AMM PAGEBLOCK 24-11-11/401).</p> <p>b) If the DPI resets decal (if installed) shows it is not the fourth (4th) DPI extension, use a blunt tool to rub out the next number on the DPI resets decal and use finger to push the DPI red button down.</p> <p>(b) If the button is in the down position, do these steps:</p> <p>1) If other regular IDG service maintenance is not required, no more work is necessary.</p> <p>2) If other regular IDG service maintenance tasks are required, do those tasks.</p>						
Table 1 DPI EXTENSION						
SCAVENGE/CHARGE FILTER CONDITION		IDG OIL CONDITION	ACTION			
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301).			
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301). 4. Run the engine for 5 minutes to raise the temperature of the oil. 5. Drain the oil in the oil resistant container (5 gal)(19 Liters), STD-1055. 6. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 7. Service with oil (AMM PAGEBLOCK 12-13-21/301).			
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-02-01			

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-02-01							
Table 1 DPI EXTENSION (Continued)					MECH	INSP					
SCAVENGE/CHARGE FILTER CONDITION	IDG OIL CONDITION	ACTION									
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]	No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Replace the IDG (AMM PAGEBLOCK 24-11-11/401).									
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Flush the IDG oil system (AMM PAGEBLOCK 12-13-21/301). 3. Install the IDG (AMM PAGEBLOCK 24-11-11/401).									
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is breached. (See NOTE for more scavenge/charge filter data)* ^[1]	Oil condition is not a factor	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Replace the IDG air/oil cooler (AMM PAGEBLOCK 24-11-21/401). 3. Replace the IDG oil cooler lines. 4. Install the IDG (AMM PAGEBLOCK 24-11-11/401).									
<p>*[1] If the scavenge/charge filter element or filter cover shows a number of moderately scattered, small metallic flakes (bronze or silver colored metal), flakes of generator insulation, black epoxy flakes, or sleeving, do not replace the IDG. These products are normal wear during IDG operation. If the filter element shows bright metal deposits that can be clearly specified as chunks or pieces caused by breakage, or a large number of small metallic flakes (bronze or silver-colored metal), replace the IDG. These are indications of IDG internal damage. The filter is breached if the filter is damaged or missing, the O-ring is damaged or missing, or the filter cap is damaged or loose.</p> <p>SUBTASK 12-13-21-410-002</p> <p>(2) Close the applicable access panels:</p> <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </table> <p style="text-align: center;">————— END OF TASK —————</p>						<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2
<u>Number</u>	<u>Name/Location</u>										
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-02-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-02-01
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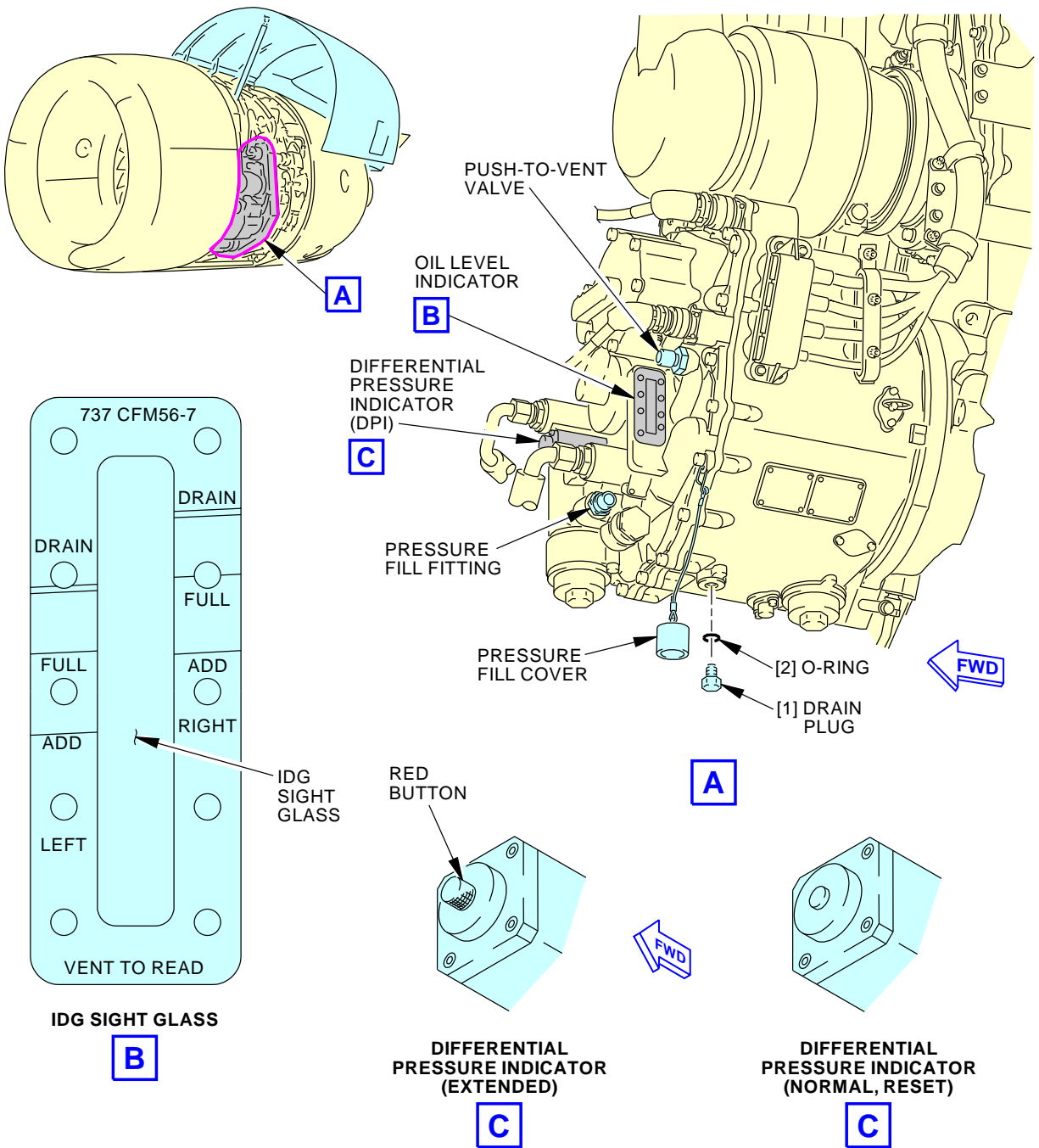
DPI RESETS DECAL

(D)

DPI Reset Procedure
Figure 1

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EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI) D633A109-AKS 24-020-02-01	Page 5 of 6 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-020-02-01
 <p>737 CFM56-7</p> <p>IDG SIGHT GLASS</p> <p>IDG SIGHT GLASS</p> <p>DIFFERENTIAL PRESSURE INDICATOR (DPI)</p> <p>DIFFERENTIAL PRESSURE INDICATOR (EXTENDED)</p> <p>DIFFERENTIAL PRESSURE INDICATOR (NORMAL, RESET)</p> <p>Integrated Drive Generator (IDG) Servicing Figure 2</p> <p>RIGHT IDG DELTA P INDICATOR (DPI)</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	D633A109-AKS 24-020-02-01		

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AIRLINE CARD NO		TITLE LEFT IDG OIL LEVEL			BOEING CARD NO. 24-030-01-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 413AL			ZONE 411

Detailed Inspection of left IDG oil level.

A. References

Reference	Title
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

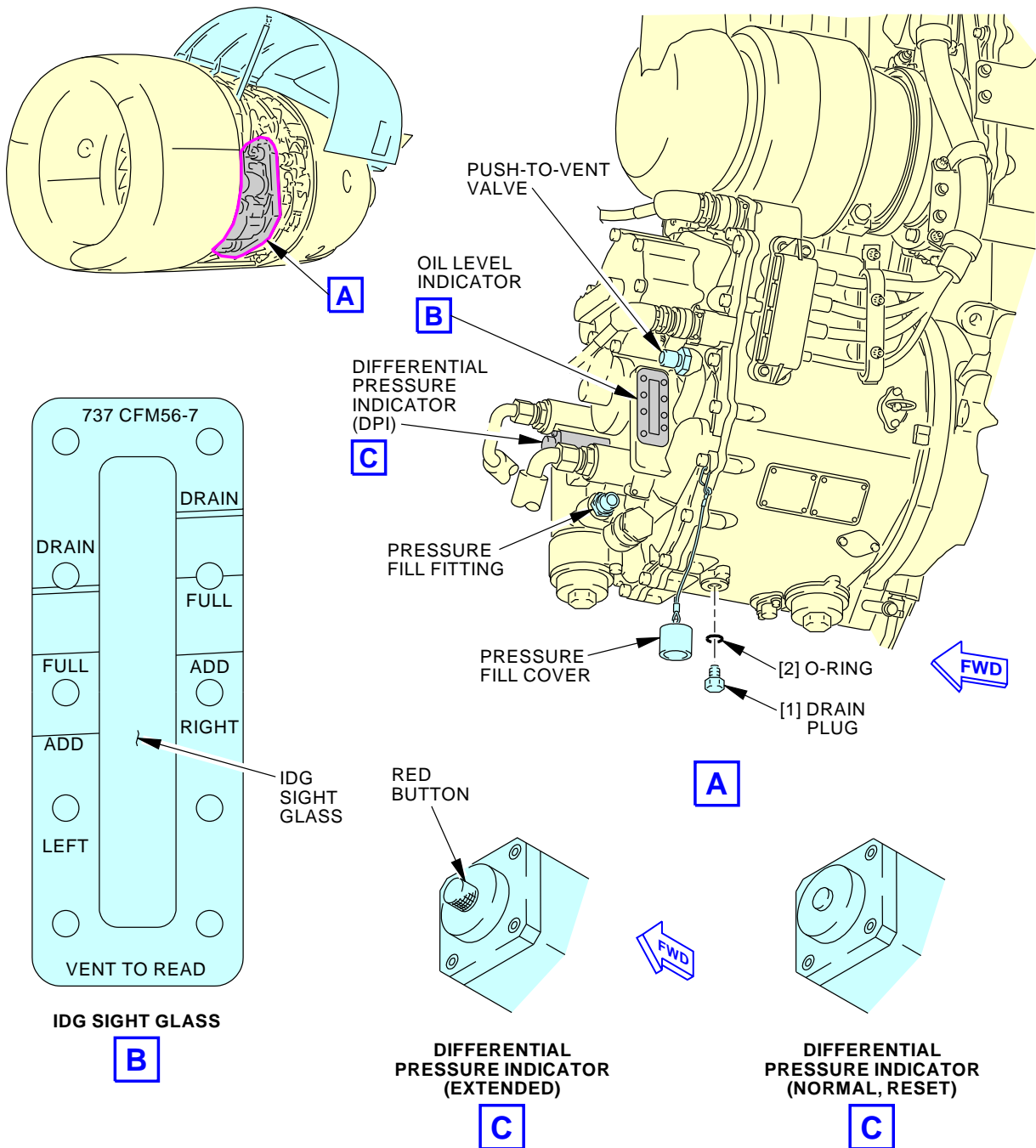
Reference	Description
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG OIL LEVEL D633A109-AKS 24-030-01-01	Page 1 of 4 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-01-01							
TASK 12-13-21-200-801 1. <u>IDG Oil Level Check</u> (Figure 1) A. General (1) This task uses the sight glass on the IDG to check the oil level. (2) The oil volume for the IDG and external cooling circuit is as follows: (a) IDG oil volume - 6.84 qt (6473.05 cc). (b) External cooling circuit oil volume - 2.16 qt (2044.12 cc). (c) Total oil volume - 9 qt (8517 cc). B. Prepare for procedure SUBTASK 12-13-21-010-005 (1) If the Fan Cowl Panels are not open. Open the applicable IDG access panels: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </table> C. Procedure SUBTASK 12-13-21-210-001 (1) Do a check of the IDG oil level as follows: <u>NOTE:</u> Do not do a check of the oil level on a disconnected IDG, because the indication will be incorrect. (a) Make sure the engine has been shutdown for a minimum of 5 minutes before checking oil level. (b) Clean the sight glass with a clean, cotton wiper, G00034, if necessary. <u>CAUTION:</u> FAILURE TO DO THIS STEP CAN CAUSE AN INCORRECT OIL LEVEL INDICATION AND CAN CAUSE SUBSEQUENT DAMAGE TO THE IDG. (c) Push the PUSH-TO-VENT valve for a minimum of 15 seconds before you view the sight glass. <u>NOTE:</u> The PUSH-TO-VENT valve is located near the top of the sight glass. (d) View the sight glass for the oil level. 1) If the oil level is in the black area below the silver band, the oil level is too low and servicing is necessary, do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801. 2) If the oil level is within the silver band, the oil level is correct and no servicing is necessary. 3) When the oil is warm or hot and the oil level is above the silver band but below the DRAIN line, the oil level is correct and no servicing is necessary.				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>						
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG OIL LEVEL D633A109-AKS 24-030-01-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-01-01							
<p>4) When the oil is cold and the oil level is above the silver band but below the DRAIN line, the IDG has been overfilled a little. Some of the oil should be drained until the oil level is at the top of the silver band. Use the steps below to drain some of the oil.</p> <p>CAUTION: IF THE OIL LEVEL IS TOO HIGH, THE FOLLOWING STEPS MUST BE DONE OR SUBSEQUENT DAMAGE CAN OCCUR TO THE IDG.</p> <p>5) If the oil level is in the black area above the DRAIN line, the oil level is too high. Drain some of the IDG oil as follows:</p> <p>a) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.</p> <p>WARNING: MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS.</p> <p>b) Push the PUSH-TO-VENT VALVE for a minimum of 15 seconds.</p> <p>c) Place an oil resistant container (5 gal)(19 Liters), STD-1055 below the IDG to catch the oil.</p> <p>d) Remove the lockwire from the case drain plug [1] on the IDG.</p> <p>e) Remove the case drain plug [1], and let the oil drain into the container.</p> <p>f) Remove the o-ring [2] from the case drain plug and discard.</p> <p>g) Apply oil, D00071 or oil, D00068 to new o-ring [2].</p> <p>h) Install new o-ring [2] onto case drain plug [1].</p> <p>i) Install case drain plug [1] on the IDG.</p> <p>j) Tighten the case drain plug to 65 ±10 in-lb (7 ±1 N·m).</p> <p>k) Install MS20995C32 lockwire, G01048.</p> <p>l) Fill the IDG to the correct oil level. To fill the IDG, do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801.</p> <p>m) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.</p> <p>D. Put the airplane in its usual condition.</p> <p>SUBTASK 12-13-21-410-005</p> <p>(1) If the Fan Cowl Panels are not open, close the applicable access panels:</p> <table border="0"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </tbody> </table> <p style="text-align: center;">————— END OF TASK —————</p>				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>						
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG OIL LEVEL D633A109-AKS 24-030-01-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-01-01
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Integrated Drive Generator (IDG) Servicing

<p>EFFECTIVITY AKS ALL</p>	<p>SOURCE MRB</p>	<p>LEFT IDG OIL LEVEL</p>	<p>Page 4 of 4 Jun 15/2015</p>
		<p>D633A109-AKS 24-030-01-01</p>	

AIRLINE CARD NO		TITLE RIGHT IDG OIL LEVEL			BOEING CARD NO. 24-030-02-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN				
		ACCESS 423AL			ZONE 421

Detailed Inspection of right IDG oil level.

A. References

Reference	Title
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

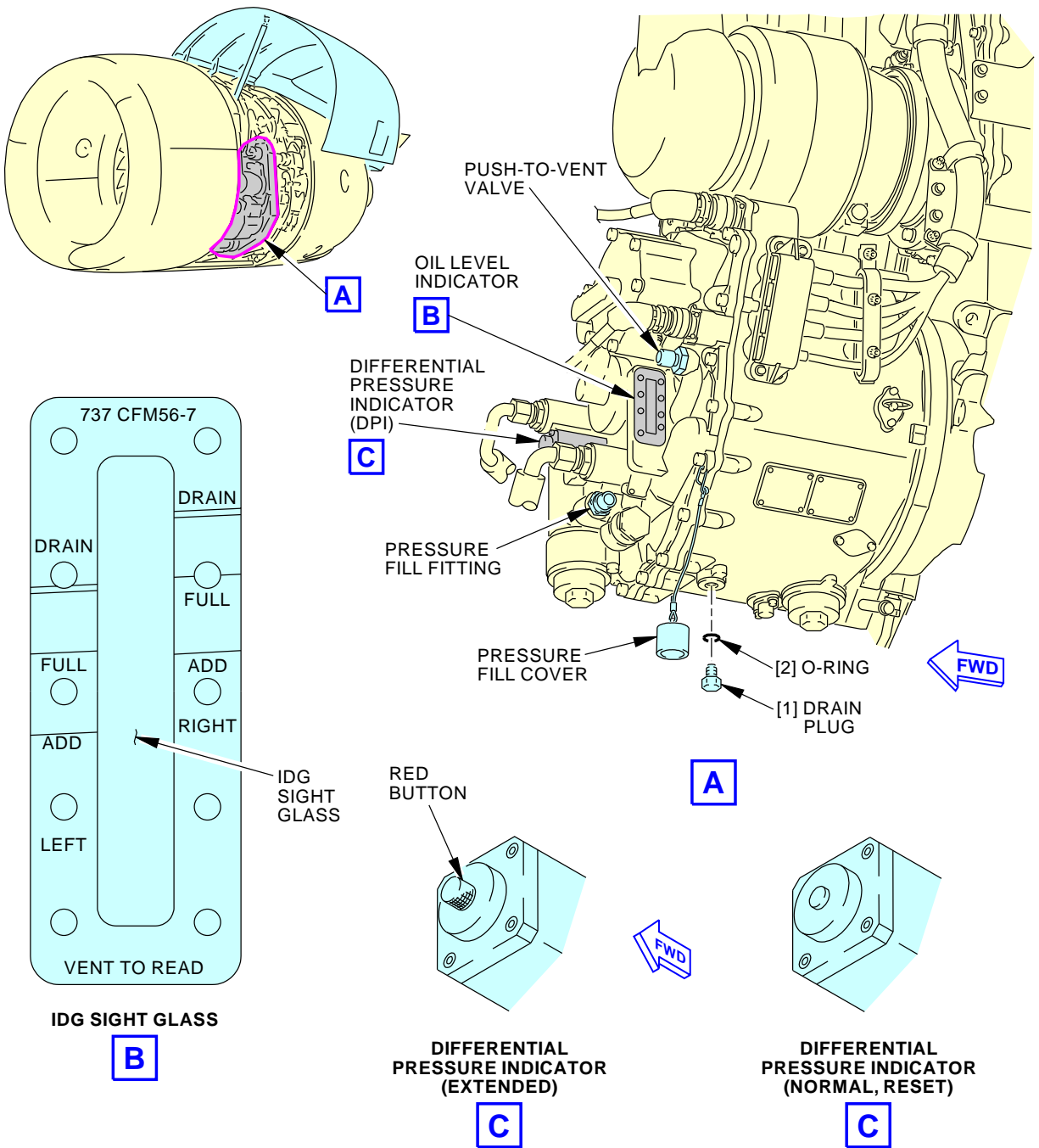
NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT IDG OIL LEVEL D633A109-AKS 24-030-02-01	Page 1 of 4 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-02-01							
TASK 12-13-21-200-801 1. <u>IDG Oil Level Check</u> (Figure 1) A. General (1) This task uses the sight glass on the IDG to check the oil level. (2) The oil volume for the IDG and external cooling circuit is as follows: (a) IDG oil volume - 6.84 qt (6473.05 cc). (b) External cooling circuit oil volume - 2.16 qt (2044.12 cc). (c) Total oil volume - 9 qt (8517 cc). B. Prepare for procedure SUBTASK 12-13-21-010-005 (1) If the Fan Cowl Panels are not open. Open the applicable IDG access panels: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </table> C. Procedure SUBTASK 12-13-21-210-001 (1) Do a check of the IDG oil level as follows: <u>NOTE:</u> Do not do a check of the oil level on a disconnected IDG, because the indication will be incorrect. (a) Make sure the engine has been shutdown for a minimum of 5 minutes before checking oil level. (b) Clean the sight glass with a clean, cotton wiper, G00034, if necessary. <u>CAUTION:</u> FAILURE TO DO THIS STEP CAN CAUSE AN INCORRECT OIL LEVEL INDICATION AND CAN CAUSE SUBSEQUENT DAMAGE TO THE IDG. (c) Push the PUSH-TO-VENT valve for a minimum of 15 seconds before you view the sight glass. <u>NOTE:</u> The PUSH-TO-VENT valve is located near the top of the sight glass. (d) View the sight glass for the oil level. 1) If the oil level is in the black area below the silver band, the oil level is too low and servicing is necessary, do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801. 2) If the oil level is within the silver band, the oil level is correct and no servicing is necessary. 3) When the oil is warm or hot and the oil level is above the silver band but below the DRAIN line, the oil level is correct and no servicing is necessary.				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>						
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG OIL LEVEL D633A109-AKS 24-030-02-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-02-01							
<p>4) When the oil is cold and the oil level is above the silver band but below the DRAIN line, the IDG has been overfilled a little. Some of the oil should be drained until the oil level is at the top of the silver band. Use the steps below to drain some of the oil.</p> <p>CAUTION: IF THE OIL LEVEL IS TOO HIGH, THE FOLLOWING STEPS MUST BE DONE OR SUBSEQUENT DAMAGE CAN OCCUR TO THE IDG.</p> <p>5) If the oil level is in the black area above the DRAIN line, the oil level is too high. Drain some of the IDG oil as follows:</p> <p>a) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.</p> <p>WARNING: MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS.</p> <p>b) Push the PUSH-TO-VENT VALVE for a minimum of 15 seconds.</p> <p>c) Place an oil resistant container (5 gal)(19 Liters), STD-1055 below the IDG to catch the oil.</p> <p>d) Remove the lockwire from the case drain plug [1] on the IDG.</p> <p>e) Remove the case drain plug [1], and let the oil drain into the container.</p> <p>f) Remove the o-ring [2] from the case drain plug and discard.</p> <p>g) Apply oil, D00071 or oil, D00068 to new o-ring [2].</p> <p>h) Install new o-ring [2] onto case drain plug [1].</p> <p>i) Install case drain plug [1] on the IDG.</p> <p>j) Tighten the case drain plug to 65 ±10 in-lb (7 ±1 N·m).</p> <p>k) Install MS20995C32 lockwire, G01048.</p> <p>l) Fill the IDG to the correct oil level. To fill the IDG, do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801.</p> <p>m) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.</p> <p>D. Put the airplane in its usual condition.</p> <p>SUBTASK 12-13-21-410-005</p> <p>(1) If the Fan Cowl Panels are not open, close the applicable access panels:</p> <table border="0"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>413AL</td> <td>IDG Access Door, Engine 1</td> </tr> <tr> <td>423AL</td> <td>IDG Access Door, Engine 2</td> </tr> </tbody> </table> <p style="text-align: center;">————— END OF TASK —————</p>				<u>Number</u>	<u>Name/Location</u>	413AL	IDG Access Door, Engine 1	423AL	IDG Access Door, Engine 2	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>						
413AL	IDG Access Door, Engine 1										
423AL	IDG Access Door, Engine 2										
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG OIL LEVEL D633A109-AKS 24-030-02-01								

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-030-02-01
 <p>Integrated Drive Generator (IDG) Servicing Figure 1</p> <p>F92380 S0006561202_V2</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG OIL LEVEL D633A109-AKS 24-030-02-01	

AIRLINE CARD NO.		TITLE LEFT IDG CHARGE AND SCAVENGE FILTERS			BOEING CARD NO. 24-040-01-01
DATE	TASK REPLACE				RELATED CARD W-24-010-01-01
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT 1800 FH	APPLICABILITY
STATION	SKILL ENGIN				AIRPLANE ALL ENGINE ALL
		ACCESS 413			ZONE 411

Replace left IDG charge and scavenge filters.

A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES
AMM 71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-205	Container - Oil Resistant, 5 U.S.-Gal (19 l)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01	Page 1 of 10 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01	
TASK 24-11-41-000-801				MECH	INSP
1. IDG Scavenge and Charge Filter Removal (Figure 1)					
A. General					
(1) Identify the filter element that came out of the scavenge cavity and the charge cavity on the IDG. (2) If the IDG is to be replaced, put the element back into the cavity that it was removed from and install the filter cover finger tight before you send the IDG to the repair shop. (3) The IDG Scavenge Filter and Charge Filter elements are the same.					
B. Expendables/Parts					
AMM Item	Description	AIPC Reference	AIPC Effectivity		
2	Element	24-11-11-50-105	AKS ALL		
3	O-ring	24-11-11-50-100	AKS ALL		
C. Prepare for removal					
SUBTASK 24-11-41-010-001 (1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.					
D. Procedure					
SUBTASK 24-11-41-020-001 WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU. WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU. (1) Do the filter removal as follows: WARNING: MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS. (a) Push the PUSH-TO-VENT VALVE on the IDG for a minimum of 15 seconds. (b) Remove the lockwire from the filter cover. (c) Place an oil resistant 5 gallon container under IDG filter to catch the oil. (d) Do these steps to remove the filter: 1) Remove the filter cover [4]. NOTE: Inspect the oil in the cover for bright metal particles before you discard the oil. 2) Remove the o-ring [3] from the filter cover and discard. 3) Remove the element [2]. NOTE: Do not reinstall a used filter element, even if it looks clean. Always install a new filter element.					
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01	
(e) Do this task: IDG Scavenge and Charge Filter Inspection/Check, TASK 24-11-41-200-801. ————— END OF TASK —————				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01													
TASK 24-11-41-200-801 2. IDG Scavenge and Charge Filter Inspection/Check A. Prepare for inspection/check SUBTASK 24-11-41-010-002 (1) If the filter is not already removed, do this task: IDG Scavenge and Charge Filter Removal, TASK 24-11-41-000-801. SUBTASK 24-11-41-210-002 (2) When the differential pressure indicator (DPI) on the IDG is extended, the scavenge filter and the IDG oil must be examined. SUBTASK 24-11-41-210-003 (3) If the scavenge filter and the IDG oil condition are not satisfactory, or the DPI Resets decal (if installed) shows it is the 4th extension, the IDG must be replaced. SUBTASK 24-11-41-210-004 (4) If the scavenge filter and the IDG oil condition are satisfactory, and the DPI Resets decal (if installed) shows it is not the 4th extension, the DPI can be reset. <u>NOTE:</u> The DPI can be reset up to three times without removing the IDG, provided: 1. The filters are removed and the filter and filter covers are examined for metal debris. 2. No other indications of electrical power system problems are present, for example, IDG fault indication or DP (feeder) fault. 3. The filters and oil are changed prior to resetting the DPI. 4. The DPI is inspected every 100 hours. 5. For any given IDG, the IDG is removed upon the discovery of the fourth DPI extension. 6. Prior to implementation of this procedure on a new airplane, operators perform a one-time oil and filter change, at some time between 125 and 500 operating hours. SUBTASK 24-11-41-860-001 (5) Open these circuit breakers and install safety tags: F/O Electrical System Panel, P6-4 <table border="1"> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>F</td> <td>8</td> <td>C01286</td> <td>GENERATOR DISC 1</td> </tr> <tr> <td>F</td> <td>9</td> <td>C01287</td> <td>GENERATOR DISC 2</td> </tr> </tbody> </table>				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	8	C01286	GENERATOR DISC 1	F	9	C01287	GENERATOR DISC 2	MECH	INSP
				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>										
F	8	C01286	GENERATOR DISC 1														
F	9	C01287	GENERATOR DISC 2														
B. Procedure SUBTASK 24-11-41-210-006 (1) Do these steps to visually examine the differential pressure indicator (DPI): <u>NOTE:</u> The DPI is the red button adjacent to the scavenge/charge filter on the IDG.																	
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01	
<p>(a) If the DPI is in the up position, examine the scavenge/charge filter condition, the IDG oil condition and do actions in the DPI extension table below.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the DPI resets decal (if installed) shows it is the 4th DPI extension, the IDG must be replaced.</p> <p>1) If the IDG was replaced, no more work is necessary.</p> <p>2) If the IDG was not replaced, check the DPI resets decal (if installed) on the scavenge/charge filter cover for the number of DPI resets that has been done.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the actions in the DPI extension table does not require to replace the IDG, the DPI can be reset 3 times.</p> <p><u>NOTE:</u> When the DPI is set, an inspection must occur at an interval of 100 flight hours.</p> <p><u>NOTE:</u> After four consecutive 100 flight hour check without DPI extension, the DPI check can revert back to the normal interval.</p> <p>a) If the DPI resets decal (if installed) shows it is the fourth (4th) DPI extension, replace the IDG (AMM PAGEBLOCK 24-11-11/401).</p> <p>b) If the DPI resets decal (if installed) shows it is not the fourth (4th) DPI extension, use a blunt tool to rub out the next number on the DPI resets decal and use finger to push the DPI red button down.</p> <p>(b) If the button is in the down position, do these steps:</p> <p>1) If other regular IDG service maintenance is not required, no more work is necessary.</p> <p>2) If other regular IDG service maintenance tasks are required, do those tasks.</p>				MECH	INSP
Table 1 DPI EXTENSION					
SCAVENGE/CHARGE FILTER CONDITION		IDG OIL CONDITION	ACTION		
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301).		
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01	
Table 1 DPI EXTENSION (Continued)				MECH	INSP
SCAVENGE/CHARGE FILTER CONDITION	IDG OIL CONDITION	ACTION			
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301). 4. Run the engine for 5 minutes to raise the temperature of the oil. 5. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 6. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 7. Service with oil (AMM PAGEBLOCK 12-13-21/301).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data) ^{*[1]}	No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Replace the IDG (AMM PAGEBLOCK 24-11-11/401).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data) ^{*[1]}	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Flush the IDG oil system (AMM PAGEBLOCK 12-13-21/301). 3. Install the IDG (AMM PAGEBLOCK 24-11-11/401).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is breached. (See NOTE for more scavenge/charge filter data) ^{*[1]}	Oil condition is not a factor	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Replace the IDG air/oil cooler (AMM PAGEBLOCK 24-11-21/401). 3. Replace the IDG oil cooler lines. 4. Install the IDG (AMM PAGEBLOCK 24-11-11/401).			
<p>^{*[1]} If the scavenge/charge filter element or filter cover shows a number of moderately scattered, small metallic flakes (bronze or silver colored metal), flakes of generator insulation, black epoxy flakes, or sleeving, do not replace the IDG. These products are normal wear during IDG operation. If the filter element shows bright metal deposits that can be clearly specified as chunks or pieces caused by breakage, or a large number of small metallic flakes (bronze or silver-colored metal), replace the IDG. These are indications of IDG internal damage. The filter is breached if the filter is damaged or missing, the O-ring is damaged or missing, or the filter cap is damaged or loose.</p>					
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01		

AKS

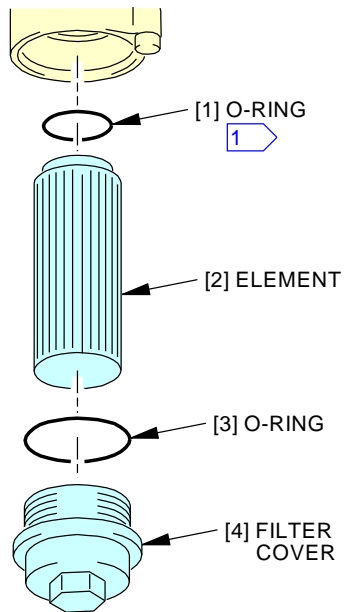
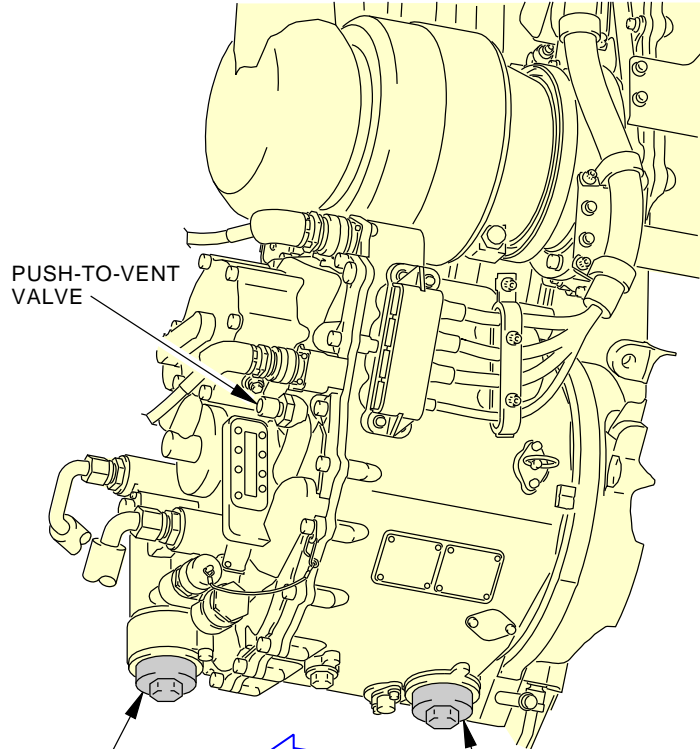
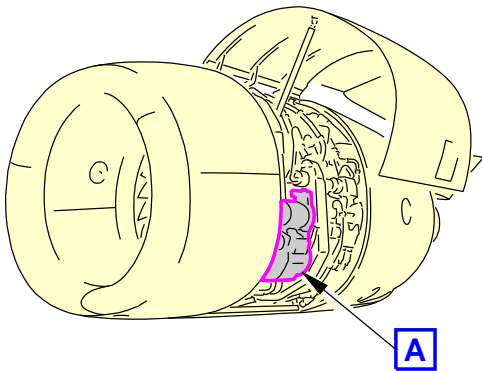


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01													
<p>SUBTASK 24-11-41-860-002</p> <p>(2) Remove the safety tags and close these circuit breakers:</p> <p>F/O Electrical System Panel, P6-4</p> <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>F</td><td>8</td><td>C01286</td><td>GENERATOR DISC 1</td></tr><tr><td>F</td><td>9</td><td>C01287</td><td>GENERATOR DISC 2</td></tr></tbody></table> <p>————— END OF TASK —————</p>				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	8	C01286	GENERATOR DISC 1	F	9	C01287	GENERATOR DISC 2	MECH	INSP
				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>										
F	8	C01286	GENERATOR DISC 1														
F	9	C01287	GENERATOR DISC 2														
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS														
			D633A109-AKS 24-040-01-01														
			Page 7 of 10 Oct 15/2014														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01	
TASK 24-11-41-400-801				MECH	INSP
3. IDG Scavenge and Charge Filter Installation					
A. General					
(1) The IDG Scavenge Filter and Charge Filter elements are the same. (2) Do not reinstall a used filter element, even if it looks clean. Always install a new filter element.					
B. Expendables/Parts					
AMM Item	Description	AIPC Reference	AIPC Effectivity		
2	Element	24-11-11-50-105	AKS ALL		
3	O-ring	24-11-11-50-100	AKS ALL		
C. Procedure					
SUBTASK 24-11-41-420-001					
(1) Install the filter element as follows: <ul style="list-style-type: none"> (a) Apply oil, D00071 or oil, D00068 on the o-ring [3]. (b) Install the o-ring [3] on the filter cover [4]. (c) Apply oil, D00071 or oil, D00068 on the o-ring [1]. <u>NOTE:</u> The o-ring [1] comes installed in the element [2]. (d) Install the element [2] in the cavity on the IDG until o-ring on filter element makes a seal. <u>NOTE:</u> Make sure that filter element is properly seated into the IDG cavity before you install the filter cover. 					
CAUTION: DO NOT TIGHTEN THE FILTER COVER TO FORCE THE FILTER ELEMENT INTO THE HOUSING. IF YOU DO, DAMAGE TO THE FILTER ELEMENT CAN OCCUR.					
<ul style="list-style-type: none"> (e) Install the filter cover [4]. (f) Tighten the filter cover to 156 - 180 pound-inches (17.6 - 20.3 Newton meters). (g) Install a 0.032 inch (0.8128 mm) diameter MS20995NC32 lockwire, G01912 onto the filter cover (AMM TASK 20-30-51-910-801). (h) Do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801. <ul style="list-style-type: none"> 1) Make sure the drain plug is installed, with a new o-ring, prior to fill the IDG with oil. (i) Do this task: Dry Motor the Engine, AMM TASK 71-00-00-700-821-F00. (j) Check for leaks. 					
D. Put the airplane in its usual condition.					
SUBTASK 24-11-41-410-001					
(1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.					
———— END OF TASK ————					
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01		
			Page 8 of 10 Jun 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01
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FILTER
(EXAMPLE)

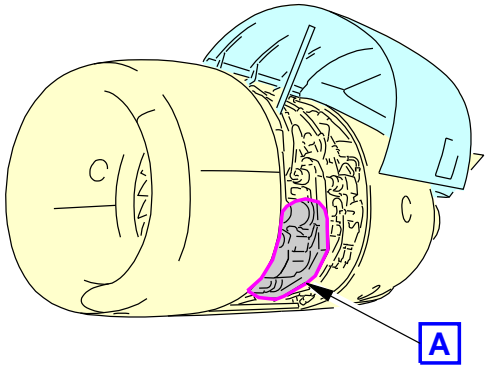
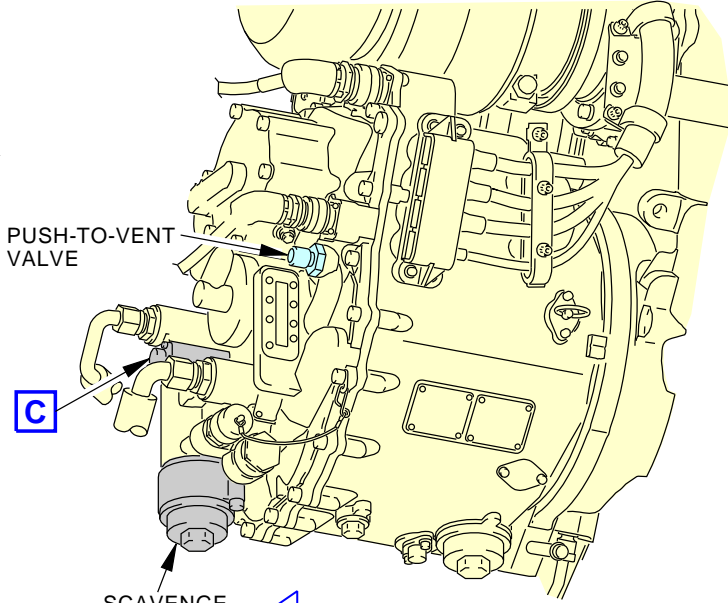
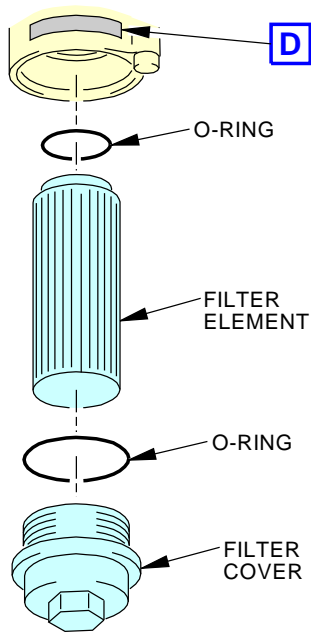
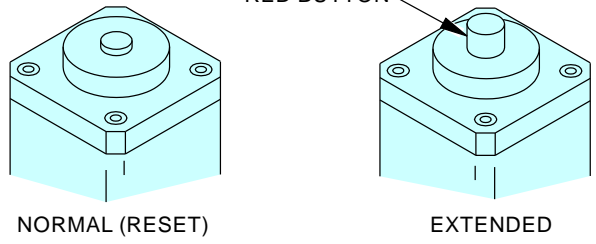
B

1 O-RING CAN COME INSTALLED
IN FILTER ELEMENT

F94931 S0006566151_V3

**IDG Scavenge Filter and Charge Filter Installation
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01	Page 9 of 10 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-01-01
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>A</p> </div> <div style="text-align: center;">  <p>B C</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;">  <p>B</p> </div> <div style="text-align: center;">  <p>C</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>DPI RESETS</p> <p>REFER TO APPROPRIATE DOCUMENTATION FOR DETAILS OF THE ALTERNATE DPI PROCEDURE</p> <div style="display: flex; justify-content: center; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">4 REMOVE IDG</div> </div> <p>DPI RESETS DECAL</p> <p>D</p> </div>				
<p>DPI Reset Procedure Figure 2</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-01-01	

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AIRLINE CARD NO.		TITLE RIGHT IDG CHARGE AND SCAVENGE FILTERS			BOEING CARD NO. 24-040-02-01
DATE	TASK REPLACE				RELATED CARD W-24-010-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT 1800 FH	APPLICABILITY
STATION	SKILL ENGIN				AIRPLANE ALL ENGINE ALL
		ACCESS 423			ZONE 421

Replace right IDG charge and scavenge filters.

A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES
AMM 71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-205	Container - Oil Resistant, 5 U.S.-Gal (19 l)

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01	Page 1 of 10 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01	
TASK 24-11-41-000-801				MECH	INSP
1. <u>IDG Scavenge and Charge Filter Removal</u> (Figure 1)					
A. General					
(1) Identify the filter element that came out of the scavenge cavity and the charge cavity on the IDG.					
(2) If the IDG is to be replaced, put the element back into the cavity that it was removed from and install the filter cover finger tight before you send the IDG to the repair shop.					
(3) The IDG Scavenge Filter and Charge Filter elements are the same.					
B. Expendables/Parts					
AMM Item	Description	AIPC Reference	AIPC Effectivity		
2	Element	24-11-11-50-105	AKS ALL		
3	O-ring	24-11-11-50-100	AKS ALL		
C. Prepare for removal					
SUBTASK 24-11-41-010-001					
(1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.					
D. Procedure					
SUBTASK 24-11-41-020-001					
<u>WARNING:</u> DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.					
<u>WARNING:</u> DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU.					
(1) Do the filter removal as follows:					
<u>WARNING:</u> MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS.					
(a) Push the PUSH-TO-VENT VALVE on the IDG for a minimum of 15 seconds.					
(b) Remove the lockwire from the filter cover.					
(c) Place an oil resistant 5 gallon container under IDG filter to catch the oil.					
(d) Do these steps to remove the filter:					
1) Remove the filter cover [4].					
<u>NOTE:</u> Inspect the oil in the cover for bright metal particles before you discard the oil.					
2) Remove the o-ring [3] from the filter cover and discard.					
3) Remove the element [2].					
<u>NOTE:</u> Do not reinstall a used filter element, even if it looks clean. Always install a new filter element.					
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS		
			D633A109-AKS 24-040-02-01		
			Page 2 of 10 Jun 15/2015		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01	
(e) Do this task: IDG Scavenge and Charge Filter Inspection/Check, TASK 24-11-41-200-801. ————— END OF TASK —————				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01													
TASK 24-11-41-200-801 2. IDG Scavenge and Charge Filter Inspection/Check A. Prepare for inspection/check SUBTASK 24-11-41-010-002 (1) If the filter is not already removed, do this task: IDG Scavenge and Charge Filter Removal, TASK 24-11-41-000-801. SUBTASK 24-11-41-210-002 (2) When the differential pressure indicator (DPI) on the IDG is extended, the scavenge filter and the IDG oil must be examined. SUBTASK 24-11-41-210-003 (3) If the scavenge filter and the IDG oil condition are not satisfactory, or the DPI Resets decal (if installed) shows it is the 4th extension, the IDG must be replaced. SUBTASK 24-11-41-210-004 (4) If the scavenge filter and the IDG oil condition are satisfactory, and the DPI Resets decal (if installed) shows it is not the 4th extension, the DPI can be reset. <u>NOTE:</u> The DPI can be reset up to three times without removing the IDG, provided: 1. The filters are removed and the filter and filter covers are examined for metal debris. 2. No other indications of electrical power system problems are present, for example, IDG fault indication or DP (feeder) fault. 3. The filters and oil are changed prior to resetting the DPI. 4. The DPI is inspected every 100 hours. 5. For any given IDG, the IDG is removed upon the discovery of the fourth DPI extension. 6. Prior to implementation of this procedure on a new airplane, operators perform a one-time oil and filter change, at some time between 125 and 500 operating hours. SUBTASK 24-11-41-860-001 (5) Open these circuit breakers and install safety tags: F/O Electrical System Panel, P6-4 <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>F</td> <td>8</td> <td>C01286</td> <td>GENERATOR DISC 1</td> </tr> <tr> <td>F</td> <td>9</td> <td>C01287</td> <td>GENERATOR DISC 2</td> </tr> </tbody> </table>				Row	Col	Number	Name	F	8	C01286	GENERATOR DISC 1	F	9	C01287	GENERATOR DISC 2	MECH	INSP
				Row	Col	Number	Name										
F	8	C01286	GENERATOR DISC 1														
F	9	C01287	GENERATOR DISC 2														
B. Procedure SUBTASK 24-11-41-210-006 (1) Do these steps to visually examine the differential pressure indicator (DPI): <u>NOTE:</u> The DPI is the red button adjacent to the scavenge/charge filter on the IDG.																	
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01	MECH	INSP
<p>(a) If the DPI is in the up position, examine the scavenge/charge filter condition, the IDG oil condition and do actions in the DPI extension table below.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the DPI resets decal (if installed) shows it is the 4th DPI extension, the IDG must be replaced.</p> <p>1) If the IDG was replaced, no more work is necessary.</p> <p>2) If the IDG was not replaced, check the DPI resets decal (if installed) on the scavenge/charge filter cover for the number of DPI resets that has been done.</p> <p><u>NOTE:</u> When the DPI is in the up position and if the actions in the DPI extension table does not require to replace the IDG, the DPI can be reset 3 times.</p> <p><u>NOTE:</u> When the DPI is set, an inspection must occur at an interval of 100 flight hours.</p> <p><u>NOTE:</u> After four consecutive 100 flight hour check without DPI extension, the DPI check can revert back to the normal interval.</p> <p>a) If the DPI resets decal (if installed) shows it is the fourth (4th) DPI extension, replace the IDG (AMM PAGEBLOCK 24-11-11/401).</p> <p>b) If the DPI resets decal (if installed) shows it is not the fourth (4th) DPI extension, use a blunt tool to rub out the next number on the DPI resets decal and use finger to push the DPI red button down.</p> <p>(b) If the button is in the down position, do these steps:</p> <p>1) If other regular IDG service maintenance is not required, no more work is necessary.</p> <p>2) If other regular IDG service maintenance tasks are required, do those tasks.</p>						
Table 1 DPI EXTENSION						
SCAVENGE/CHARGE FILTER CONDITION		IDG OIL CONDITION		ACTION		
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) ^{*[1]}		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.		1. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301).		
EFFECTIVITY AKS ALL		SOURCE MRB		RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01	
Table 1 DPI EXTENSION (Continued)				MECH	INSP
SCAVENGE/CHARGE FILTER CONDITION	IDG OIL CONDITION	ACTION			
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data)* ^[1]	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 2. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 3. Service with oil (AMM PAGEBLOCK 12-13-21/301). 4. Run the engine for 5 minutes to raise the temperature of the oil. 5. Drain the oil in the 5 U.S.-gal (19 l) oil resistant container, STD-205. 6. Replace the scavenge/charge filter (AMM PAGEBLOCK 24-11-41/201). 7. Service with oil (AMM PAGEBLOCK 12-13-21/301).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]	No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.	1. Replace the IDG (AMM PAGEBLOCK 24-11-11/401).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)* ^[1]	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Flush the IDG oil system (AMM PAGEBLOCK 12-13-21/301). 3. Install the IDG (AMM PAGEBLOCK 24-11-11/401).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is breached. (See NOTE for more scavenge/charge filter data)* ^[1]	Oil condition is not a factor	1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Replace the IDG air/oil cooler (AMM PAGEBLOCK 24-11-21/401). 3. Replace the IDG oil cooler lines. 4. Install the IDG (AMM PAGEBLOCK 24-11-11/401).			
<p>*[1] If the scavenge/charge filter element or filter cover shows a number of moderately scattered, small metallic flakes (bronze or silver colored metal), flakes of generator insulation, black epoxy flakes, or sleeving, do not replace the IDG. These products are normal wear during IDG operation. If the filter element shows bright metal deposits that can be clearly specified as chunks or pieces caused by breakage, or a large number of small metallic flakes (bronze or silver-colored metal), replace the IDG. These are indications of IDG internal damage. The filter is breached if the filter is damaged or missing, the O-ring is damaged or missing, or the filter cap is damaged or loose.</p>					
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01		

AKS

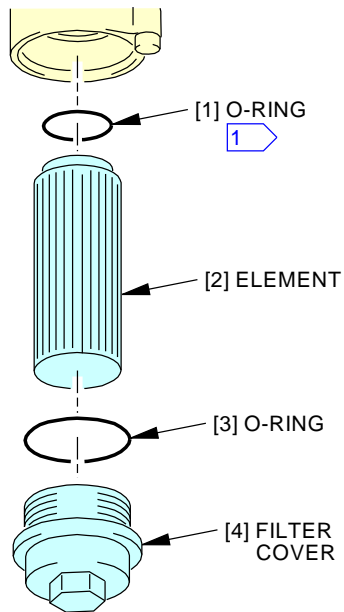
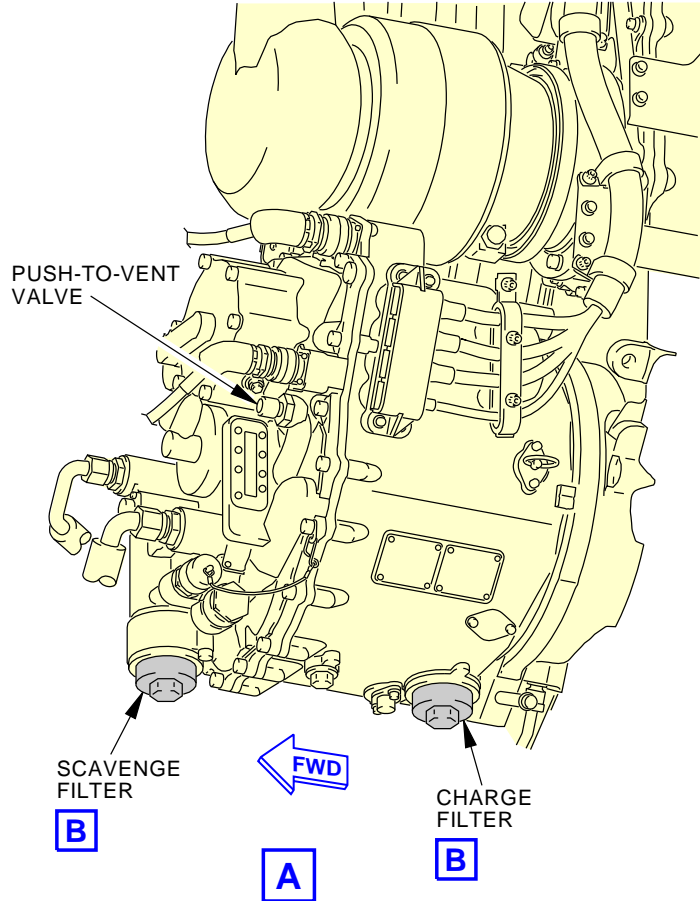
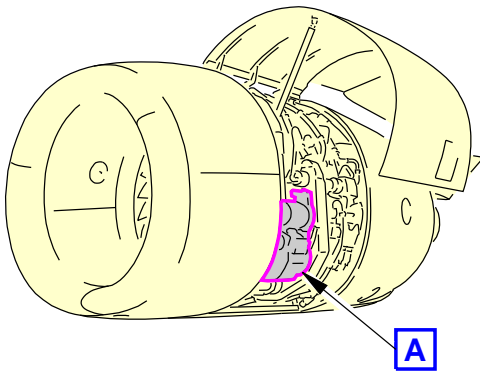


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01													
<p>SUBTASK 24-11-41-860-002</p> <p>(2) Remove the safety tags and close these circuit breakers:</p> <p>F/O Electrical System Panel, P6-4</p> <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>F</td><td>8</td><td>C01286</td><td>GENERATOR DISC 1</td></tr><tr><td>F</td><td>9</td><td>C01287</td><td>GENERATOR DISC 2</td></tr></tbody></table> <p>————— END OF TASK —————</p>				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	8	C01286	GENERATOR DISC 1	F	9	C01287	GENERATOR DISC 2	MECH	INSP
				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>										
F	8	C01286	GENERATOR DISC 1														
F	9	C01287	GENERATOR DISC 2														
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS														
			D633A109-AKS 24-040-02-01														
			Page 7 of 10 Oct 15/2014														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01													
TASK 24-11-41-400-801 3. IDG Scavenge and Charge Filter Installation A. General (1) The IDG Scavenge Filter and Charge Filter elements are the same. (2) Do not reinstall a used filter element, even if it looks clean. Always install a new filter element. B. Expendables/Parts <table border="1"> <thead> <tr> <th>AMM Item</th> <th>Description</th> <th>AIPC Reference</th> <th>AIPC Effectivity</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Element</td> <td>24-11-11-50-105</td> <td>AKS ALL</td> </tr> <tr> <td>3</td> <td>O-ring</td> <td>24-11-11-50-100</td> <td>AKS ALL</td> </tr> </tbody> </table> C. Procedure SUBTASK 24-11-41-420-001 (1) Install the filter element as follows: (a) Apply oil, D00071 or oil, D00068 on the o-ring [3]. (b) Install the o-ring [3] on the filter cover [4]. (c) Apply oil, D00071 or oil, D00068 on the o-ring [1]. <u>NOTE:</u> The o-ring [1] comes installed in the element [2]. (d) Install the element [2] in the cavity on the IDG until o-ring on filter element makes a seal. <u>NOTE:</u> Make sure that filter element is properly seated into the IDG cavity before you install the filter cover. CAUTION: DO NOT TIGHTEN THE FILTER COVER TO FORCE THE FILTER ELEMENT INTO THE HOUSING. IF YOU DO, DAMAGE TO THE FILTER ELEMENT CAN OCCUR. (e) Install the filter cover [4]. (f) Tighten the filter cover to 156 - 180 pound-inches (17.6 - 20.3 Newton meters). (g) Install a 0.032 inch (0.8128 mm) diameter MS20995NC32 lockwire, G01912 onto the filter cover (AMM TASK 20-30-51-910-801). (h) Do this task: IDG Servicing (Oil Fill), AMM TASK 12-13-21-600-801. 1) Make sure the drain plug is installed, with a new o-ring, prior to fill the IDG with oil. (i) Do this task: Dry Motor the Engine, AMM TASK 71-00-00-700-821-F00. (j) Check for leaks. D. Put the airplane in its usual condition. SUBTASK 24-11-41-410-001 (1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00. <p style="text-align: center;">————— END OF TASK —————</p>				AMM Item	Description	AIPC Reference	AIPC Effectivity	2	Element	24-11-11-50-105	AKS ALL	3	O-ring	24-11-11-50-100	AKS ALL	MECH	INSP
AMM Item	Description	AIPC Reference	AIPC Effectivity														
2	Element	24-11-11-50-105	AKS ALL														
3	O-ring	24-11-11-50-100	AKS ALL														
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01
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**FILTER
(EXAMPLE)**

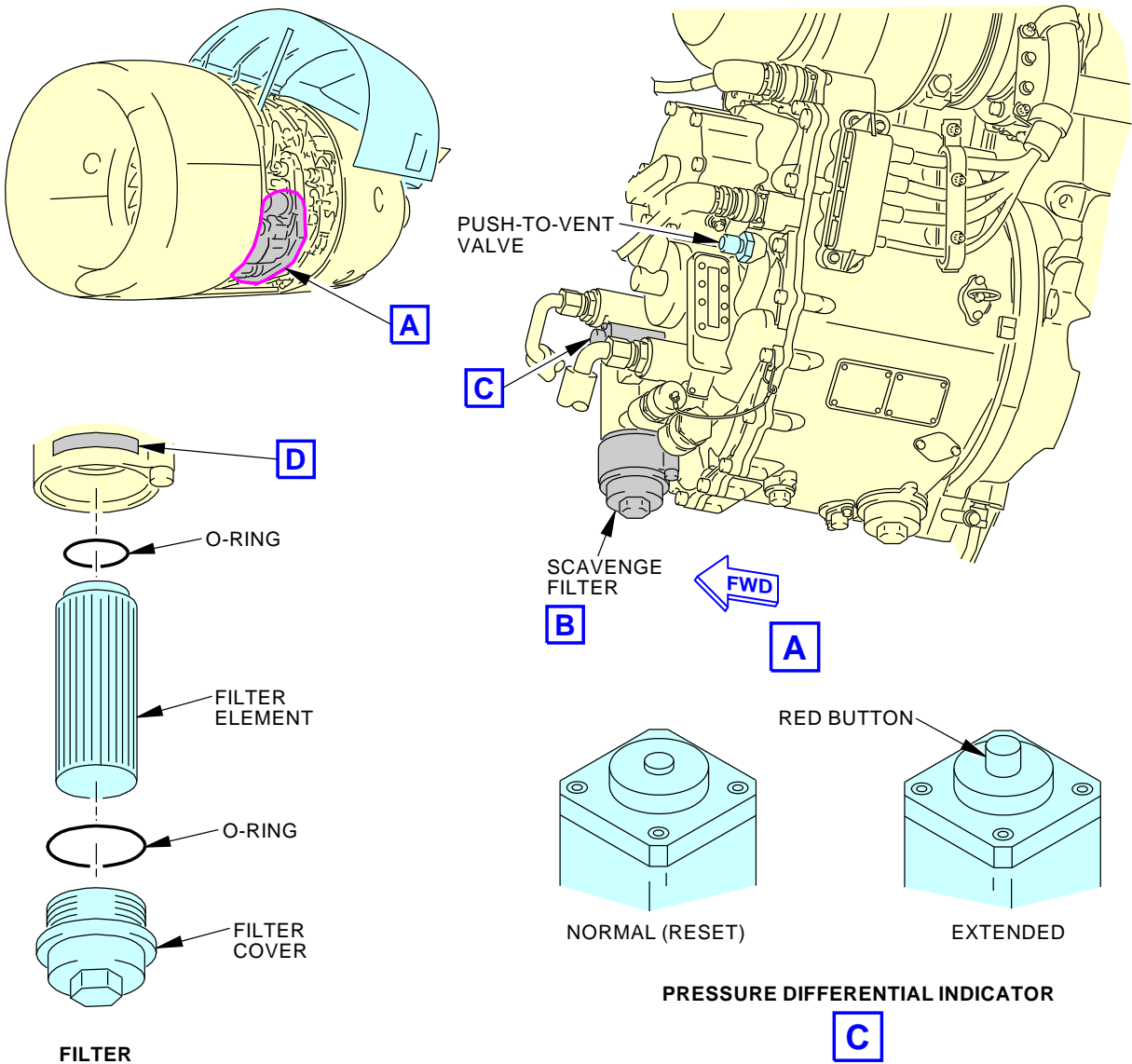
B

1 O-RING CAN COME INSTALLED
IN FILTER ELEMENT

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**IDG Scavenge Filter and Charge Filter Installation
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01	Page 9 of 10 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-040-02-01
 <p>SCAVENGE FILTER (B)</p> <p>PUSH-TO-VENT VALVE (C)</p> <p>RED BUTTON (A)</p> <p>NORMAL (RESET)</p> <p>EXTENDED</p> <p>PRESSURE DIFFERENTIAL INDICATOR (C)</p> <p>FILTER (EXAMPLE) (B)</p> <p>DPI RESETS</p> <p>REFER TO APPROPRIATE DOCUMENTATION FOR DETAILS OF THE ALTERNATE DPI PROCEDURE</p> <p>1 2 3 4 REMOVE IDG</p> <p>DPI RESETS DECAL (D)</p>				
DPI Reset Procedure Figure 2				
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT IDG CHARGE AND SCAVENGE FILTERS D633A109-AKS 24-040-02-01	

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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE LEFT QAD			BOEING CARD NO. 24-050-01-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 3600 FH	REPEAT 3600 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN	ACCESS 413			ZONE 411

Torque check the left engine IDG quick attach/detach (QAD) coupling.

A. References

Reference	Title
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

B. Consumable Materials

Reference	Description	Specification
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

EFFECTIVITY
AKS ALL

SOURCE
MRB

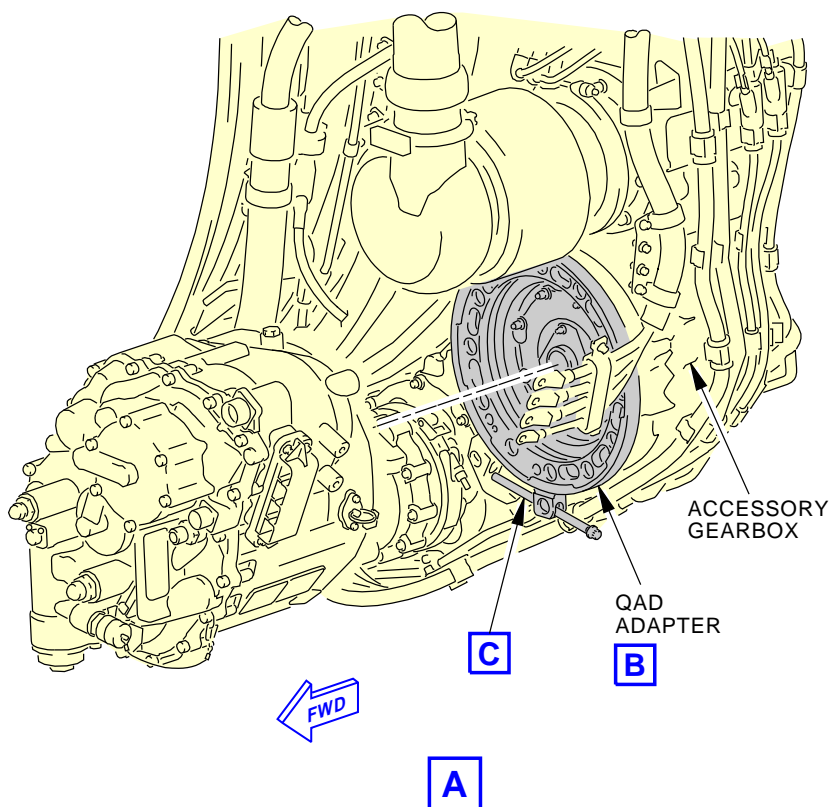
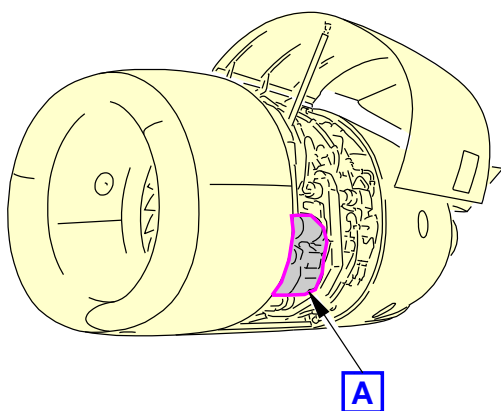
LEFT QAD

D633A109-AKS
24-050-01-01

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Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-01-01	
TASK 24-11-61-200-801 1. QAD Adapter Torque Check (Figure 1) A. General (1) This procedure does a check of the torque on the QAD tension bolt with the IDG installed. B. Prepare for the Torque Check SUBTASK 24-11-61-010-004 (1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. C. Procedure SUBTASK 24-11-61-200-001 (1) Do the steps that follow to check the torque of the QAD adapter tension bolt: (a) Remove the lockwire from the tension bolt on the QAD adapter. (b) Tap the QAD in the area shown on Figure 1 with a soft mallet or brass drift to prevent an incorrect torque value. (c) Do a check of the torque value of the QAD tension bolt. If the torque is less than 180 pound-inches (20 Newton-meters), then do these steps: 1) Tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). 2) Repeat tapping and torquing to 240-264 pound-inches (27-30 Newton-meters) until the torque of the QAD tension bolt does not drop below 180 pound-inches (20 Newton-meters) after tapping on the QAD. 3) Tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). (d) If first check of the torque of the QAD tension bolt is above 180 pound-inches (20 Newton-meters), then do these steps: 1) Tap on the QAD ring and check torque again. If second check of the torque is above 180 pound-inches (20 Newton-meters), tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). (e) Install a 0.032 inch (0.8128 mm) diameter MS20995NC32 lockwire, G01912 on QAD tension bolt (AMM TASK 20-10-44-400-801). D. Put the Airplane Back to Its Usual Condition SUBTASK 24-11-61-410-003 (1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00. <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT QAD D633A109-AKS 24-050-01-01		

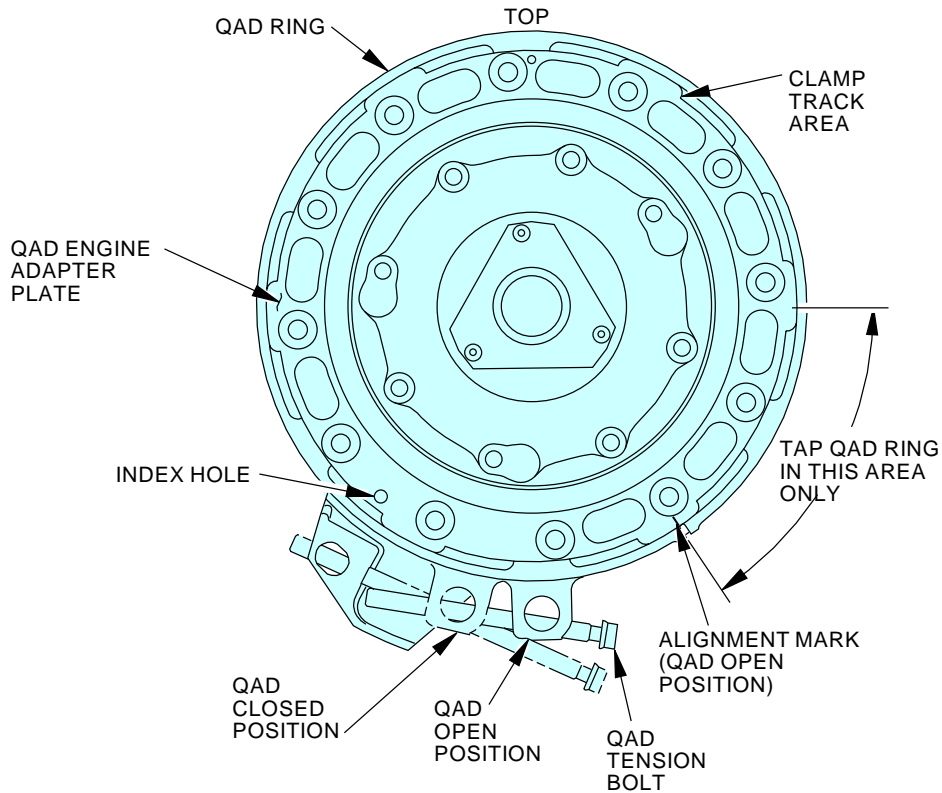
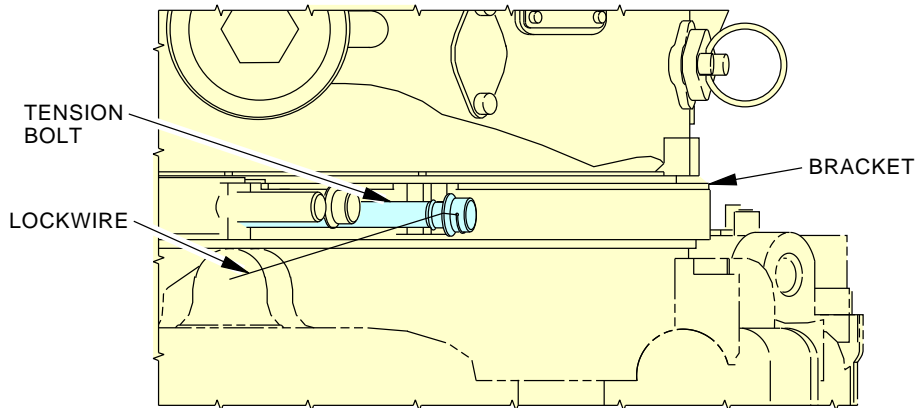
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-01-01
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Quick Attach/Detach Adapter Inspection
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT QAD D633A109-AKS 24-050-01-01	Page 3 of 4 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-01-01
<div data-bbox="298 315 1234 1102"><p>A</p></div> <div data-bbox="352 1184 1261 1589"><p>TENSION BOLT WITH LOCKWIRE</p><p>C</p></div> <div data-bbox="571 1736 1088 1806"><p>Quick Attach/Detach Adapter Inspection Figure 1 (Sheet 2 of 2)</p></div> <div data-bbox="1213 1715 1443 1743"><p>G13924 S0006566163_V4</p></div>				
EFFECTIVITY AKS ALL	SOURCE MRB	LEFT QAD D633A109-AKS 24-050-01-01		

AIRLINE CARD NO		TITLE RIGHT QAD			BOEING CARD NO. 24-050-02-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 3600 FH	REPEAT 3600 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL ENGIN	ACCESS 423			ZONE 421

Torque check the right engine IDG quick attach/detach (QAD) coupling.

A. References

Reference	Title
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

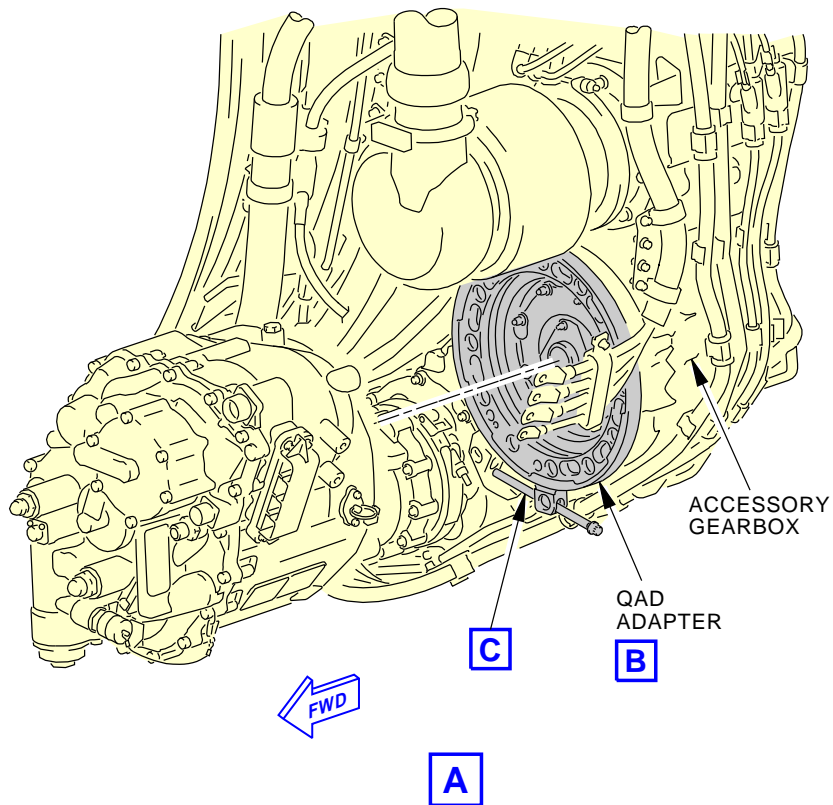
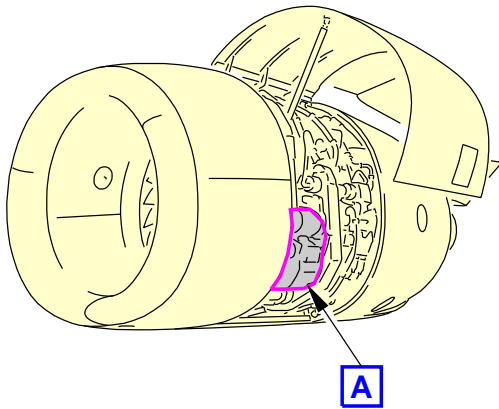
B. Consumable Materials

Reference	Description	Specification
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT QAD D633A109-AKS 24-050-02-01	Page 1 of 4 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-02-01	
TASK 24-11-61-200-801 1. QAD Adapter Torque Check (Figure 1) A. General (1) This procedure does a check of the torque on the QAD tension bolt with the IDG installed. B. Prepare for the Torque Check SUBTASK 24-11-61-010-004 (1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. C. Procedure SUBTASK 24-11-61-200-001 (1) Do the steps that follow to check the torque of the QAD adapter tension bolt: (a) Remove the lockwire from the tension bolt on the QAD adapter. (b) Tap the QAD in the area shown on Figure 1 with a soft mallet or brass drift to prevent an incorrect torque value. (c) Do a check of the torque value of the QAD tension bolt. If the torque is less than 180 pound-inches (20 Newton-meters), then do these steps: 1) Tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). 2) Repeat tapping and torquing to 240-264 pound-inches (27-30 Newton-meters) until the torque of the QAD tension bolt does not drop below 180 pound-inches (20 Newton-meters) after tapping on the QAD. 3) Tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). (d) If first check of the torque of the QAD tension bolt is above 180 pound-inches (20 Newton-meters), then do these steps: 1) Tap on the QAD ring and check torque again. If second check of the torque is above 180 pound-inches (20 Newton-meters), tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters). (e) Install a 0.032 inch (0.8128 mm) diameter MS20995NC32 lockwire, G01912 on QAD tension bolt (AMM TASK 20-10-44-400-801). D. Put the Airplane Back to Its Usual Condition SUBTASK 24-11-61-410-003 (1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00. <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT QAD D633A109-AKS 24-050-02-01		

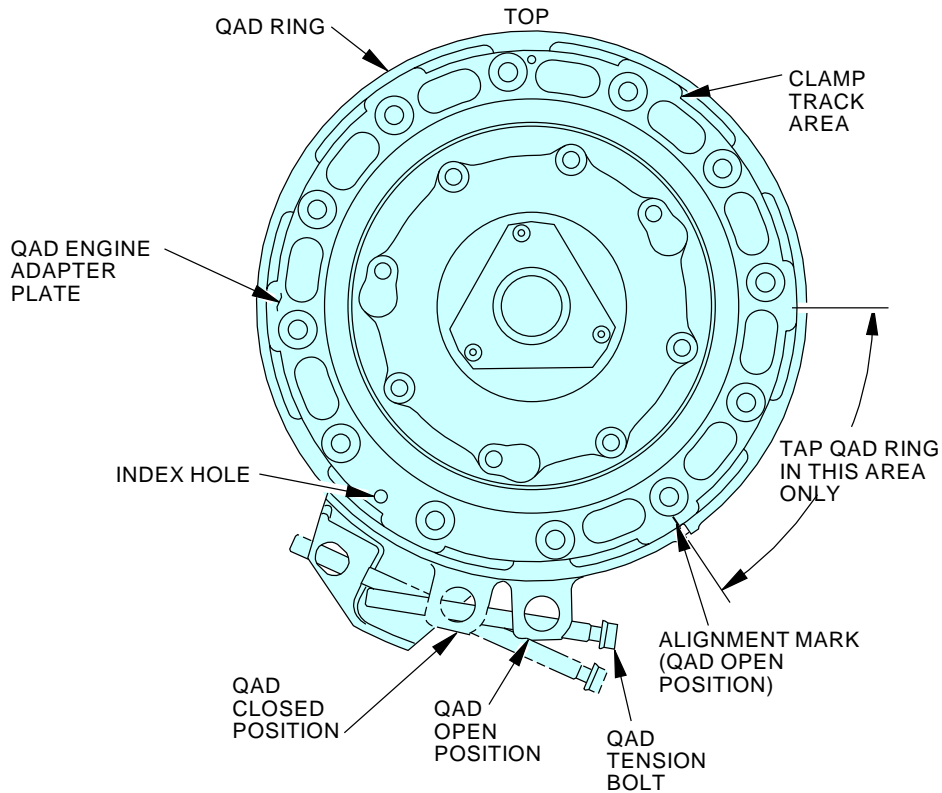
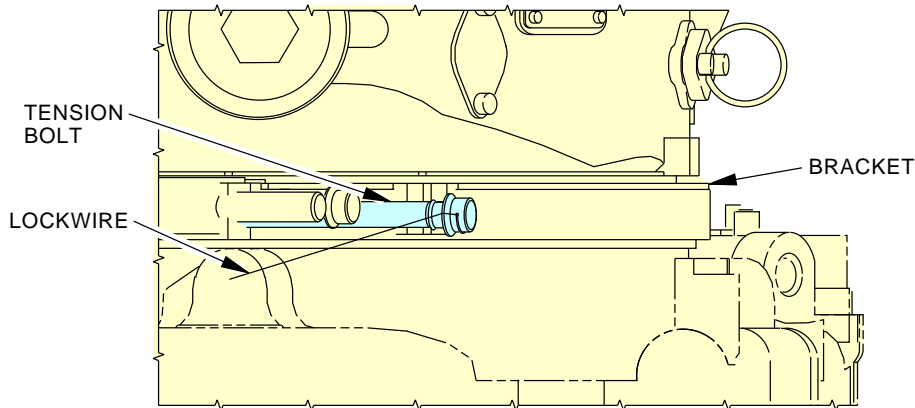
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-02-01
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F58811 S0006566162_V3

Quick Attach/Detach Adapter Inspection
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT QAD D633A109-AKS 24-050-02-01	Page 3 of 4 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-050-02-01
<div data-bbox="298 315 1234 1102"><p>A</p></div> <div data-bbox="352 1184 1261 1589"><p>C</p></div> <div data-bbox="656 1635 1023 1665"><p>TENSION BOLT WITH LOCKWIRE</p></div> <div data-bbox="571 1736 1089 1806"><p>Quick Attach/Detach Adapter Inspection Figure 1 (Sheet 2 of 2)</p></div> <div data-bbox="1213 1715 1443 1743"><p>G13924 S0006566163_V4</p></div>				
EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT QAD D633A109-AKS 24-050-02-01		
				Page 4 of 4 Jun 15/2015

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE STANDBY POWER CONTROL UNIT (SPCU)			BOEING CARD NO. 24-100-00-01	
DATE	TASK OPERATIONAL				RELATED CARD	
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 15 DY	REPEAT 15 DY	APPLICABILITY	
STATION	SKILL ELEC				AIRPLANE ALL	ENGINE ALL
					NOTE	
		ACCESS			ZONE 210	

Operational check of the standby power control unit (SPCU).

AIRPLANE NOTE: Applies to airplanes with dual battery installation only.

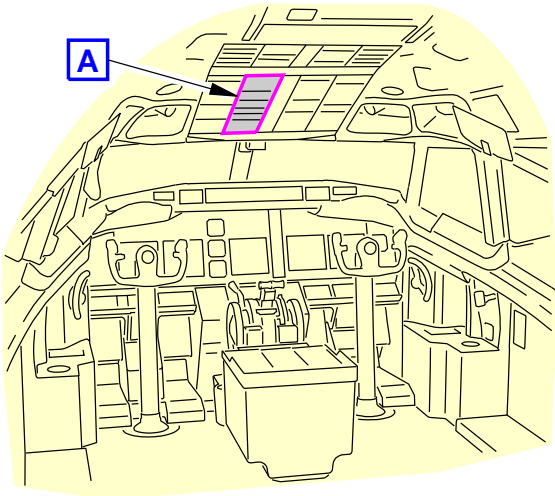
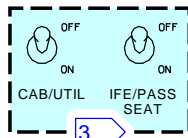
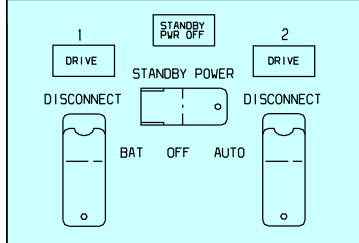
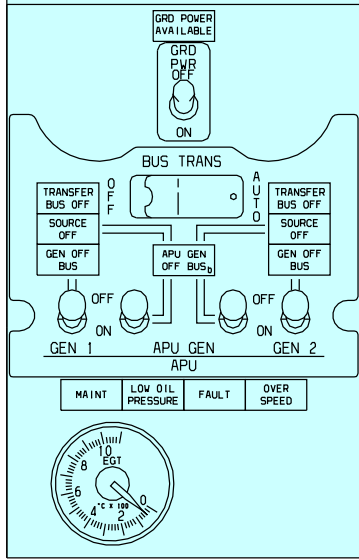
A. References

Reference	Title
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY POWER CONTROL UNIT (SPCU) D633A109-AKS 24-100-00-01	Page 1 of 4 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-100-00-01	
TASK 24-34-00-710-802 1. The Operational Test of the Standby Power System (Figure 1) A. General (1) This procedure does an Operational Test of the Standby Power System. B. Prepare for the Test SUBTASK 24-34-00-860-007 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. C. The Operation Test SUBTASK 24-34-00-710-002 (1) Do an operational check of the Standby Power system as follows: (a) Make sure the BAT switch on the P5-13 panel is set to the ON position. (b) Make sure the STANDBY POWER switch on the P5-5 panel is set to the AUTO position. (c) Make sure the STANDBY PWR OFF light on the P5-5 panel is off. (d) Set both the AC meter selector switch and the DC meter selector switch on the P5-13 panel to the STBY PWR position. (e) Make sure the AC meter shows these values: 1) AC VOLTS = 110-120 2) CPS FREQ = 395-405 (f) Make sure the DC meter shows this value: 1) DC VOLTS = 22-30 (g) Set the STANDBY POWER switch on the P5-5 panel to the OFF position. NOTE: Ignore the flight deck effects that are not specified in this test procedure. (h) Make sure the STANDBY PWR OFF light on the P5-5 panel comes on. (i) Make sure the AC meter shows these values: 1) AC VOLTS = 0 2) CPS FREQ = BLANK NOTE: When the AC voltage goes below approximately 12 VAC, the CPS FREQ will become blank. (j) Make sure the DC meter shows this value: 1) DC VOLTS = 0 (k) Set the STANDBY POWER switch on the P5-5 panel to the BAT position. (l) Make sure the STANDBY PWR OFF light on the P5-5 panel goes off. (m) Make sure the AC meter shows these values: 1) AC VOLTS = 110-120 2) CPS FREQ = 395-405				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	STANDBY POWER CONTROL UNIT (SPCU) D633A109-AKS 24-100-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-100-00-01	
<p>(n) Make sure the DC meter shows this value:</p> <p>1) DC VOLTS = 22-30</p> <p>(o) Set the STANDBY POWER switch on the P5-5 panel to the AUTO position.</p> <p>(p) Set the applicable switch(es) on the P5-4 panel to the OFF position:</p> <p><u>NOTE:</u> This step is to remove power from the 115 VAC Transfer Buses.</p> <p>1) GRD POWER control switch</p> <p>2) APU GEN control switches</p> <p>3) GEN 1 and GEN 2 control switches</p> <p>(q) Make sure both TRANSFER BUS OFF lights on the P5-4 panel are on.</p> <p>(r) Set the DC meter selector switch on the P5-13 panel to the BAT position.</p> <p>(s) Make sure the DC meter shows these values:</p> <p>1) DC VOLTS = 22-28</p> <p>2) DC AMPS = a negative value</p> <p><u>NOTE:</u> A negative DC AMP value indicates that the battery is discharging.</p> <p>(t) Set the DC meter selector switch on the P5-13 panel to the AUX BAT position.</p> <p>(u) Make sure the DC meter shows these values:</p> <p>1) DC VOLTS = 22-28</p> <p>2) DC AMPS = a negative value</p> <p><u>NOTE:</u> A negative DC AMP value indicates that the battery is discharging.</p> <p>(v) Make sure the BAT DISCHARGE light on the P5-13 panel comes on. The light will come on when any of these conditions are met:</p> <p>1) The battery current is greater than 5 Amps for more than 95 seconds.</p> <p>2) The battery current is greater than 15 Amps for more than 25 seconds.</p> <p>3) The battery current is greater than 100 Amps for more than 1.2 seconds.</p> <p>(w) Set the applicable switch(es) on the P5-4 panel back to the ON position:</p> <p>1) GRD POWER control switch</p> <p>2) APU GEN control switches</p> <p>3) GEN 1 and GEN 2 control switches</p> <p>(x) Make sure the BAT DISCHARGE light on the P5-13 panel goes off.</p> <p>D. Put the airplane in its usual condition.</p> <p><small>SUBTASK 24-34-00-860-008</small></p> <p>(1) If electrical power is not needed, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p> <p><u>NOTE:</u> Leave electrical power on, if the batteries need charging.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	STANDBY POWER CONTROL UNIT (SPCU) D633A109-AKS 24-100-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-100-00-01
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p style="text-align: center;">FLIGHT COMPARTMENT</p> </div> <div style="width: 50%;"> <div style="display: flex; flex-direction: column; align-items: flex-end;"> <div style="margin-bottom: 10px;">  <p>P5-13</p> </div> <div style="margin-bottom: 10px;">  <p>P5-5</p> </div> <div style="margin-bottom: 10px;">  <p>P5-4</p> </div> </div> </div> </div>				
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>1 AIRPLANES WITH AUXILIARY BATTERY</p> <p>2 AIRPLANES WITH GALLEY SWITCH</p> <p>3 AIRPLANES WITH CABIN UTILITY AND IFE SWITCHES</p> </div> <div style="width: 50%; text-align: right;"> <p>A</p> <p>G08509 S000656347_V2</p> </div> </div>				
AC/DC Power Control and Display Panels Figure 1				
EFFECTIVITY AKS ALL		SOURCE MRB	STANDBY POWER CONTROL UNIT (SPCU) D633A109-AKS 24-100-00-01	

AIRLINE CARD NO		TITLE REMOTE CONTROL CIRCUIT BREAKER			BOEING CARD NO. 24-110-00-01
DATE	TASK OPERATIONAL				RELATED CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1	THRESHOLD 15000 FC	REPEAT 15000 FC	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL NOTE
		ACCESS 117A			ZONE 117 118

Check remote control circuit breaker.

AIRPLANE NOTE: Applies to airplanes with dual battery installation only.

A. References

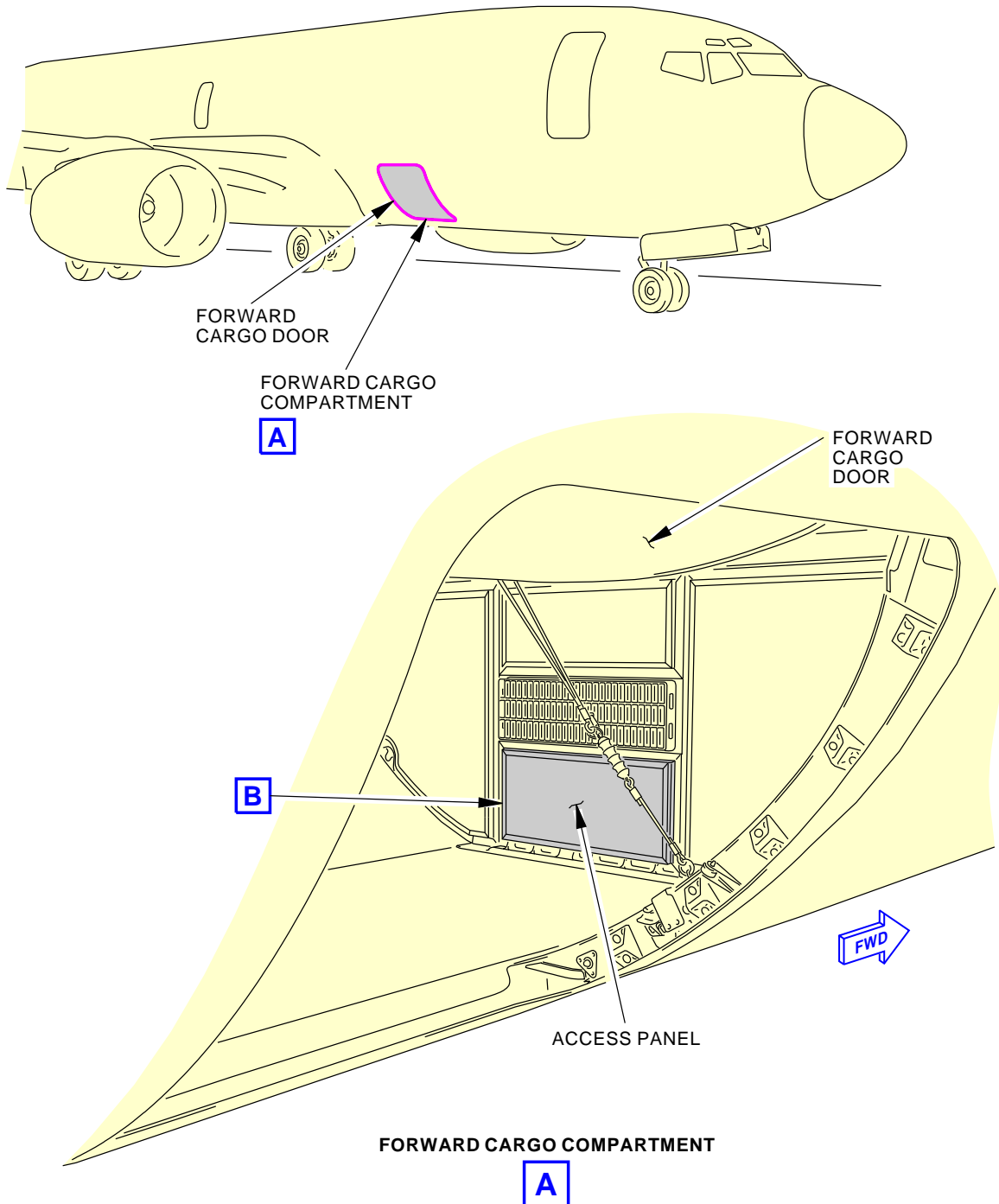
Reference	Title
AMM 24-22-00-860-813	Supply External Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	REMOTE CONTROL CIRCUIT BREAKER D633A109-AKS 24-110-00-01	Page 1 of 5 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-110-00-01																	
TASK 24-31-41-710-801 1. <u>Operational Test for the Dual Battery RCCB</u> (Figure 1) A. Prepare for Test SUBTASK 24-31-41-860-005 (1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813. SUBTASK 24-31-41-860-006 (2) Set the STANDBY POWER switch on the P5-5 panel to the OFF position. SUBTASK 24-31-41-860-007 (3) Set the BAT switch on the P5-13 panel to the OFF position. SUBTASK 24-31-41-010-002 (4) Open this access panel: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>117A</td> <td>Electronic Equipment Access Door</td> </tr> </table> (a) Remove the access cover on top of the J39 shield to get access to the circuit breakers. (b) Open this circuit breaker and install safety tag: <table border="0"> <tr> <td colspan="4">Battery Shield, J9</td> </tr> <tr> <td><u>Row</u></td> <td><u>Col</u></td> <td><u>Number</u></td> <td><u>Name</u></td> </tr> <tr> <td>A</td> <td>3</td> <td>C01209</td> <td>AUX BAT CHARGER</td> </tr> </table> SUBTASK 24-31-41-020-003 (5) Disconnect the battery connector from the auxiliary battery per the steps that follow: <u>NOTE:</u> Do not disconnect the battery connector from the main battery. The applicable connector can be access through the Electrical and Electronics compartment (EE Bay) or the forward cargo access panel. (a) Gain access to the forward cargo area or the Electrical and Electronics compartment (EE Bay). 1) If you access in the forward cargo area, then remove the access panel that covers the batteries. (b) Disconnect the battery connector from the auxiliary battery. <u>NOTE:</u> Do not let the terminals on the connector rest against the airplane structure. B. Operational Test SUBTASK 24-31-41-710-002 (1) Do a check of the Dual Battery RCCB per the steps that follow: (a) Set the DC Meter Selector Switch on the P5-13 panel to the AUX BAT position. (b) Set the BAT switch on the P5-13 panel to the ON position. (c) Make sure the DC meter on the P5-13 panel shows this value: 1) DC VOLTS = 0 (d) Set the STANDBY POWER switch on the P5-5 panel to the BAT position.				<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	Battery Shield, J9				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	A	3	C01209	AUX BAT CHARGER	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>																
117A	Electronic Equipment Access Door																				
Battery Shield, J9																					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																		
A	3	C01209	AUX BAT CHARGER																		
EFFECTIVITY AKS ALL		SOURCE MRB	REMOTE CONTROL CIRCUIT BREAKER D633A109-AKS 24-110-00-01																		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-110-00-01													
<p>(e) Make sure the DC meter on the P5-13 panel shows this value:</p> <p>1) DC VOLTS = 22-28</p> <p>(f) Set the STANDBY POWER switch on the P5-5 panel to the AUTO position.</p> <p>(g) Make sure the DC meter on the P5-13 panel shows this value:</p> <p>1) DC VOLTS = 0</p> <p>C. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 24-31-41-420-003</p> <p>(1) Re-connect the battery connector to the auxiliary battery per the steps that follow:</p> <p>(a) Gain access to the forward cargo area or the EE Bay.</p> <p>(b) Re-connect the battery connector to the auxiliary battery.</p> <p>(c) If you access in the forward cargo area, then install the access panel that covers the batteries.</p> <p>SUBTASK 24-31-41-860-008</p> <p>(2) Remove the safety tag and close this circuit breaker:</p> <p>Battery Shield, J9</p> <table border="1"> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>A</td> <td>3</td> <td>C01209</td> <td>AUX BAT CHARGER</td> </tr> </tbody> </table> <p>SUBTASK 24-31-41-860-013</p> <p>(3) Install the access cover on top of the J39 shield.</p> <p>SUBTASK 24-31-41-410-003</p> <p>(4) Close this access panel:</p> <table border="1"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>117A</td> <td>Electronic Equipment Access Door</td> </tr> </tbody> </table> <p>SUBTASK 24-31-41-860-009</p> <p>(5) Do this task: Remove External Power, AMM TASK 24-22-00-860-814.</p> <p>SUBTASK 24-31-41-860-010</p> <p>(6) Set the BAT switch on the P5-13 panel to the OFF position.</p> <p style="text-align: center;">———— END OF TASK ————</p>				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	A	3	C01209	AUX BAT CHARGER	<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	MECH	INSP
				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>										
A	3	C01209	AUX BAT CHARGER														
<u>Number</u>	<u>Name/Location</u>																
117A	Electronic Equipment Access Door																
EFFECTIVITY AKS ALL		SOURCE MRB	REMOTE CONTROL CIRCUIT BREAKER D633A109-AKS 24-110-00-01														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-110-00-01
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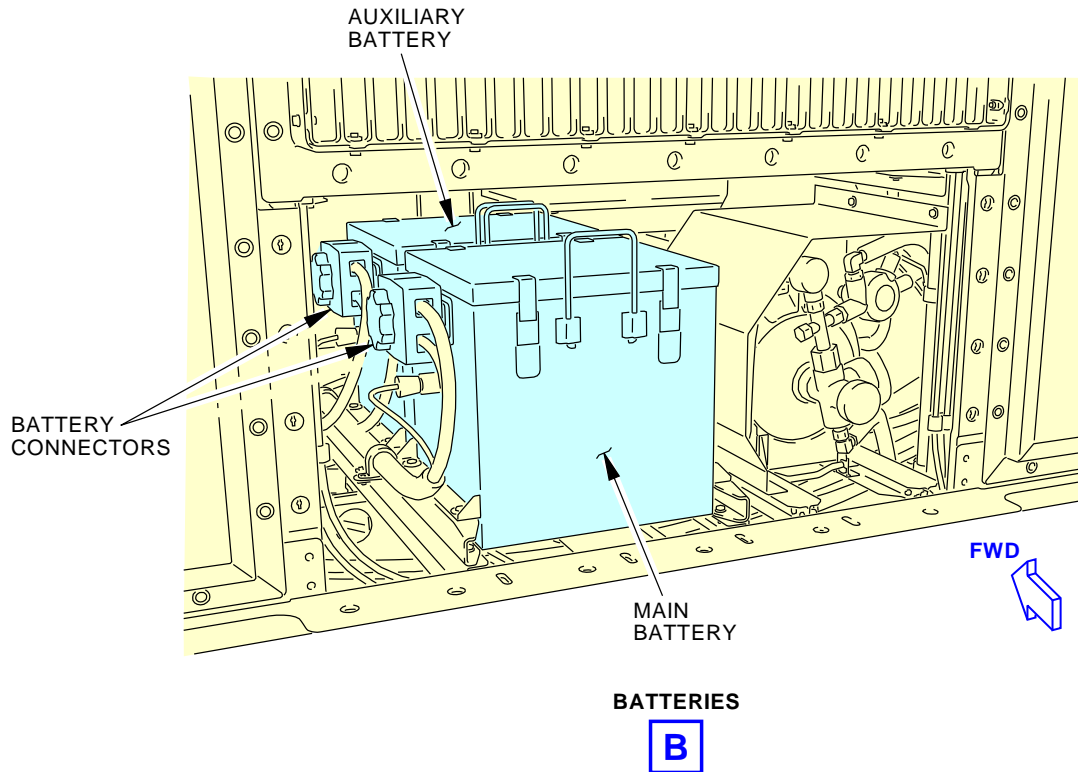


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Batteries
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	REMOTE CONTROL CIRCUIT BREAKER
		D633A109-AKS 24-110-00-01
		Page 4 of 5 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-110-00-01
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G88308 S0006566334_V2

Batteries
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	REMOTE CONTROL CIRCUIT BREAKER D633A109-AKS 24-110-00-01	Page 5 of 5 Jun 15/2015
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AIRLINE CARD NO.		TITLE RESTORE THE MAIN AND AUXILIARY BATTERIES			BOEING CARD NO. 24-120-00-01
DATE	TASK RESTORE				RELATED CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1 NOTE	THRESHOLD 1000 FH	REPEAT 1000 FH	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ALL NOTE
		ACCESS 117A			ENGINE ALL
					ZONE 117 118

Restore the main and auxiliary batteries.

INTERVAL NOTE: Restore interval for 36 AMP/HR (small) battery is 1000 FH. 48 AMP/HR (large) is 2000 FH.

AIRPLANE NOTE: Applies to airplanes with dual battery installations only.

A. References

Reference	Title
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 24-22-00-860-813	Supply External Power (P/B 201)
AMM 49-11-00-860-801	APU Starting and Operation - Activation (P/B 201)
AMM 49-11-00-860-802	APU Usual Shutdown (P/B 201)
FIM 24-31 TASK 801	P5-13 ELEC Light Message BITE Procedure

B. Consumable Materials

Reference	Description	Specification
G02479	Lockwire - MS20995CY20, Copper - 0.020 Inch (0.508 mm) Diameter	NASM20995

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1633	Equipment - Battery Installation Part #: C24003-1 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01	Page 1 of 10 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01	
TASK 24-31-11-000-802-002				MECH	INSP
1. <u>Battery Removal</u> (Figure 1)					
A. General					
(1) The main battery, M6 is located below the E3 equipment rack in the main equipment area. The auxiliary battery, M3054 is located just forward of the main battery.					
(2) The main battery must be removed before you can remove the auxiliary battery. You do not have to remove the auxiliary battery to replace the main battery. Both batteries are the same part number.					
(3) The batteries are removed and installed through a liner in the forward cargo area. The circuit breakers for both batteries are installed on the J9 panel in the main equipment center.					
B. Prepare for the removal					
SUBTASK 24-31-11-860-009-002					
(1) Make sure the BAT switch on the P5-13 panel is set to the OFF position.					
SUBTASK 24-31-11-860-010-002					
(2) Make sure the STANDBY POWER switch on the P5-5 panel is set to the AUTO position.					
SUBTASK 24-31-11-860-052-002					
(3) Open this circuit breaker and install safety tag:					
Standby Power Control Unit, M01720					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>		
B	1	C01410	SPCU NORMAL		
SUBTASK 24-31-11-010-003-002					
(4) To get access to the main equipment center, do this step:					
Open this access panel:					
<u>Number</u>	<u>Name/Location</u>				
117A	Electronic Equipment Access Door				
SUBTASK 24-31-11-020-006					
(5) Remove the access cover on top of the J39 shield to get access to the circuit breakers.					
SUBTASK 24-31-11-860-011-002					
(6) Open these circuit breakers and install safety tags:					
Battery Shield, J9					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>		
A	3	C01209	AUX BAT CHARGER		
A	4	C00142	BATTERY CHARGER		
A	5	C01340	BATTERY BUS		
SUBTASK 24-31-11-010-004-002					
(7) Get access to the forward cargo area through the forward cargo door.					
(a) Remove the forward bulkhead liner to get access to the battery					
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES		
			D633A109-AKS 24-120-00-01		
			Page 2 of 10 Oct 15/2014		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01	
C. Battery Removal SUBTASK 24-31-11-020-002-002 (1) Remove the main battery [1] as follows: (a) Disconnect the battery connector from the battery. (b) Disconnect the electrical connector from the battery. (c) Remove the six bolts [2] and washers [3] from the battery mounting brackets. (d) Slide the skid plate, equipment, SPL-1633 under the battery. <u>NOTE:</u> The skid plate is used so that the battery will not touch the capstrip just below it. CAUTION: DO NOT LET THE BATTERY TOUCH THE CAPSTRIP JUST BELOW THE BATTERY MOUNTING RACK. IF THE BATTERY TOUCHES THE CAPSTRIP, IT CAN SCRATCH IT AND CAUSE DAMAGE TO THE SEAL THAT FORMS WHEN THE CLOSE-OUT PANEL IS INSTALLED. (e) Slide the battery out from the battery rack to the forward cargo area. SUBTASK 24-31-11-020-003-002 (2) Remove the auxiliary battery [1] as follows: (a) Disconnect the battery connector from the battery. (b) Disconnect the electrical connector from the battery. (c) Remove the six bolts [2] and washers [3] from the battery mounting brackets. (d) Slide the skid plate, equipment, SPL-1633 under the battery. <u>NOTE:</u> The skid plate is used so that the battery will not touch the capstrip just below it. CAUTION: DO NOT LET THE BATTERY TOUCH THE CAPSTRIP JUST BELOW THE BATTERY MOUNTING RACK. IF THE BATTERY TOUCHES THE CAPSTRIP, IT CAN SCRATCH IT AND CAUSE DAMAGE TO THE SEAL THAT FORMS WHEN THE CLOSE-OUT PANEL IS INSTALLED. (e) Slide the battery out from the battery rack to the forward cargo area. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01									
TASK 24-31-11-400-802-002 2. Battery Installation (Figure 1) A. General (1) The main battery, M6 is located below the E3 equipment rack in the main equipment area. The auxiliary battery, M3054 is located just forward of the main battery. (2) The main battery must be removed before you can remove the auxiliary battery. You do not have to remove the auxiliary battery to replace the main battery. Both batteries are the same part number. (3) The batteries are removed and installed through a liner in the forward cargo area. The circuit breakers for both batteries are installed on the J9 panel in the main equipment center. B. Expendables/Parts <table border="1"> <thead> <tr> <th>AMM Item</th> <th>Description</th> <th>AIPC Reference</th> <th>AIPC Effectivity</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Battery</td> <td>24-31-11-02-105</td> <td>AKS ALL</td> </tr> </tbody> </table> C. Battery Installation SUBTASK 24-31-11-420-002-002 (1) Install the auxiliary battery [1] as follows: (a) Put the skid plate, equipment, SPL-1633 in position as shown in (Figure 1). CAUTION: DO NOT LET THE BATTERY TOUCH THE CAPSTRIP JUST BELOW THE BATTERY MOUNTING RACK. IF THE BATTERY TOUCHES THE CAPSTRIP, IT CAN SCRATCH IT AND CAUSE DAMAGE TO THE SEAL THAT FORMS WHEN THE CLOSE-OUT PANEL IS INSTALLED. (b) Have two persons hold each of the battery handles and lift the battery onto the skid plate. Slide the battery into position. NOTE: Make sure the terminals point left. (c) Remove the skid plate. NOTE: You may have to tilt the battery back some to remove the skid plate. (d) Install the six bolts [2] and washers [3] on the battery mounting brackets. (e) Connect the electrical connector to the battery. (f) Connect the battery connector to the battery. 1) Safetywire the battery connector with .020 inch copper MS20995CY20 lockwire, G02479, (AMM TASK 20-30-51-910-801). SUBTASK 24-31-11-420-003-002 (2) Install the main battery [1] as follows: (a) Put the skid plate, equipment, SPL-1633 in position as shown in (Figure 1).				AMM Item	Description	AIPC Reference	AIPC Effectivity	1	Battery	24-31-11-02-105	AKS ALL	MECH	INSP
				AMM Item	Description	AIPC Reference	AIPC Effectivity						
1	Battery	24-31-11-02-105	AKS ALL										
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01										

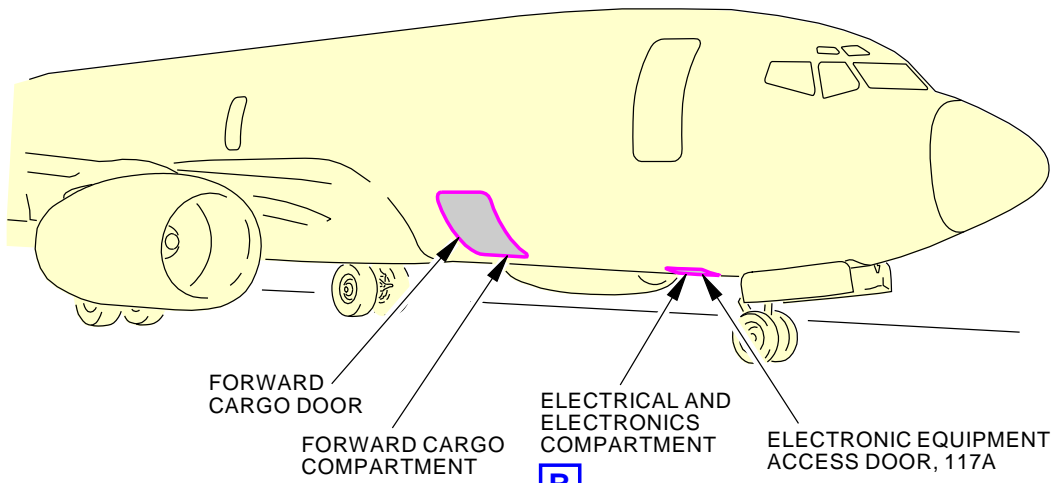
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01	MECH	INSP																								
<p>CAUTION: DO NOT LET THE BATTERY TOUCH THE CAPSTRIP JUST BELOW THE BATTERY MOUNTING RACK. IF THE BATTERY TOUCHES THE CAPSTRIP, IT CAN SCRATCH IT AND CAUSE DAMAGE TO THE SEAL THAT FORMS WHEN THE CLOSE-OUT PANEL IS INSTALLED.</p> <p>(b) Have two persons hold each of the battery handles and lift the battery onto the skid plate. Slide the battery into position. <u>NOTE:</u> Make sure the terminals point left.</p> <p>(c) Remove the skid plate. <u>NOTE:</u> You may have to tilt the battery back some to remove the skid plate.</p> <p>(d) Install the six bolts [2] and washers [3] on the battery mounting brackets.</p> <p>(e) Connect the electrical connector to the battery.</p> <p>(f) Connect the battery connector to the battery.</p> <p>1) Safetywire the battery connector with a 0.020 inch (0.5080 mm) diameter MS20995CY20 lockwire, G02479, (AMM TASK 20-30-51-910-801).</p> <p>SUBTASK 24-31-11-860-040-002</p> <p>(3) Remove the safety tags and close these circuit breakers:</p> <p>Battery Shield, J9</p> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>3</td> <td>C01209</td> <td>AUX BAT CHARGER</td> </tr> <tr> <td>A</td> <td>4</td> <td>C00142</td> <td>BATTERY CHARGER</td> </tr> <tr> <td>A</td> <td>5</td> <td>C01340</td> <td>BATTERY BUS</td> </tr> </tbody> </table> <p>SUBTASK 24-31-11-420-006</p> <p>(4) Install the access cover on top of the J39 shield.</p> <p>SUBTASK 24-31-11-860-053-002</p> <p>(5) Remove the safety tag and close this circuit breaker:</p> <p>Standby Power Control Unit, M01720</p> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>1</td> <td>C01410</td> <td>SPCU NORMAL</td> </tr> </tbody> </table> <p>D. Battery Installation Test</p> <p>SUBTASK 24-31-11-860-041-002</p> <p>(1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813.</p> <p>SUBTASK 24-31-11-860-042-002</p> <p>(2) Make sure the STANDBY POWER switch on the P5-5 panel is in the AUTO position.</p> <p>SUBTASK 24-31-11-210-003-002</p> <p>(3) Make sure the ELEC light on the P5-13 panel is OFF.</p> <p>(a) To clear ELEC light messages, do this task: P5-13 ELEC light Message BITE Procedure (FIM 24-31 TASK 801).</p> <p>SUBTASK 24-31-11-710-008-002</p> <p>(4) Do these steps to test the main battery:</p>					Row	Col	Number	Name	A	3	C01209	AUX BAT CHARGER	A	4	C00142	BATTERY CHARGER	A	5	C01340	BATTERY BUS	Row	Col	Number	Name	B	1	C01410	SPCU NORMAL		
Row	Col	Number	Name																											
A	3	C01209	AUX BAT CHARGER																											
A	4	C00142	BATTERY CHARGER																											
A	5	C01340	BATTERY BUS																											
Row	Col	Number	Name																											
B	1	C01410	SPCU NORMAL																											
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01																											

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01	
<p>(a) Set the GRD PWR switch on the P5-4 panel to the OFF position.</p> <p>(b) Make sure the BAT switch on the P5-13 panel is set to the ON position.</p> <p>(c) Set the DC meter selector switch on the P5-13 panel to the BAT position.</p> <p>(d) Make sure the DC meter on the P5-13 panel shows these values:</p> <ol style="list-style-type: none"> 1) DC VOLTS = 22-28 2) DC AMPS = a negative value <p><u>NOTE:</u> The battery current is negative when the battery is discharging.</p> <p>(e) Make sure the BAT DISCHARGE light on the P5-13 panel comes on. This light will come on when any of these conditions are met:</p> <ol style="list-style-type: none"> 1) The battery current is greater than 5 Amps for more than 95 seconds. 2) The battery current is greater than 15 Amps for more than 25 seconds. 3) The battery current is greater than 100 Amps for more than 1.2 seconds. <p>(f) Set the GRD PWR switch to the ON position.</p> <p>(g) Make sure the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.</p> <p><u>NOTE:</u> 180 minutes is the maximum. It can take less time depending the state of the battery.</p> <p>(h) Make sure the DC VOLTS value goes to 30 ±3 VOLTS.</p> <p>(i) Make sure the BAT DISCHARGE light goes off.</p> <ol style="list-style-type: none"> 1) If the BAT DISCHARGE light stays on, then do these steps: <ol style="list-style-type: none"> a) Set the GRD PWR switch on the P5-4 panel to the OFF position. b) Do this task: APU Starting and Operation - Activation, AMM TASK 49-11-00-860-801. c) Do this task: APU Usual Shutdown, AMM TASK 49-11-00-860-802. d) Do the above test again. <p>SUBTASK 24-31-11-710-009-002</p> <p>(5) Do these steps to test auxiliary battery:</p> <ol style="list-style-type: none"> (a) Set the GRD PWR switch on the P5-4 panel to the OFF position. (b) Make sure the BAT switch on the P5-13 panel is set to the ON position. (c) Set the DC meter selector switch on the P5-13 panel to the AUX BAT position. (d) Make sure the DC meter on the P5-13 panel shows these values: <ol style="list-style-type: none"> 1) DC VOLTS = 22-28 2) DC AMPS = a negative value <p><u>NOTE:</u> The battery current is negative when the battery is discharging.</p> (e) Make sure the BAT DISCHARGE light on the P5-13 panel comes on. This light will come on when any of these conditions are met: <ol style="list-style-type: none"> 1) The battery current is greater than 5 Amps for more than 95 seconds. 2) The battery current is greater than 15 Amps for more than 25 seconds. 				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01					
<p>3) The battery current is greater than 100 Amps for more than 1.2 seconds.</p> <p>(f) Set the GRD PWR switch to the ON position.</p> <p>(g) Make sure the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.</p> <p><u>NOTE:</u> 180 minutes is the maximum. It can take less time depending the state of the battery.</p> <p>(h) Make sure the DC VOLTS value goes to 30 ±3 VOLTS.</p> <p>(i) Make sure the BAT DISCHARGE light goes off.</p> <p>1) If the BAT DISCHARGE light stays on, then do these steps:</p> <p>a) Set the GRD PWR switch on the P5-4 panel to the OFF position.</p> <p>b) Do this task: APU Starting and Operation - Activation, AMM TASK 49-11-00-860-801.</p> <p>c) Do this task: APU Usual Shutdown, AMM TASK 49-11-00-860-802.</p> <p>d) Do the above test again.</p> <p>SUBTASK 24-31-11-860-043-002</p> <p>(6) Make sure that the clock GMT and the date are correct.</p> <p>SUBTASK 24-31-11-860-044-002</p> <p>(7) Get access to the main equipment center. Make sure the BATTERY and CHARGER lights on the front of the main battery charger and auxiliary battery charger are on.</p> <p>E. Put the Airplane Back to its Usual Condition</p> <p>SUBTASK 24-31-11-410-003-002</p> <p>(1) Install the forward bulkhead liner.</p> <p>SUBTASK 24-31-11-410-004-002</p> <p>(2) Close this access panel:</p> <table border="1"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>117A</td> <td>Electronic Equipment Access Door</td> </tr> </tbody> </table> <p>SUBTASK 24-31-11-860-015-002</p> <p>(3) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p> <p style="text-align: center;">———— END OF TASK ————</p>				<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>				
117A	Electronic Equipment Access Door								
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01						

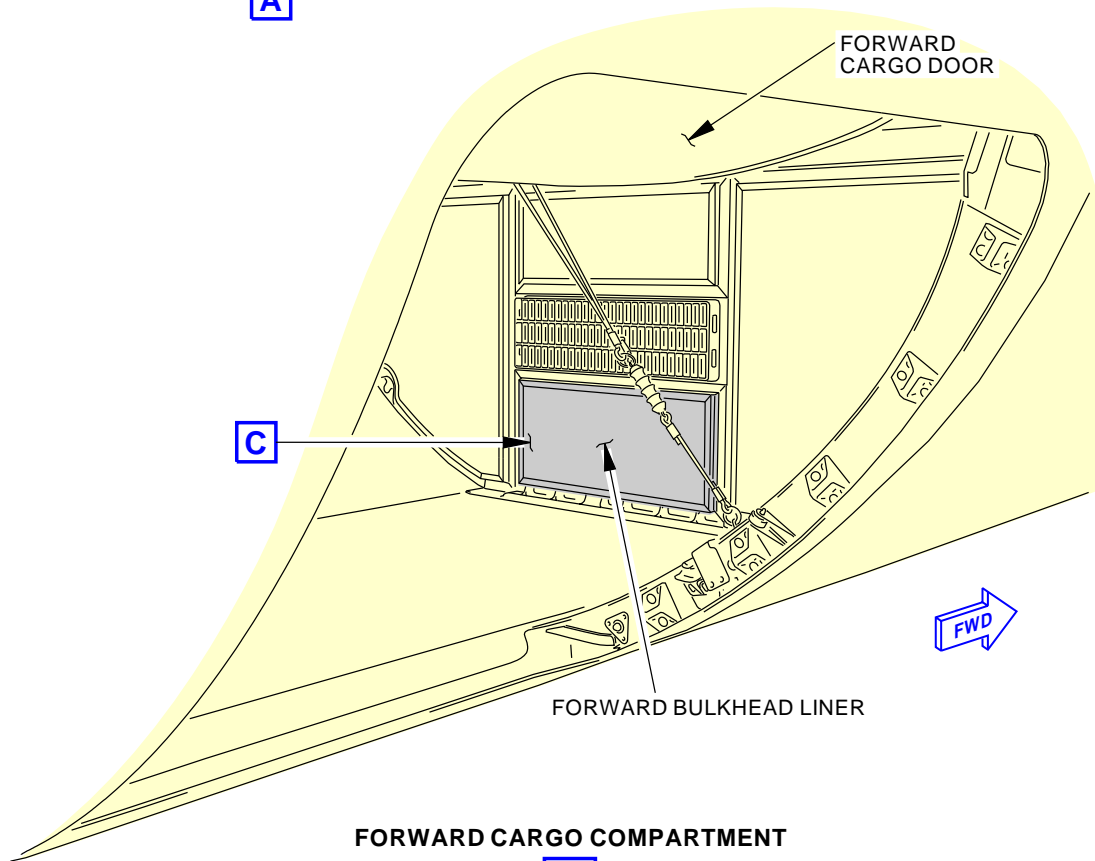
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01
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A

B



C



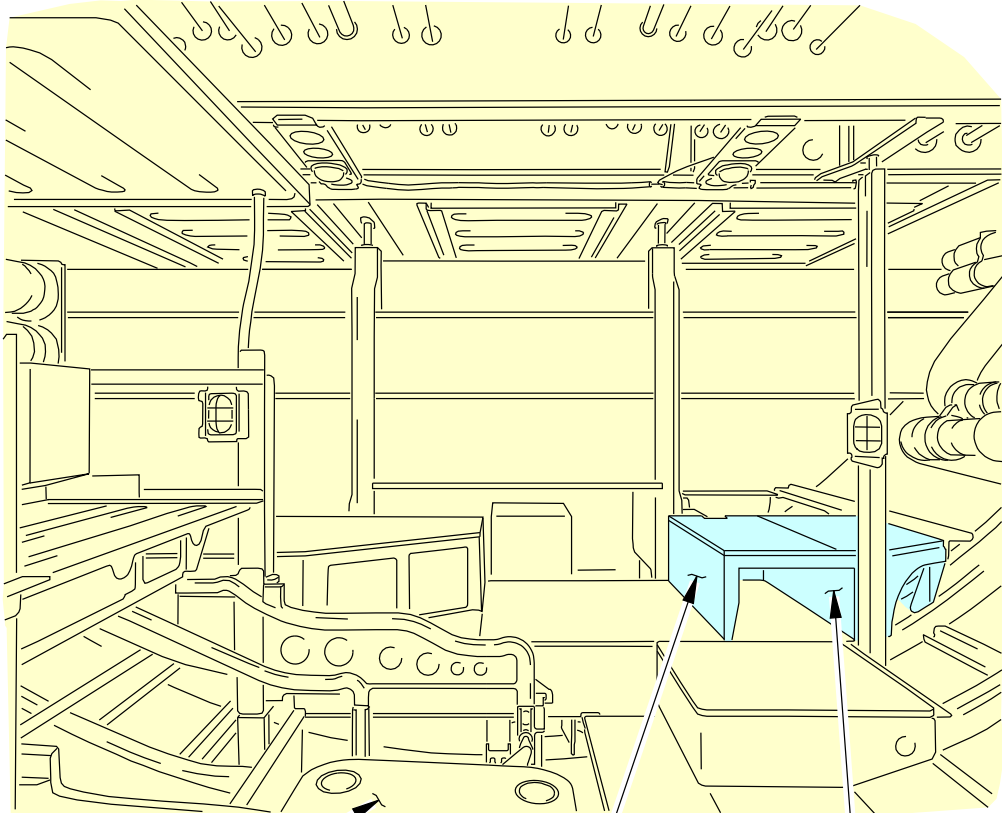
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Battery Installation
Figure 1 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01	Page 8 of 10 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01
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ELECTRONIC EQUIPMENT
ACCESS DOOR, 117A

J39 SHIELD

J9 SHIELD



ELECTRICAL AND ELECTRONICS COMPARTMENT

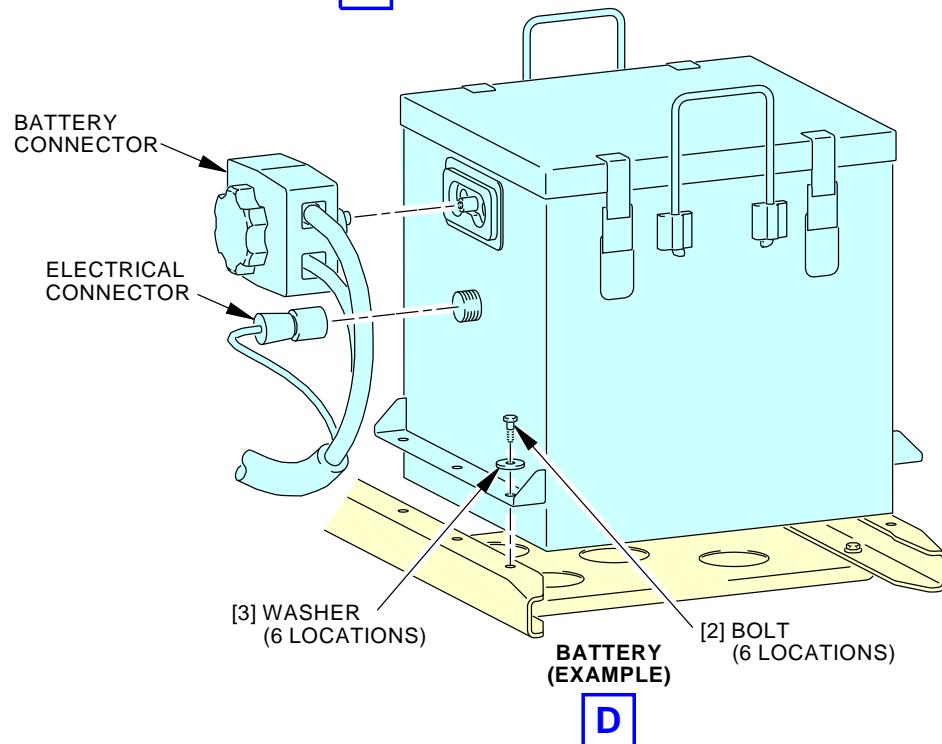
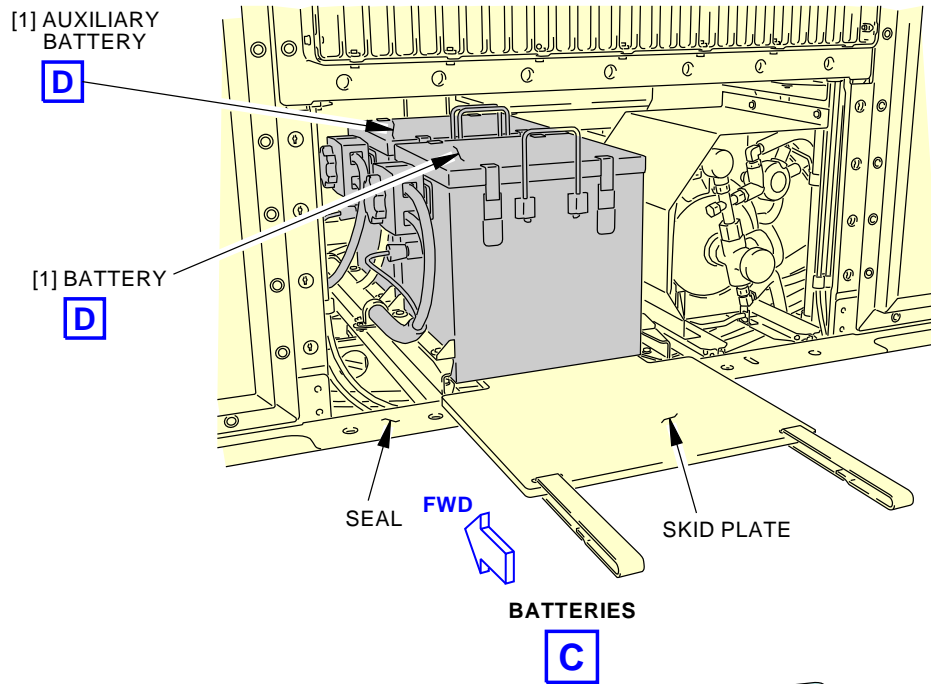
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**Battery Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01	Page 9 of 10 Feb 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-120-00-01
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Battery Installation
Figure 1 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES D633A109-AKS 24-120-00-01	Page 10 of 10 Jun 15/2015
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AIRLINE CARD NO		TITLE EXTERNAL POWER RECEPTACLE (WEAR CHECK)			BOEING CARD NO. 24-130-00-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1	THRESHOLD 5000 FC	REPEAT 5000 FC	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 114AR			ZONE 116

Functional check of the external power receptacle pins for excessive wear.

A. References

Reference	Title
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 24-41-11-000-803-002	External Power Receptacle Removal (P/B 401)
AMM 24-41-11-400-803-002	External Power Receptacle Installation (P/B 401)

B. Tools/Equipment

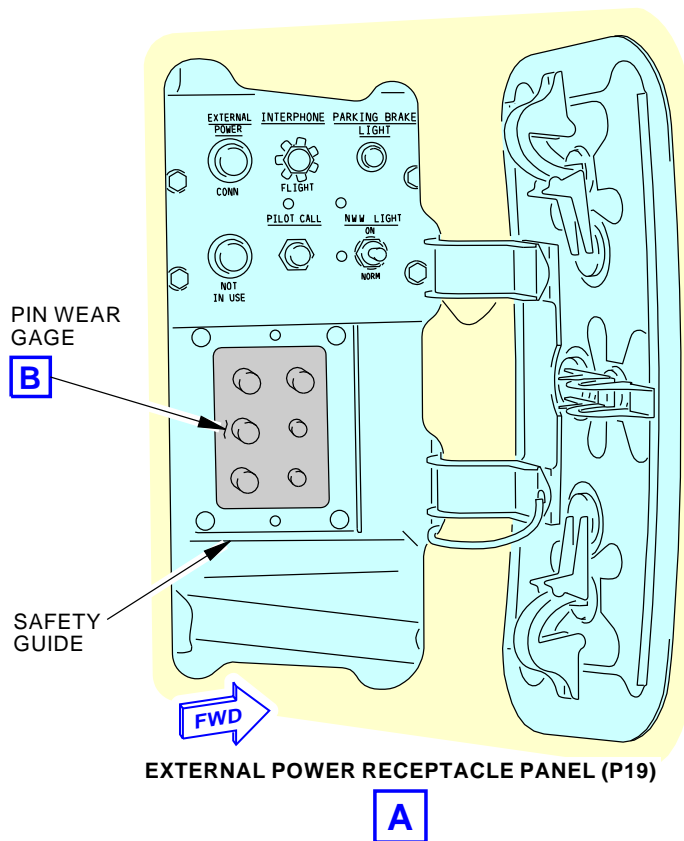
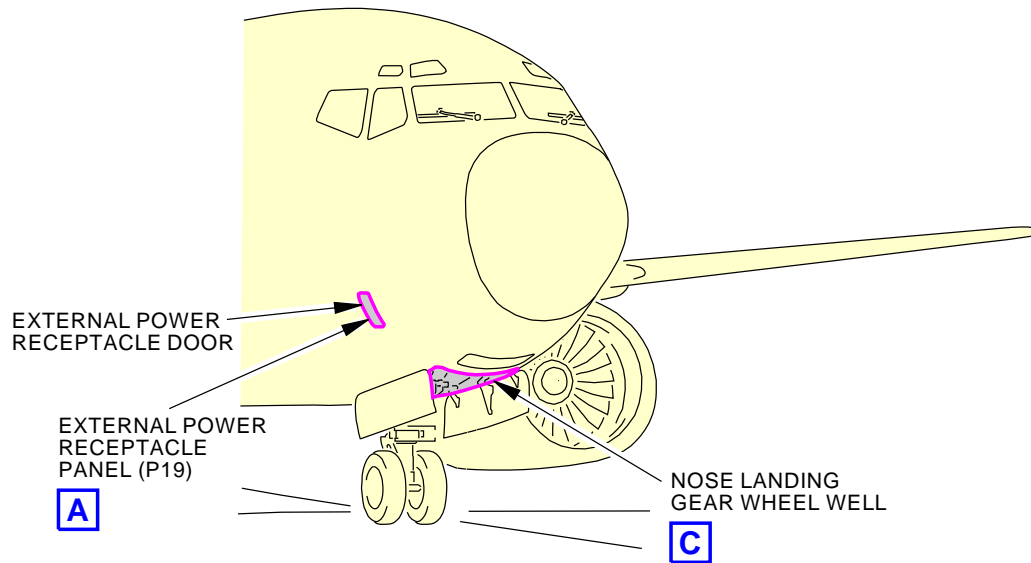
NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1625	Wear Gage Set - Ground Power Plug and Receptacle Part #: F70284-1 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK) D633A109-AKS 24-130-00-01	Page 1 of 6 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-130-00-01					
TASK 24-41-11-200-802				MECH	INSP				
1. External Power Receptacle Pin Inspection (Figure 1)									
A. General									
(1) The external power receptacle is located on the lower right hand side of the airplane. It is installed forward of the nose gear wheel well.									
(2) The external power receptacle pin Inspection uses a GO/NO-GO gauge to make sure that the pins are not worn. If the pins are worn, the external power receptacle should be replaced.									
B. Procedure									
SUBTASK 24-41-11-860-007									
(1) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.									
SUBTASK 24-41-11-010-008									
(2) Open this access panel:									
<table border="0"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>114AR</td> <td>External Power Receptacle Door</td> </tr> </tbody> </table>				<u>Number</u>	<u>Name/Location</u>	114AR	External Power Receptacle Door		
<u>Number</u>	<u>Name/Location</u>								
114AR	External Power Receptacle Door								
SUBTASK 24-41-11-010-009									
(3) Remove external power plug from receptacle, if it is installed.									
SUBTASK 24-41-11-220-001									
(4) Inspect the external power receptacle pins for wear as follows:									
<p>CAUTION: DO NOT USE TOO MUCH FORCE WHEN PUSHING THE WEAR GAGE ONTO THE PINS. THE WEAR GAGE IS A GO/NO GO TOOL AND SHOULD NOT FIT OVER THE PINS. THE USE OF TOO MUCH FORCE COULD CAUSE DAMAGE TO PINS.</p>									
(a) Try to slide the wear gage set, SPL-1625 over the external power receptacle pins									
<p><u>NOTE:</u> The F70284-1 is a gage set. Use the -2 on the four large pins A, B, C and N. Use the -3 on the two small pins E and F.</p>									
(b) Make sure the gage does not slide over the pins. If the gage slides over the pins to within 0.50 inch of the face of the receptacle, do the applicable tasks:									
1) External Power Receptacle Removal, AMM TASK 24-41-11-000-803-002 External Power Receptacle Installation, AMM TASK 24-41-11-400-803-002									
SUBTASK 24-41-11-410-005									
(5) Close this access panel:									
<table border="0"> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>114AR</td> <td>External Power Receptacle Door</td> </tr> </tbody> </table>				<u>Number</u>	<u>Name/Location</u>	114AR	External Power Receptacle Door		
<u>Number</u>	<u>Name/Location</u>								
114AR	External Power Receptacle Door								
<p style="text-align: center;">————— END OF TASK —————</p>									
EFFECTIVITY AKS ALL		SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK)						
			D633A109-AKS 24-130-00-01						
			Page 2 of 6 Jun 15/2015						

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-130-00-01
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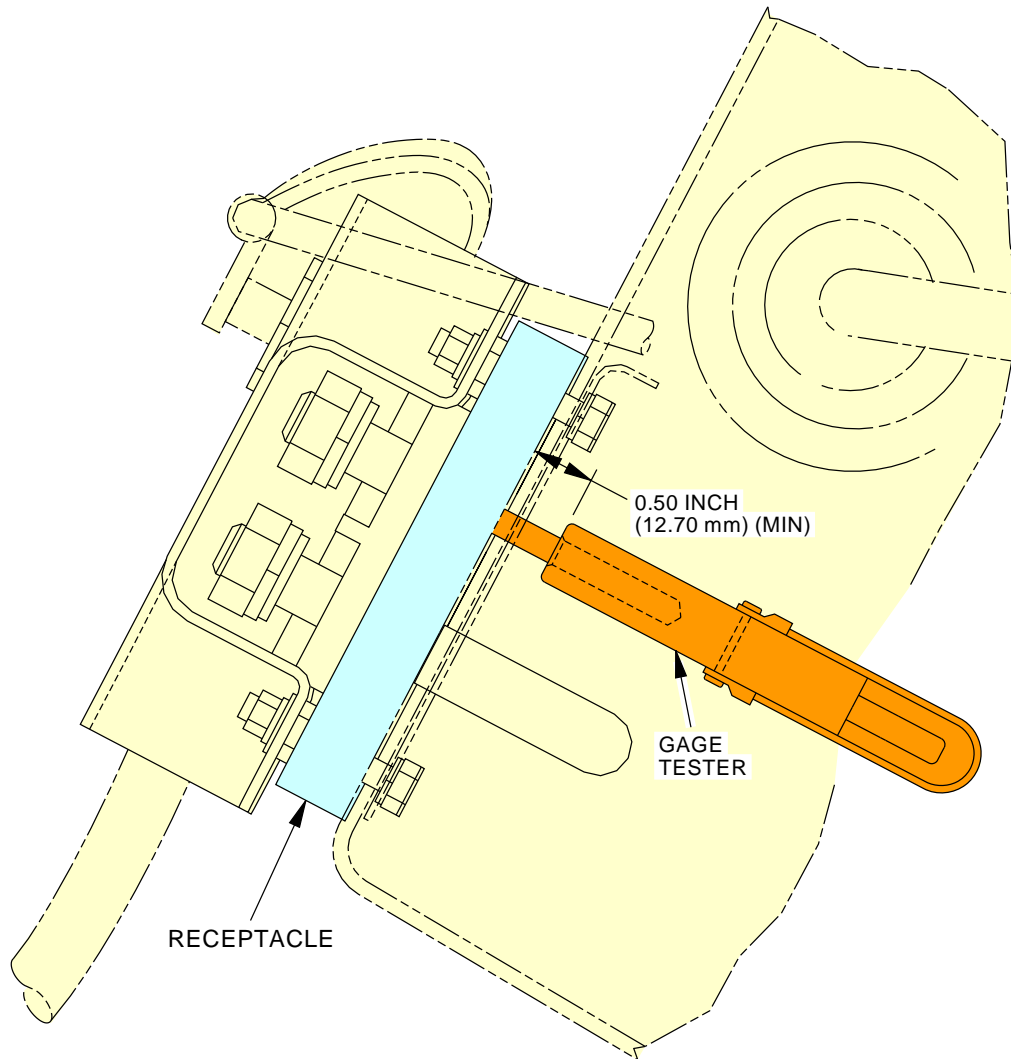


External Power Receptacle Inspection
Figure 1 (Sheet 1 of 4)

2067477 S0000429813_V3

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK)
		D633A109-AKS 24-130-00-01
		Page 3 of 6 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-130-00-01
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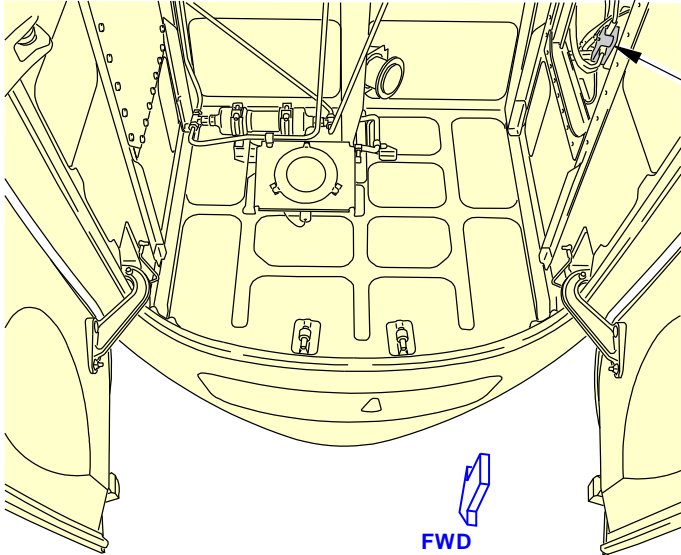
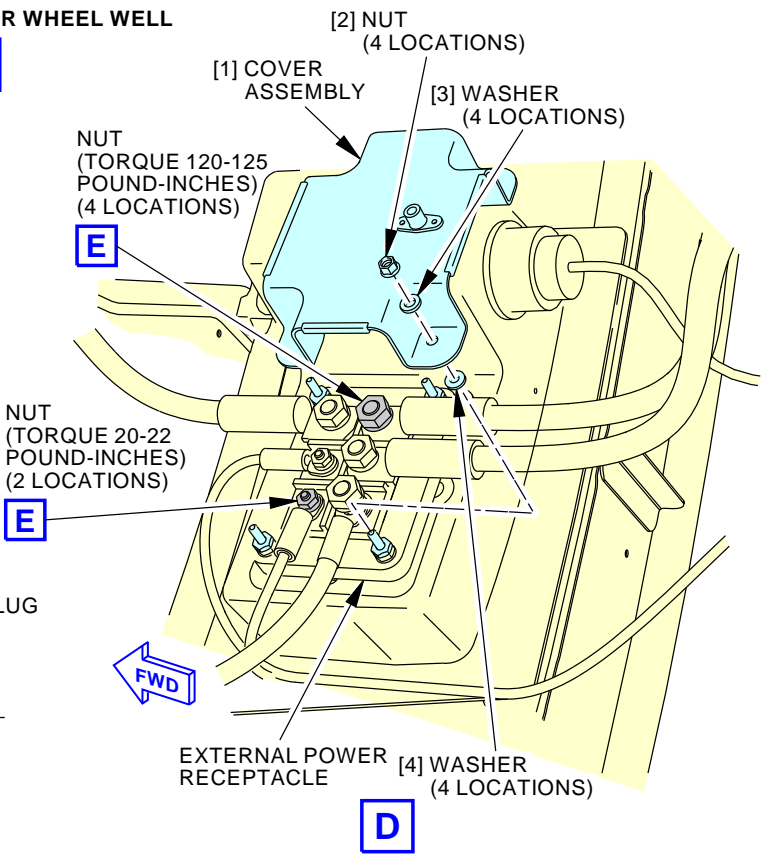
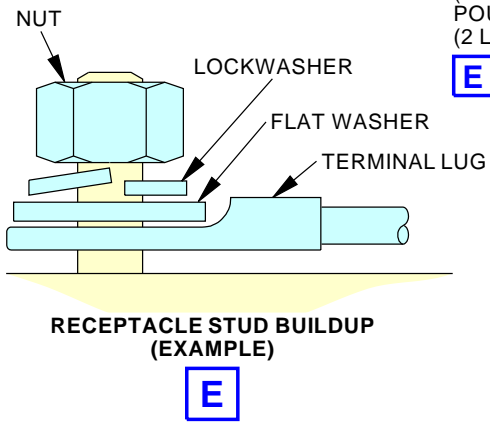
PIN WEAR GAGE



**External Power Receptacle Inspection
Figure 1 (Sheet 2 of 4)**

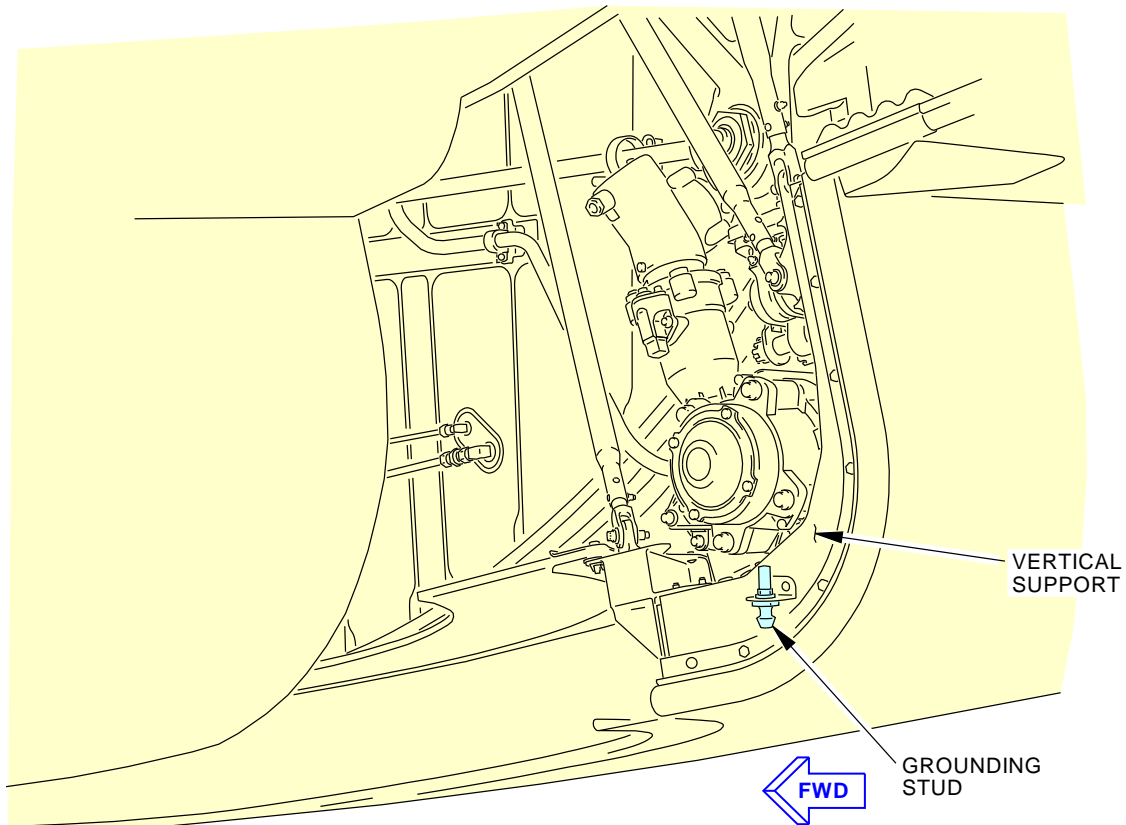
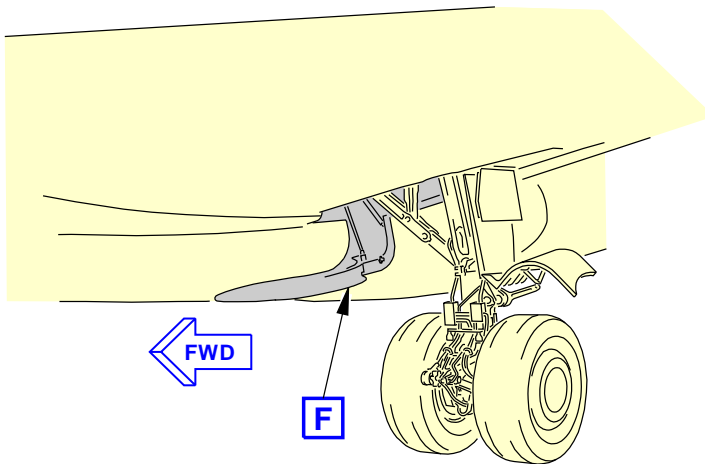
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EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK) D633A109-AKS 24-130-00-01	Page 4 of 6 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-130-00-01
<div style="text-align: center;">  <p>NOSE LANDING GEAR WHEEL WELL</p> <p>C</p> <p>D</p> </div>				
<div style="text-align: center;">  <p>E</p> <p>D</p> <p>EXTERNAL POWER RECEPTACLE</p> </div>				
<div style="text-align: center;">  <p>E</p> <p>RECEPTACLE STUD BUILDUP (EXAMPLE)</p> </div>				
<p style="text-align: right;">2103460 S0000447875_V3</p> <p style="text-align: center;">External Power Receptacle Inspection Figure 1 (Sheet 3 of 4)</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK) D633A109-AKS 24-130-00-01	
			<p style="text-align: right;">Page 5 of 6 Jun 15/2015</p>	

AKS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-130-00-01
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**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)**

F

**External Power Receptacle Inspection
Figure 1 (Sheet 4 of 4)**

F90574 S0006566409_V3

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (WEAR CHECK) D633A109-AKS 24-130-00-01	Page 6 of 6 Jun 15/2015
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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE EXTERNAL POWER RECEPTACLE (INSPECTION)			BOEING CARD NO. 24-140-00-01
DATE	TASK INSPECTION - DETAILED	VERSION 1.1 THRESHOLD 5000 FC REPEAT 5000 FC			RELATED CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE				APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS 114AR			ZONE 116

Detailed inspection of the external power receptacle pins for signs of overheat and security of installation.

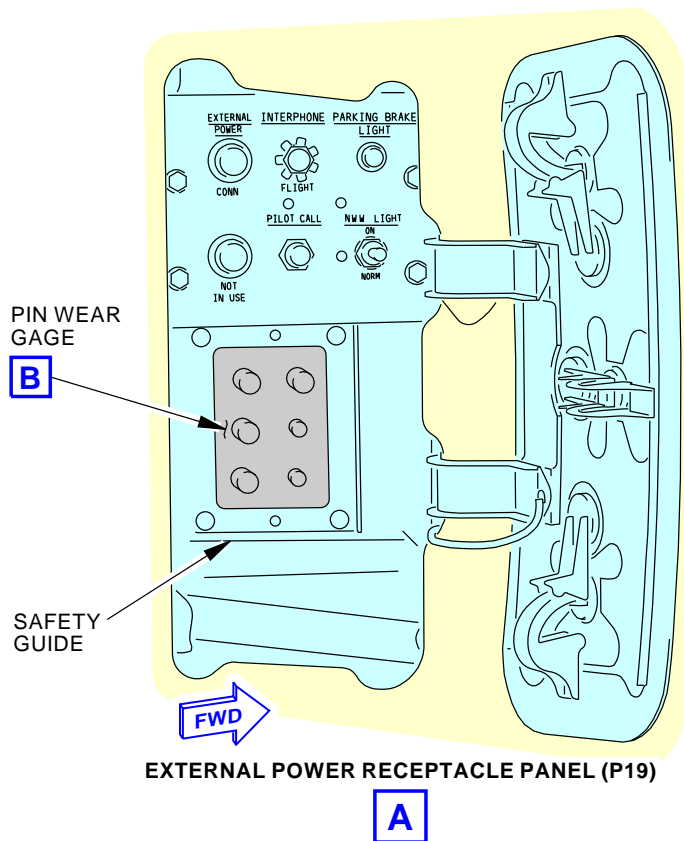
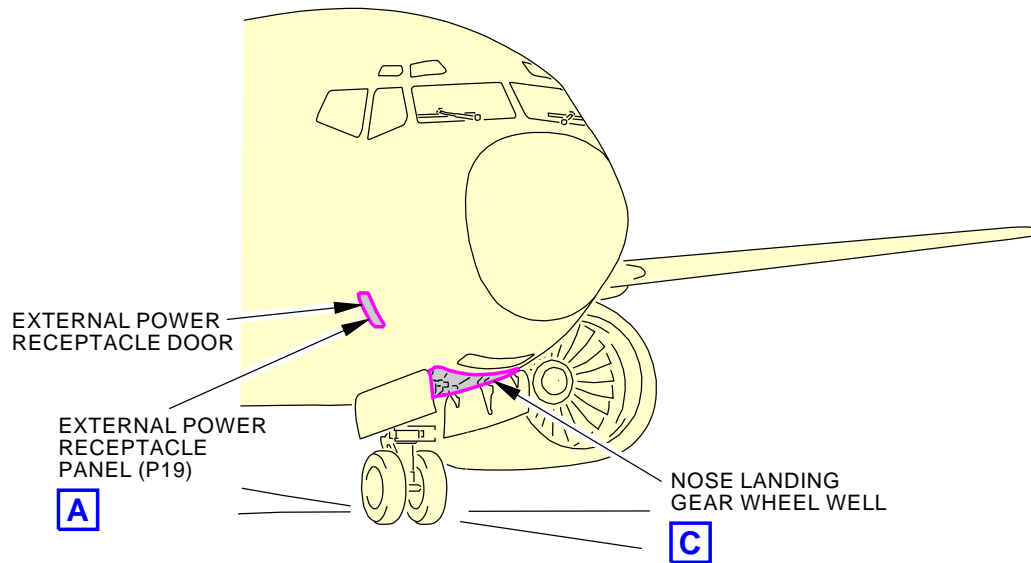
A. References

Reference	Title
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION) D633A109-AKS 24-140-00-01	Page 1 of 6 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-140-00-01									
TASK 24-41-11-200-804 1. <u>External Power Receptacle - External Inspection</u> (Figure 1) A. General (1) The external power receptacle is located on the lower right hand side of the airplane. It is installed forward of the nose gear wheel well. B. Procedure SUBTASK 24-41-11-860-009 (1) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812. SUBTASK 24-41-11-010-012 (2) Open this access panel: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>114AR</td> <td>External Power Receptacle Door</td> </tr> </table> SUBTASK 24-41-11-860-010 (3) Remove external power plug from receptacle, if it is installed. SUBTASK 24-41-11-210-003 (4) Do these steps to examine the receptacles from the outer side of the airplane: (a) Make sure the pins are not loose. (b) Look for pins that are bent or have a crack. (c) Look for damage or cracks on the base insulation. (d) Look for discolored, burned, or pitted pins. SUBTASK 24-41-11-410-007 (5) Close this access panel: <table border="0"> <tr> <td><u>Number</u></td> <td><u>Name/Location</u></td> </tr> <tr> <td>114AR</td> <td>External Power Receptacle Door</td> </tr> </table> <p style="text-align: center;">———— END OF TASK ————</p>				<u>Number</u>	<u>Name/Location</u>	114AR	External Power Receptacle Door	<u>Number</u>	<u>Name/Location</u>	114AR	External Power Receptacle Door	MECH	INSP
				<u>Number</u>	<u>Name/Location</u>								
114AR	External Power Receptacle Door												
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114AR	External Power Receptacle Door												
EFFECTIVITY AKS ALL		SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION) D633A109-AKS 24-140-00-01										
			Page 2 of 6 Jun 15/2015										

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-140-00-01
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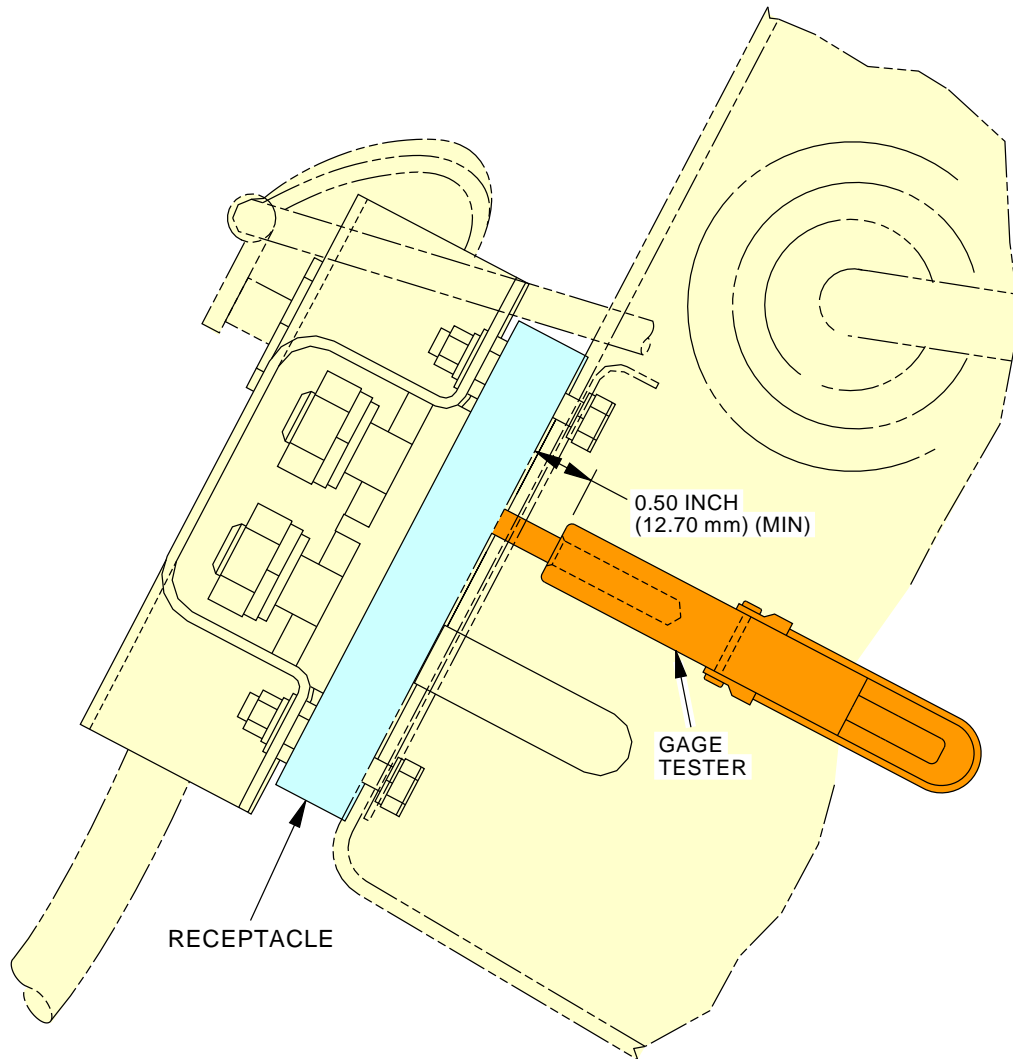


External Power Receptacle Inspection
Figure 1 (Sheet 1 of 4)

2067477 S0000429813_V3

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION)
		D633A109-AKS 24-140-00-01
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-140-00-01
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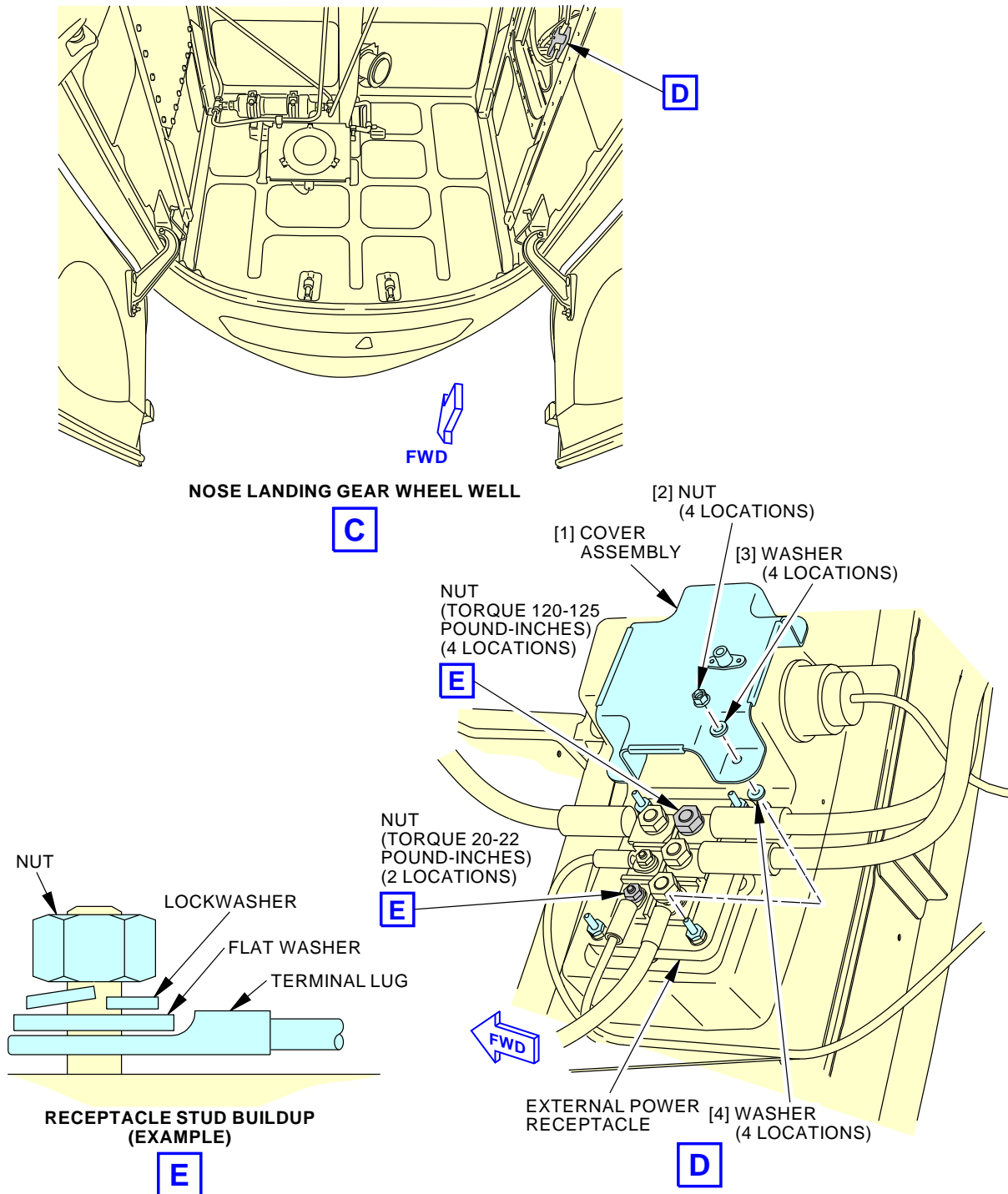
**PIN WEAR GAGE**

**External Power Receptacle Inspection
Figure 1 (Sheet 2 of 4)**

2367090 S0000541841_V2

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION) D633A109-AKS 24-140-00-01	Page 4 of 6 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-140-00-01
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2103460 S0000447875 V3

External Power Receptacle Inspection

Figure 1 (Sheet 3 of 4)

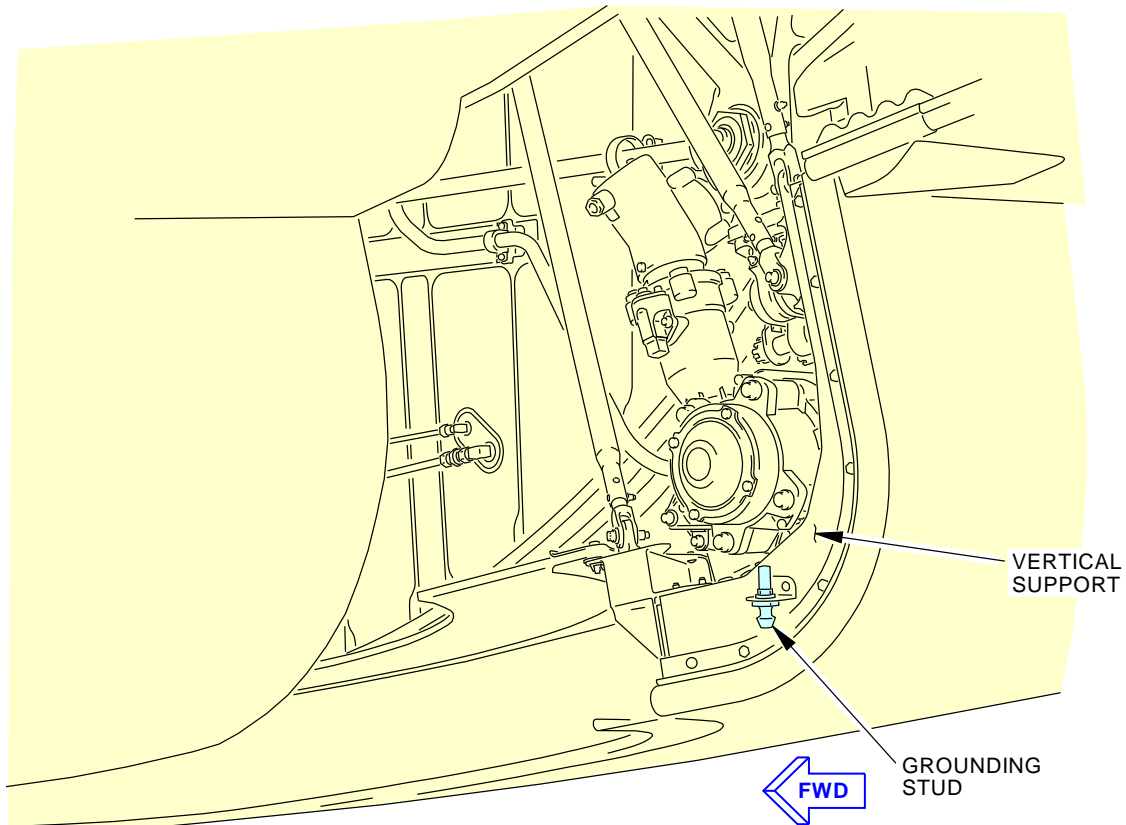
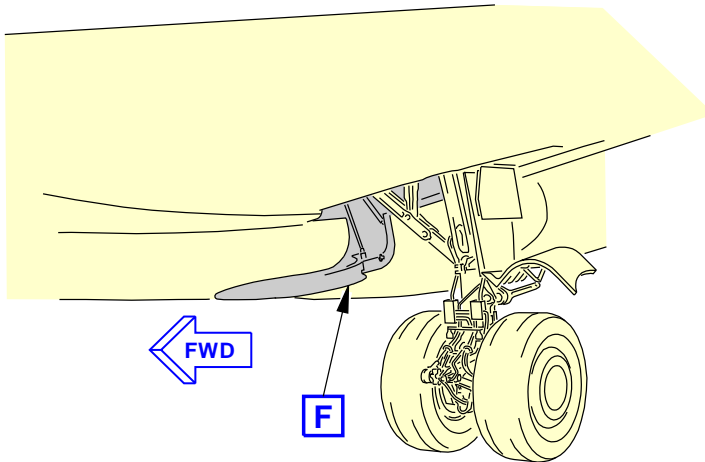
EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION)
		<div> <div>D633A109-AKS</div> <div>24-140-00-01</div> </div> <div> <div>Page 5 of 6</div> <div>Jun 15/2015</div> </div>

AKS



737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-140-00-01
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**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)**

F

F90574 S0006566409_V3

**External Power Receptacle Inspection
Figure 1 (Sheet 4 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION) D633A109-AKS 24-140-00-01	Page 6 of 6 Jun 15/2015
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