

CHAPTER

75

AIR



737-800

WIRING DIAGRAM MANUAL

CHAPTER 75 AIR

CH-SC-SU	Schem	Page	Sheet	Date	CH-SC-SU	Schem	Page	Sheet	Date
75-EFFECTIVE PAGES									
		1		Jun 21/2016					
		2		BLANK					
75-CONTENTS									
R		1		Jun 21/2016					
		2		BLANK					
75-ALPHABETICAL INDEX									
		1		Aug 15/2013					
		2		BLANK					
75-31-11									
R		1		Jun 21/2016					
75-31-12									
R		1		Jun 21/2016					
75-31-21									
R		1		Jun 21/2016					
75-31-22									
R		1		Jun 21/2016					

A = Added, R = Revised, D = Deleted, O = Overflow

75-EFFECTIVE PAGES

Page 1
Jun 21/2016

D280A351



737-800

WIRING DIAGRAM MANUAL

CHAPTER 75 AIR

	Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
	<u>TURBINE VARIABLE STATOR VANE (VSV) CONTROL</u>						
I	ENGINE 1 TURBINE CLEARANCE / TEMPERATURE	75-31-11		1		Jun 21/2016	ALL
I	ENGINE 1 VARIABLE STATOR VANE / BLEED CONTROL	75-31-12		1		Jun 21/2016	ALL
I	ENGINE 2 TURBINE CLEARANCE / TEMPERATURE	75-31-21		1		Jun 21/2016	ALL
I	ENGINE 2 VARIABLE STATOR VANE / BLEED CONTROL	75-31-22		1		Jun 21/2016	ALL

75-CONTENTS

D280A351

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Page 1
Jun 21/2016



737-800

WIRING DIAGRAM MANUAL

CHAPTER 75 AIR

CH-SC-SU	Title
75-31-11	ENGINE 1 TURBINE CLEARANCE / TEMPERATURE
75-31-12	ENGINE 1 VARIABLE STATOR VANE / BLEED CONTROL
75-31-21	ENGINE 2 TURBINE CLEARANCE / TEMPERATURE
75-31-22	ENGINE 2 VARIABLE STATOR VANE / BLEED CONTROL

75-ALPHABETICAL INDEX

D280A351

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Page 1
Aug 15/2013



The diagram illustrates the M1823 Hydromechanical Unit, which interfaces with the M1818 Electronic Engine Control and the M1823 Hydromechanical Unit. The unit is divided into two main sections: the left side (M1823) and the right side (M1818).

Left Side (M1823):

- High Pressure Turbine Clearance Valve Torque Motor (HPTC TM):** Two channels (CH A and CH B) are shown, each with a torque motor (M) and a position transducer (DP0501, DP0601).
- Low Pressure Turbine Clearance Valve Torque Motor (LPTC TM):** Two channels (CH A and CH B) are shown, each with a torque motor (M) and a position transducer (DP0505, DP0606).
- High Pressure Compressor Inlet Temperature Sensor (T25):** Two sensors (S1, S2) are shown, connected to the High Pressure Compressor Inlet Temperature Sensor (DP0910, DP1009).
- High Pressure Compressor Discharge Temperature Sensor (T3):** Two sensors (S1, S2) are shown, connected to the High Pressure Compressor Discharge Temperature Sensor (DP0905, DP1005).

Right Side (M1818):

- High Pressure Turbine Clearance Valve Position Transducer (CHA):** Two channels (CH A and CH B) are shown, each with a position transducer (DP0909, DP1010).
- High Pressure Compressor Inlet Temperature Sensor (CHA):** Two sensors (S1, S2) are shown, connected to the High Pressure Compressor Inlet Temperature Sensor (DP0909, DP1010).
- High Pressure Compressor Discharge Temperature Sensor (CHA):** Two sensors (S1, S2) are shown, connected to the High Pressure Compressor Discharge Temperature Sensor (DP0909, DP1010).
- Low Pressure Turbine Clearance Valve Position Transducer (CH A):** Two channels (CH A and CH B) are shown, each with a position transducer (DP0904, DP1004).
- Low Pressure Turbine Clearance Valve Position Transducer (CH B):** Two channels (CH A and CH B) are shown, each with a position transducer (DP0904, DP1004).

Connections:

- The M1823 Hydromechanical Unit is connected to the M1818 Electronic Engine Control via a 3 O'CLOCK STRUT.
- The M1823 Hydromechanical Unit is connected to the M1818 Electronic Engine Control via a 3 O'CLOCK STRUT.
- The M1823 Hydromechanical Unit is connected to the M1818 Electronic Engine Control via a 3 O'CLOCK STRUT.

ENGINE 1 TURBINE CLEARANCE / TEMPERATURE

75-31-11

Page 1

Jun 21/2016

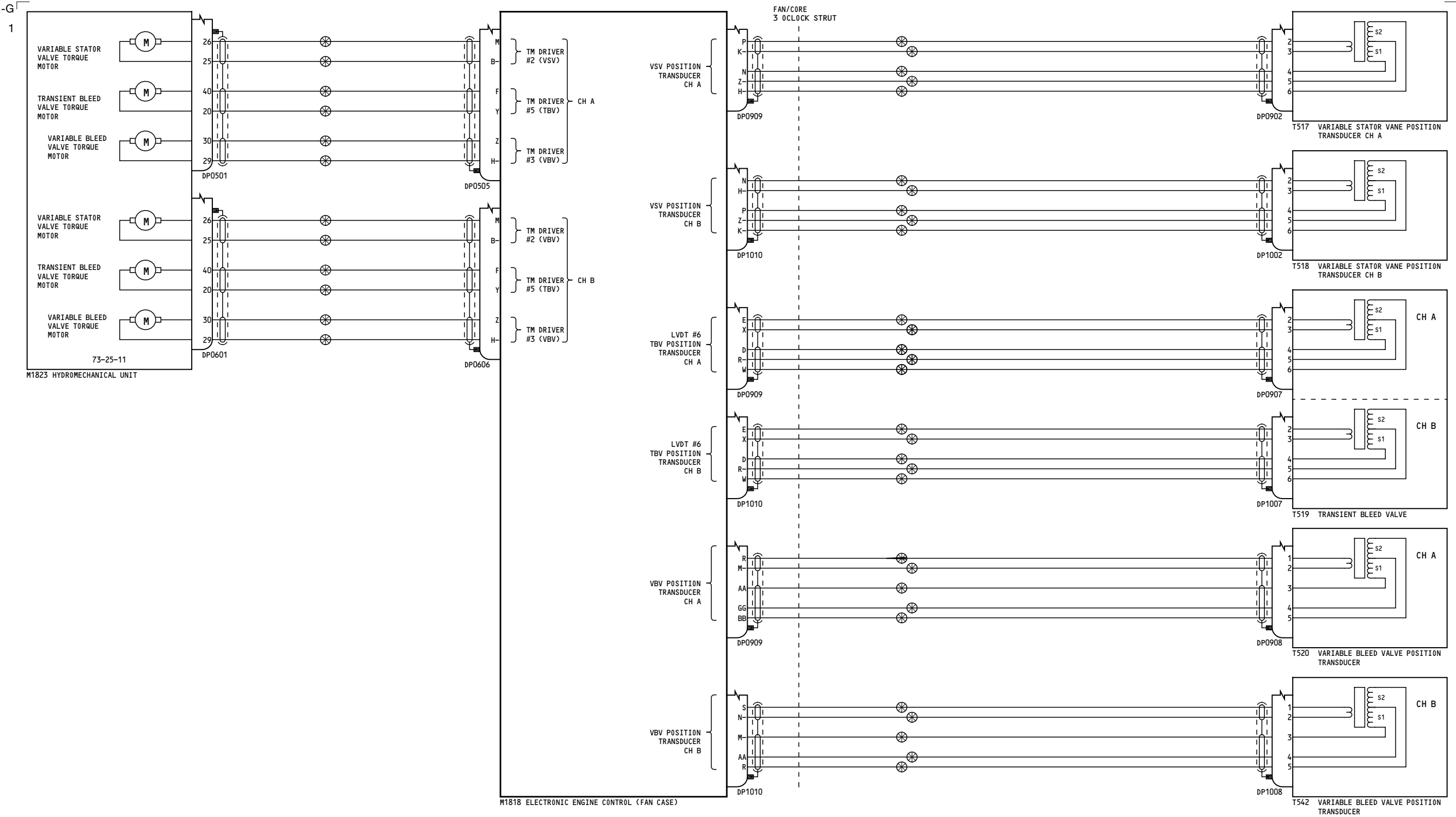
D280A351

75-31-11

Page 1

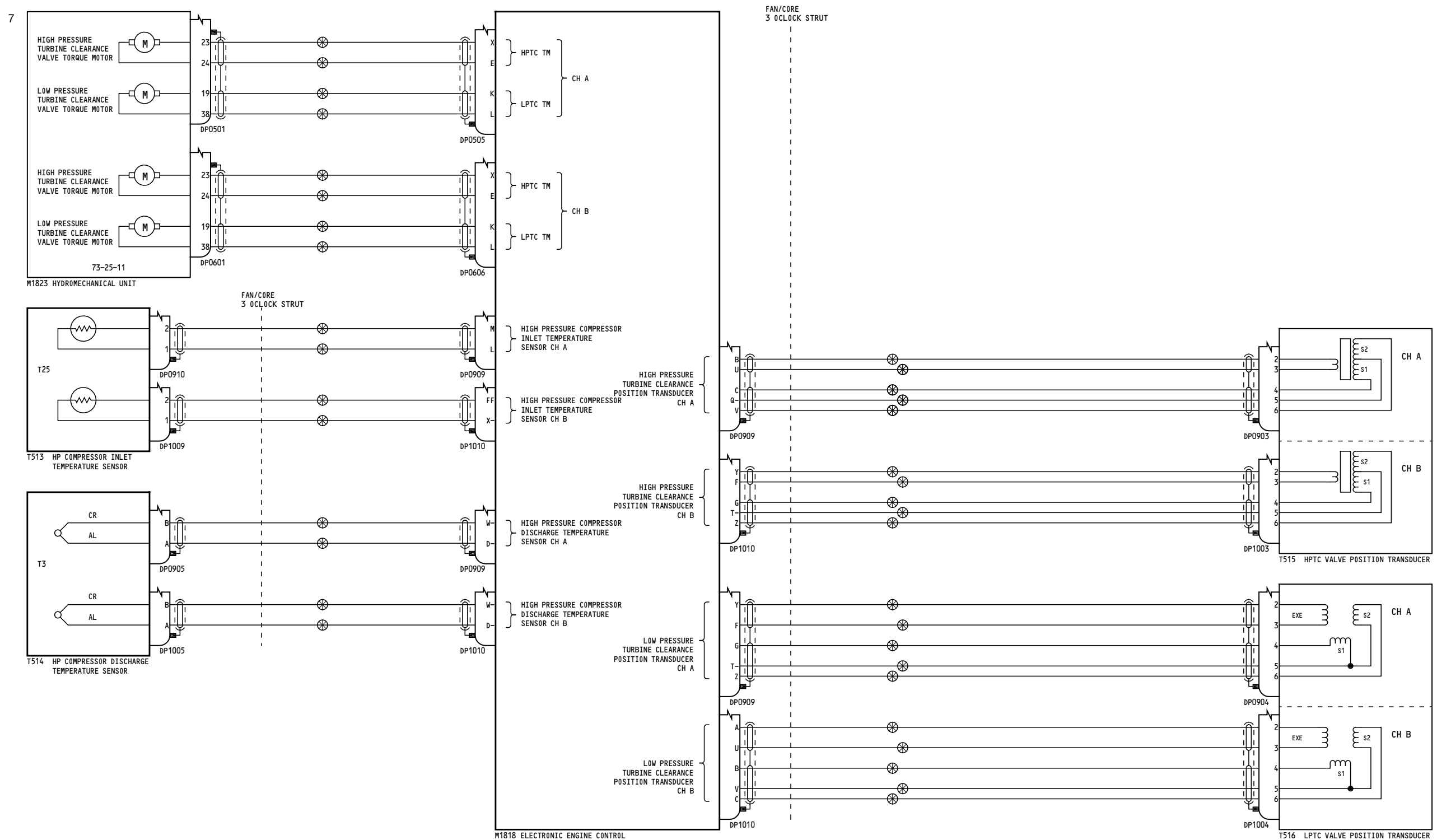
Jun 21/2016

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NOTES:
1 SINGLE ANNULAR COMBUSTER CONFIGURATION

ALL	ENGINE 1 VARIABLE STATOR VANE / BLEED CONTROL
	D280A351



ALL

**ENGINE 2 TURBINE
CLEARANCE / TEMPERATURE**

75-31-21

Page 1

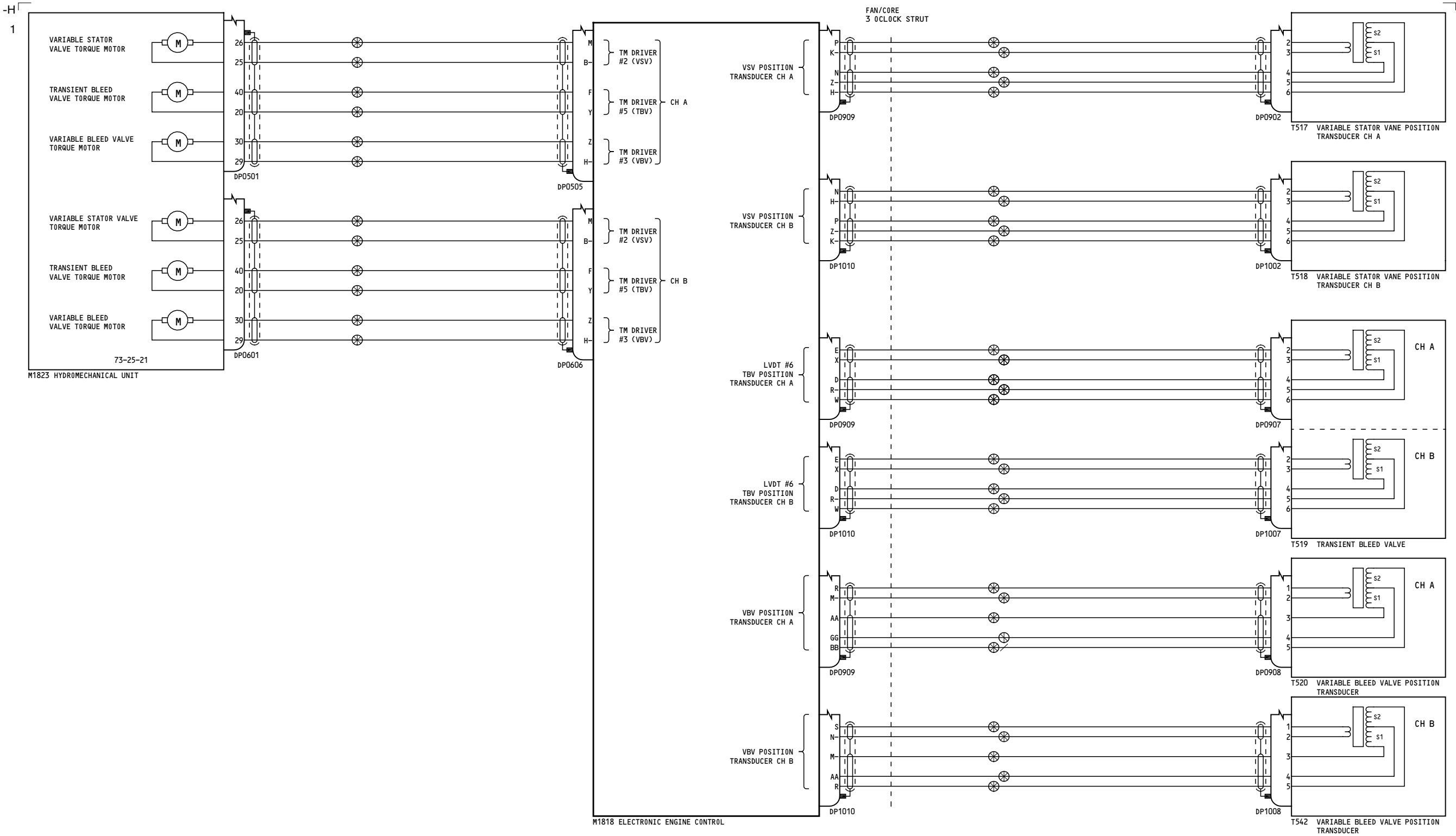
D280A351

Jun 21/2016

75-31-21

Page 1

Jun 21/2016



NOTES:

1 SINGLE ANNULAR COMBUSTOR CONFIGURATION

ALL

ENGINE 2 VARIABLE STATOR VANE / BLEED CONTROL

D280A351

75-31-22

Page 1

Jun 21/2016

75-31-22

Page 1

Jun 21/2016