THRUST LEVER MICROSWITCH - ADJUSTMENT/TEST

EFFECTIVITY: ALL

1. General

   A. This section gives the procedures to do the functional check and adjustment of the thrust-lever microswitch assembly.

   B. The thrust-lever microswitch assemblies are installed in the control stand assembly. Each thrust lever (engines 1 and 2) has an assembly with eight microswitches (C1 through C8 from the actuating shaft).

   C. The procedures below are applicable to the LH and RH thrust-lever microswitch assemblies.

   D. To do these tasks, the aircraft must be in the ground configuration.

   E. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	*DESCRIPTION*	*EFFECTIVITY*
76-11-06-700-801-A	THRUST-LEVER MICROSWITCH ASSEMBLY - FUNCTIONAL CHECK	ALL
76-11-06-820-801-A	THRUST-LEVER MICROSWITCH ASSEMBLY - ADJUSTMENT PROCEDURES	ALL

TASK 76-11-06-700-801-A
EFFECTIVITY: ALL

2. THRUST-LEVER MICROSWITCH ASSEMBLY - FUNCTIONAL CHECK

A. General

(1) To access the FADEC analog label, obey the instructions below:

(a) For aircraft with -009 CMC, use Data Acquisition Software (DAS) GSE 211 or GSE 331 or GSE 505 or GSE 535.

(b) For aircraft with -010 CMC, use Data Acquisition Software (DAS) GSE 263 or GSE 331 or GSE 505 or GSE 535.

(c) For aircraft with -011 CMC, use Data Acquisition Software (DAS) GSE 331 or GSE 505 or GSE 535.

(d) For aircraft with -012 CMC, use Data Acquisition Software (DAS) GSE 505 or GSE 535.

(e) For aircraft with -013 CMC, use Data Acquisition Software (DAS) GSE 535, which is compatible with all the CMC versions available.

(2) Obey the instructions below to do the functional check of the thrust-lever microswitch assembly.

B. References

REFERENCE	*DESIGNATION*
AMM MPP 06-41-03/100	- COMPONENT LOCATION
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE
AMM TASK 76-11-06-820-801-A/500	THRUST-LEVER MICROSWITCH ASSEMBLY - ADJUSTMENT PROCEDURES
AMM TASK 78-33-01-980-801-A/200	ISOLATION CONTROL UNIT - INHIBITION PROCEDURES

C. Zones and Accesses

ZONE	*PANEL/DOOR*	*LOCATION*
223	223SZ	Control pedestal
223	223RZ	Control pedestal

D. Tools and Equipment

ITEM	*DESCRIPTION*	*PURPOSE*	*QTY*
GSE 130	Personal Computer	Downloading	
GSE 134	CMC/PC Interconnection Cable	To interconnect the PC and the CMC	
GSE 211	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 263	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 331	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 505	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	

(Continued)

ITEM	DESCRIPTION	PURPOSE	QTY
GSE 535	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 186	Control Stand Microswitches Test Set	To do the check on the control-stand micro-switch assembly	

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
1	Does the task	Cockpit

I. Preparation

SUBTASK 841-002-A

(1) (For aircraft with thrust reverser) Put the ICU in the "INHIBIT" position (AMM TASK 78-33-01-980-801-A/200).

WARNING: BEFORE YOU OPEN THE N2 CIRCUIT BREAKERS AND TO PREVENT INJURY TO PERSONS AND DAMAGE TO THE MATERIAL, MAKE SURE THAT THE SENSORS PITOT 1 - TAT 1/AOA 1, PITOT 3, AND PITOT 2 - TAT 2/AOA 2, ON THE OVERHEAD PANEL, ARE SET TO OFF.

(2) (For aircraft without thrust reverser) On the circuit breaker panel, open these circuit breakers and attach DO-NOT-CLOSE tags to them:

– N2 SIGNAL - 1A/2A - 1B/2B

– AWS - 1/2

– HYD. ELEC. PUMP - 1/2

(3) (For aircraft with thrust reverser) On the circuit breaker panel, open these circuit breakers and attach DO-NOT-CLOSE tags to them:

– N2 SIGNAL - 1A/2A - 1B/2B

– AWS - 1/2

– HYD. ELEC. PUMP - 1/2

– THRUST REVERSER - 1/2

(4) Remove access panels 223SZ and 223RZ (AMM MPP 06-41-03/100).

(5) Energize the aircraft (AMM TASK 20-40-01-860-801-A/200).

(6) (For aircraft without thrust reverser) Make sure that the CMC switch, on the maintenance panel, is at the "NORMAL" position, and that these circuit breakers are in the closed position.

– FADEC - 1A/2A - 1B/2B

– SPEED BRAKE

(7) (For aircraft with thrust reverser) Make sure that the CMC switch, on the maintenance panel, is at the "NORMAL" position, and that these circuit breakers are in the closed position.

– FADEC - 1A/2A - 1B/2B

– SPEED BRAKE

– ELEC IDLE STOP

J. Functional Check (Figure 501)

SUBTASK 720-002-A

CAUTION: • BEFORE YOU DISCONNECT OR CONNECT A COMPONENT THAT INTERFACES WITH THE FADEC, YOU MUST OPEN THE RELATED FADEC CIRCUIT BREAKERS.

• AFTER A FADEC CHANGE OR REPROGRAMMING, OR AN ENGINE CHANGE, YOU MUST OPEN/CLOSE THE FADEC CIRCUIT BREAKERS AND RESET THE FADECs TWO TIMES.

(1) Do the functional check of the thrust-lever microswitch assembly as follows:

(2) Through the interconnection cable (GSE 134), connect, to the maintenance panel, the lap-top (GSE 130) with the DAS software installed.

(3) (For Data Acquisition Software - GSE 211 or GSE 263) On the DAS menu, select "DOWNLOAD", then select the applicable FADEC.

(4) (For Data Acquisition Software - GSE 331 or GSE 505 or GSE 535) On the DAS menu, select the "FADEC LABELS" icon, then select the applicable FADEC.

(5) Select "ANALOG" and the TLA must be read on the screen, in the TLA area.

NOTE: To do the check of the TL1 angle (thrust-lever left side), set the lap-top to FADEC 1A or 1B. To do the check of the TL2 angle (thrust-lever right side), set the lap-top to FADEC 2A or 2B.

(6) Make sure that the gust lock lever is unlocked.

(7) Disconnect connectors P1269 and P1270 from the control pedestal.

(8) Connect the Control-Stand Microswitches Test Set (GSE 186) as follows:

(a) Install test set connector P1 to connector J1269 on the control pedestal. This will permit the energization of the test set box.

(b) Install test set connector J1269 to connector P1269 of the control stand assembly.

(c) Install test set connector J1270 to connector P1270 of the control stand assembly.

(9) Set the GSE 186 test set switch to "ON".

(10) Make sure that the both thrust levers are in IDLE position.

(11) Move the applicable thrust lever in the TL MODE (first to FWD direction then to RWD direction). Refer to the microswitch set points shown in the tables below. Make sure that the lights change their status (ON or OFF) in the correct set point angle.

NOTE:
- During the test, GSE 186 LEDs related to Left Thrust Lever Microswitch Assy N°3 has an inverse function from the Right Thrust Lever Microswitch Assy N°3. Make sure that you are using the correct table during the test. Also for the LH TL, read the LEDs of ENG 1, and for RH TL, read the LEDs of ENG 2.
- The lights must change their status to ON or OFF as shown in the table when the thrust lever goes through the set point. The lights must stay in this status until the related thrust lever comes to the end of its travel in the same TL MODE (FWD or RWD).
- During the test and the thrust-lever angle value adjustment, keep the thrust lever of the opposite side in "idle".

Table 501 - LEFT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITH THRUST REVERSER

MICROSW S0025	TL MODE	LIGHTS		TL1 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	ON to OFF	OFF to ON	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5
6	RWD	ON to OFF	OFF to ON	17.5 ± 0.5
2	RWD	ON to OFF	OFF to ON	17.5 ± 0.5

(12) Table 502 - LEFT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITHOUT THRUST REVERSER

MICROSW S0025	TL MODE	LIGHTS		TL1 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5

(12) Table 502 - LEFT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS (Continued)

Effectivity: AIRCRAFT WITHOUT THRUST REVERSER

MICROSW S0025	TL MODE	LIGHTS		TL1 ANGLE
		N/C	N/O	
3	FWD	ON to OFF	OFF to ON	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5

(13) Table 503 - RIGHT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITH THRUST REVERSER

MICROSW S0024	TL MODE	LIGHTS		TL2 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	OFF to ON	ON to OFF	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5
6	RWD	ON to OFF	OFF to ON	17.5 ± 0.5
2	RWD	ON to OFF	OFF to ON	17.5 ± 0.5

(14) Table 504 - RIGHT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITHOUT THRUST REVERSER

MICROSW S0024	TL MODE	LIGHTS		TL2 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	OFF to ON	ON to OFF	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5

(15) Adjust the thrust-lever microswitch assembly (AMM TASK 76-11-06-820-801-A/500), if necessary.

(16) Get out of the DAS program and turn off the lap-top.

(17) Disconnect, from the maintenance panel, the interconnection cable (GSE 134) and the lap-top (GSE 130).

(18) Disconnect the Control-Stand Microswitches Test Set (GSE 186), and connect electrical connectors P1269 and P1270 to the control pedestal.

K. Follow-on

SUBTASK 842-002-A

(1) De-energize the aircraft (AMM TASK 20-40-01-860-801-A/200).

(2) Install access panels 223SZ and 223RZ (AMM MPP 06-41-03/100).

(3) (For aircraft without thrust reverser) On the circuit breaker panel, remove the DO-NOT-CLOSE tags and close these circuit breakers:

- N2 SIGNAL - 1A/2A - 1B/2B
- AWS - 1/2
- HYD. ELEC. PUMP - 1/2

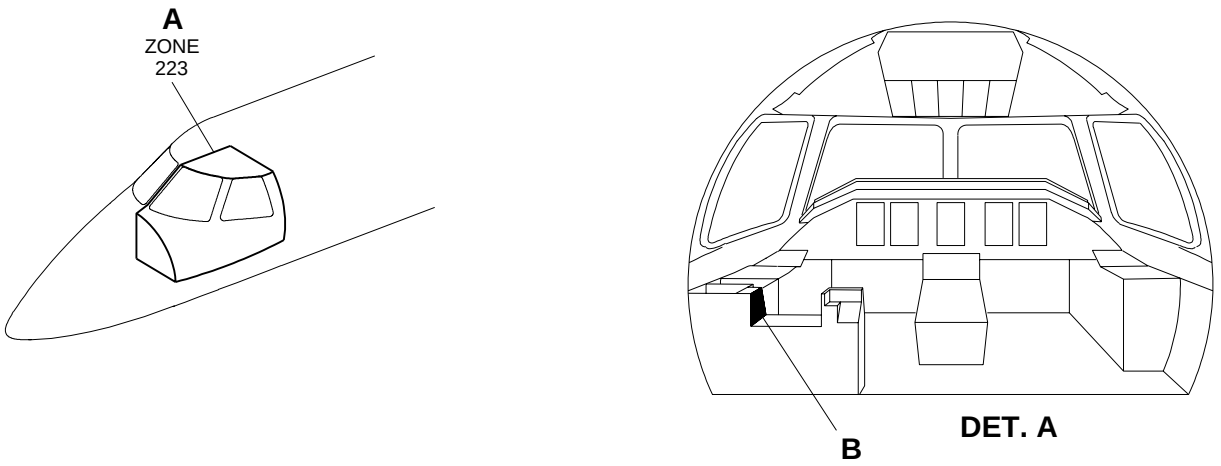
(4) (For aircraft with thrust reverser) On the circuit breaker panel, remove the DO-NOT-CLOSE tags and close these circuit breakers:

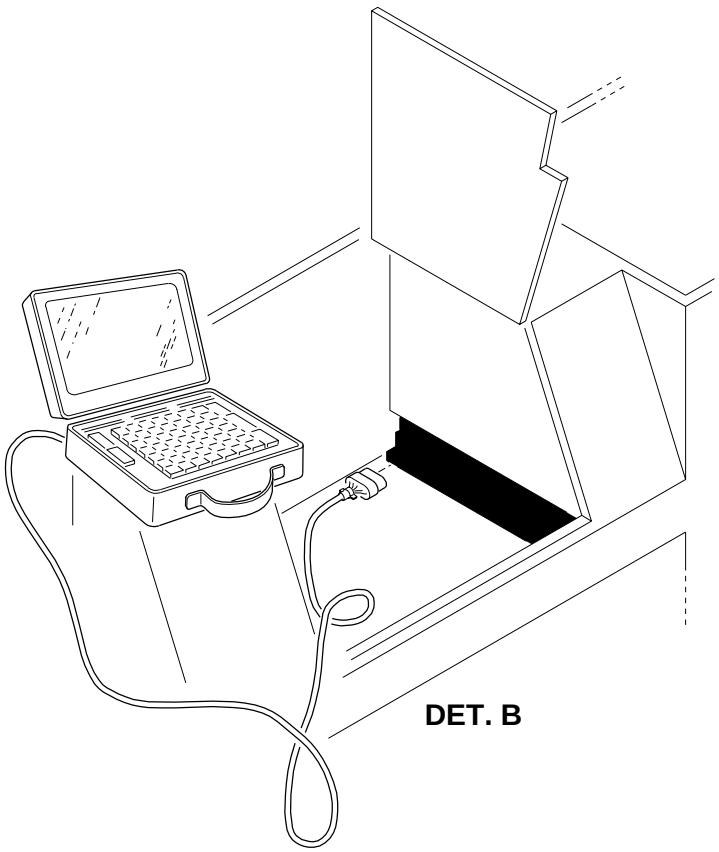
- N2 SIGNAL - 1A/2A - 1B/2B
- AWS - 1/2
- HYD. ELEC. PUMP - 1/2
- THRUST REVERSER - 1/2

(5) (For aircraft with thrust reverser) Put the ICU in the "DE-INHIBIT" position (AMM TASK 78-33-01-980-801-A/200).

EFFECTIVITY: ALL

Thrust-Lever Microswitch Assembly - Component Locations
Figure 501 - Sheet 1





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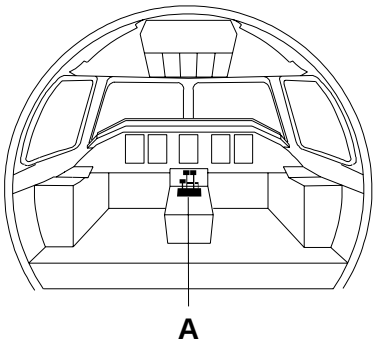
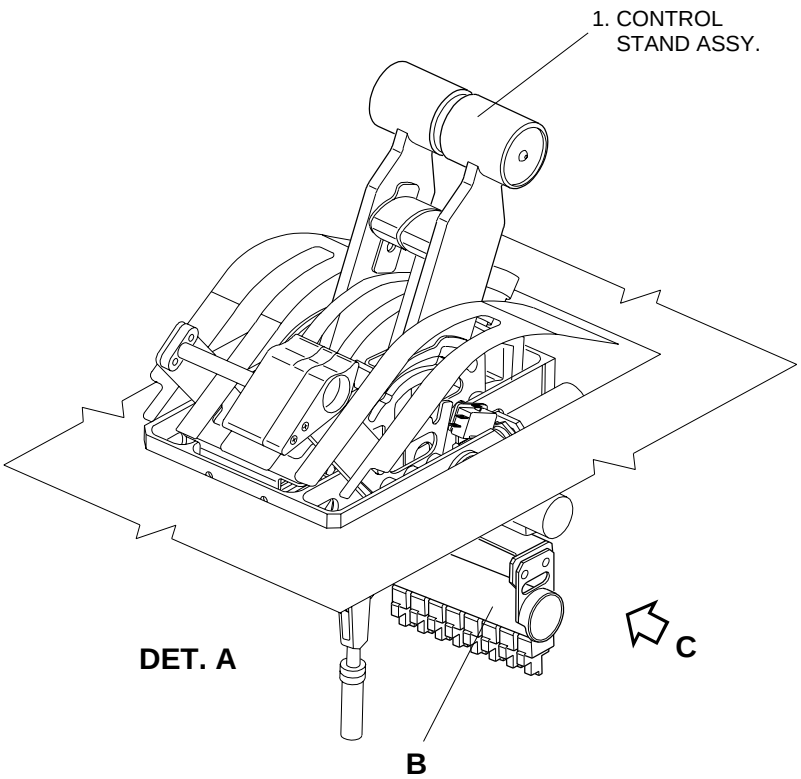
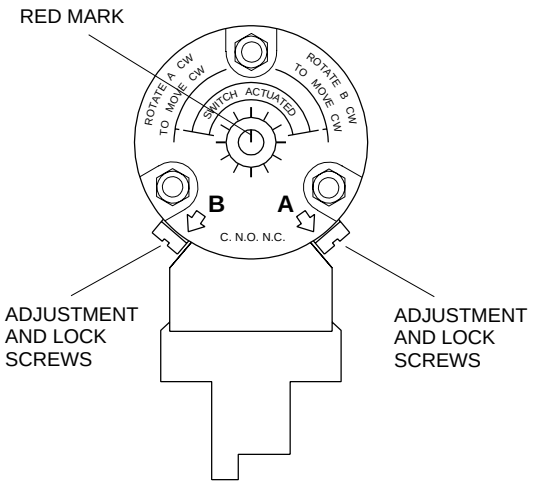
EFFECTIVITY: ALL

Thrust-Lever Microswitch Assembly - Component Locations
Figure 501 - Sheet 2

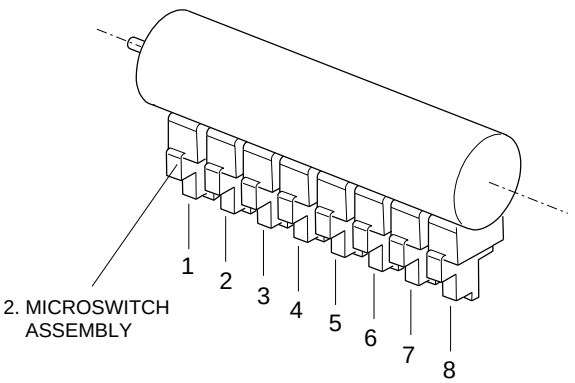




DET. A



VIEW. C

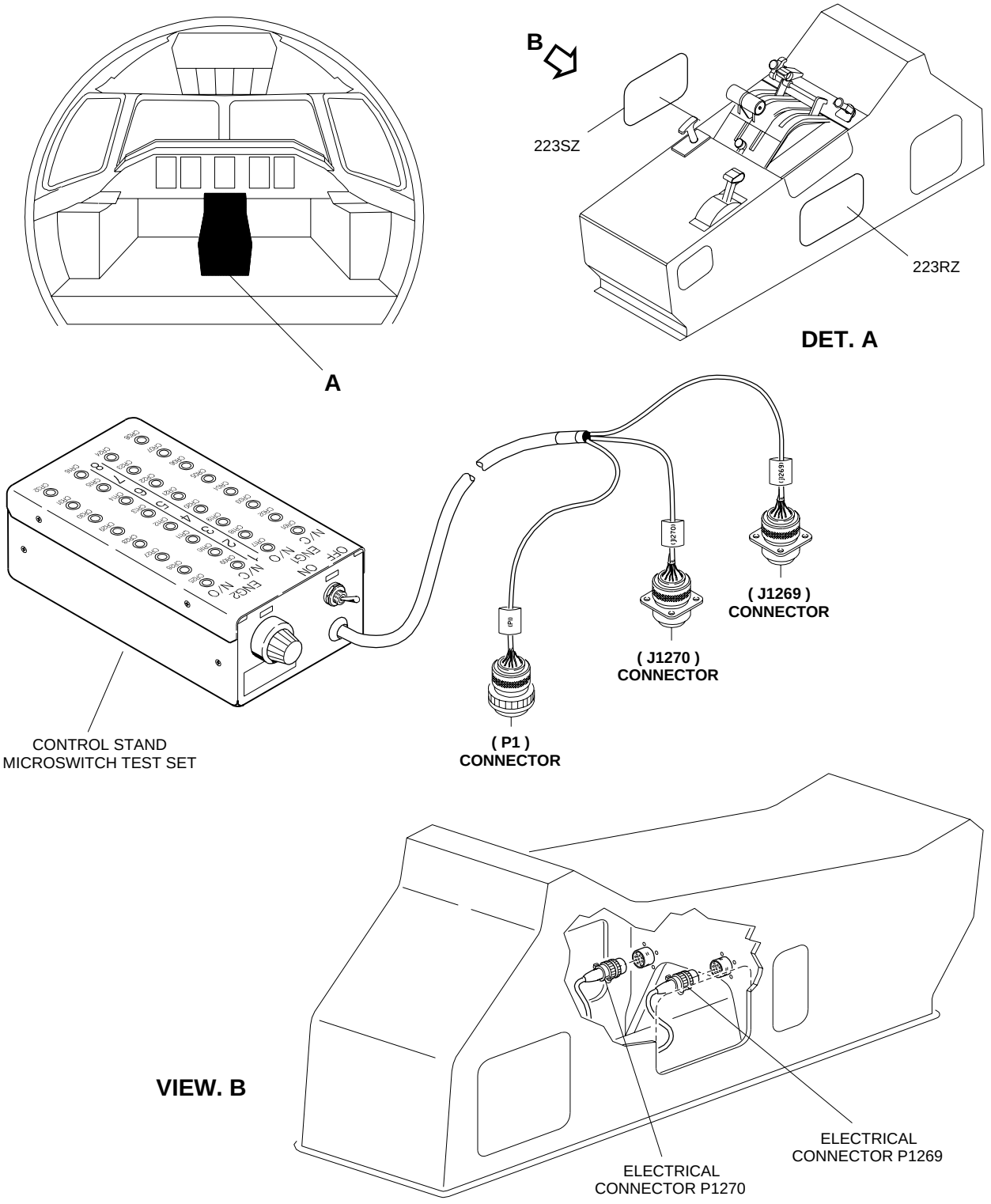


DET. B

145AMM760023.MCE B

EFFECTIVITY: ALL

Thrust-Lever Microswitch Assembly - Component Locations
Figure 501 - Sheet 3



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TASK 76-11-06-820-801-A
EFFECTIVITY: ALL

3. THRUST-LEVER MICROSWITCH ASSEMBLY - ADJUSTMENT PROCEDURES

A. General

(1) To access the FADEC analog label, obey these instructions:

(a) For aircraft with -009 CMC, use Data Acquisition Software (DAS) GSE 211 or GSE 331 or GSE 505 or GSE 535.

(b) For aircraft with -010 CMC, use Data Acquisition Software (DAS) GSE 263 or GSE 331 or GSE 505 or GSE 535.

(c) For aircraft with -011 CMC, use Data Acquisition Software (DAS) GSE 331 or GSE 505 or GSE 535.

(d) For aircraft with -012 CMC, use Data Acquisition Software (DAS) GSE 505 or GSE 535.

(e) For aircraft with -013 CMC, use Data Acquisition Software (DAS) GSE 535, which is compatible with all the CMC versions available.

(2) Obey the instructions below to adjust the thrust-lever microswitch assemblies.

(3) Each microswitch assembly has eight microswitches, and each microswitch has one adjustment screw and one lock screw on each side.

B. References

REFERENCE	*DESIGNATION*
AMM MPP 06-41-03/100	- COMPONENT LOCATION
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE
AMM TASK 27-63-03-000-801-A/400	SPEED BRAKE COMMAND LEVER - REMOVAL
AMM TASK 27-63-03-400-801-A/400	SPEED BRAKE COMMAND LEVER - INSTALLATION
AMM TASK 76-11-05-000-801-A/400	CONTROL STAND MASK - REMOVAL
AMM TASK 76-11-05-400-801-A/400	CONTROL STAND MASK - INSTALLATION
AMM TASK 76-11-06-700-801-A/500	THRUST-LEVER MICROSWITCH ASSEMBLY - FUNCTIONAL CHECK
AMM TASK 78-33-01-980-801-A/200	ISOLATION CONTROL UNIT - INHIBITION PROCEDURES

C. Zones and Accesses

ZONE	*PANEL/DOOR*	*LOCATION*
223	223OZ	Control pedestal
223	223NZ	Control pedestal
223	223SZ	Control pedestal
223	223RZ	Control pedestal

D. Tools and Equipment

ITEM	*DESCRIPTION*	*PURPOSE*	*QTY*
GSE 130	Personal Computer	Downloading	
GSE 134	CMC/PC Interconnection Cable	To interconnect the PC and the CMC	
GSE 211	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 263	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 331	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 505	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 535	Data Acquisition Software (DAS)	To read the thrust lever angle (TLA)	
GSE 186	Control Stand Microswitch Test Set	To do the check on the control-stand micro-switch assembly	

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Cockpit

I. Preparation

SUBTASK 841-003-A

(1) (For aircraft with thrust reverser) Put the ICU in the "INHIBIT" position (AMM TASK 78-33-01-980-801-A/200).

WARNING: BEFORE YOU OPEN THE N2 CIRCUIT BREAKERS AND TO PREVENT INJURY TO PERSONS AND DAMAGE TO THE MATERIAL, MAKE SURE THAT THE SENSORS PITOT 1 - TAT 1/AOA 1, PITOT 3, AND PITOT 2 - TAT 2/AOA 2, ON THE OVERHEAD PANEL, ARE SET TO OFF.

(2) (For aircraft without thrust reverser) On the circuit breaker panel, open these circuit breakers and attach DO-NOT-CLOSE tags to them:

– N2 SIGNAL - 1A/2A - 1B/2B

– AWS - 1/2

– HYD. ELEC. PUMP - 1/2

(3) (For aircraft with thrust reverser) On the circuit breaker panel, open these circuit breakers and attach DO-NOT-CLOSE tags to them:

– N2 SIGNAL - 1A/2A - 1B/2B

– AWS - 1/2

– HYD. ELEC. PUMP - 1/2

– THRUST REVERSER - 1/2

(4) Remove the control stand mask (AMM TASK 76-11-05-000-801-A/400).

(5) Remove access panel 223OZ (AMM MPP 06-41-03/100).

(6) Remove the speed-brake command lever (AMM TASK 27-63-03-000-801-A/400).

(7) Remove the electrical connector of the aileron disconnect light.

(8) Remove access panel 223NZ (AMM MPP 06-41-03/100).

(9) Remove the elevator disconnect light and disconnect its electrical connector.

(10) Energize the aircraft (AMM TASK 20-40-01-860-801-A/200).

(11) (For aircraft without thrust reverser) Make sure that the CMC switch, on the maintenance panel, is at the "NORMAL" position, and that these circuit breakers are in the closed position:

– FADEC - 1A/2A - 1B/2B

– SPEED BRAKE

(12) (For aircraft with thrust reverser) Make sure that the CMC switch, on the maintenance panel, is at the "NORMAL" position, and that these circuit breakers are in the closed position:

– FADEC - 1A/2A - 1B/2B

– SPEED BRAKE

– ELEC IDLE STOP

J. Adjustment Procedures (Figure 501)

SUBTASK 820-002-A

CAUTION: • BEFORE YOU DISCONNECT OR CONNECT A COMPONENT THAT INTERFACES WITH THE FADEC, YOU MUST OPEN THE RELATED FADEC CIRCUIT BREAKERS.

• AFTER A FADEC CHANGE OR REPROGRAMMING, OR ENGINE CHANGE, YOU MUST OPEN/CLOSE THE FADEC CIRCUIT BREAKERS AND RESET THE FADECs TWO TIMES.

(1) Do the adjustment procedures of the thrust-lever microswitch assembly as follows:

(2) Through the interconnection cable (GSE 134), connect, to the maintenance panel, the lap-top (GSE 130) with the DAS software installed.

(3) (For Data Acquisition Software - GSE 211 or GSE 263) On the DAS menu, select "DOWNLOAD", then select the applicable FADEC.

(4) (For Data Acquisition Software - GSE 331 or GSE 505 or GSE 535) On the DAS menu, select the "FADEC LABELS" icon, then select the applicable FADEC.

(5) Select "ANALOG" and the TLA must be read on the screen, in the TLA area.

NOTE: To adjust the TL1 angle (thrust-lever left side), set the lap-top to FADEC 1A or 1B. To adjust the TL2 angle (thrust-lever right side), set the lap-top to FADEC 2A or 2B.

(6) Make sure that the gust lock lever is unlocked.

(7) Disconnect connectors P1269 and P1270 from the control pedestal.

(8) Connect the Control-Stand Microswitches Test Set (GSE 186) as follows:

(a) Install test set connector P1 to connector J1269 on the control pedestal. This will permit the energization of the test set box.

(b) Install test set connector J1269 to connector P1269 of the control stand assembly.

(c) Install test set connector J1270 to connector P1270 of the control stand assembly.

(9) Set the (GSE 186) test set switch to "ON".

(10) Make sure that the both thrust levers are in IDLE position.

(11) Put the thrust levers in the set points below to adjust the microswitch assemblies. Adjust screws "A" and "B" to get the contact actuation points.

NOTE:
- The lights must change their status to ON or OFF as shown in the table when the thrust lever goes through the set point. The lights must stay in this status until the related thrust lever comes to the end of its travel in the same TL MODE (FWD or RWD).
- During the test and the thrust-lever angle adjustment, keep the thrust lever of the opposite side in "idle".

(12) Table 505 - LEFT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITH THRUST REVERSER

MICROSW S0025	TL MODE	LIGHTS		TL1 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	ON to OFF	OFF to ON	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5
6	RWD	ON to OFF	OFF to ON	17.5 ± 0.5
2	RWD	ON to OFF	OFF to ON	17.5 ± 0.5

(13) Table 506 - LEFT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITHOUT THRUST REVERSER

MICROSW S0025	TL MODE	LIGHTS		TL1 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	ON to OFF	OFF to ON	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5

(14) Table 507 - RIGHT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITH THRUST REVERSER

MICROSW S0024	TL MODE	LIGHTS		TL2 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	OFF to ON	ON to OFF	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5
6	RWD	ON to OFF	OFF to ON	17.5 ± 0.5
2	RWD	ON to OFF	OFF to ON	17.5 ± 0.5

(15) Table 508 - RIGHT THRUST-LEVER MICROSWITCH ASSEMBLY - SET POINTS

Effectivity: AIRCRAFT WITHOUT THRUST REVERSER

MICROSW S0024	TL MODE	LIGHTS		TL2 ANGLE
		N/C	N/O	
1	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
4	FWD	OFF to ON	ON to OFF	32.0 ± 0.5
5	FWD	OFF to ON	ON to OFF	50.0 ± 0.5
3	FWD	OFF to ON	ON to OFF	65.0 ± 0.5
8	RWD	OFF to ON	ON to OFF	59.0 ± 0.5
7	RWD	OFF to ON	ON to OFF	45.0 ± 0.5

(16) Loosen the two lock screws of each microswitch before the adjustment.

(17) Put the thrust lever in the set point angle of the microswitch to be adjusted. Refer to the tables for the thrust lever angle adjustment values.

(18) Turn screw "A" in the counterclockwise (CCW) direction until screw "B" starts to turn and the related lights change their status. The lights must be in the correct status as shown in the tables.

(a) If the screws become difficult to move, turn them to the other side.

(19) Turn screw "B" in the clockwise (CW) direction until the microswitch contacts close.

NOTE: Do not torque the lock screws at this moment.

(20) Make sure the adjustment is correct.

(21) Move the thrust lever in the TL mode direction (FWD or RWD). Refer to the microswitch set points shown in the table. Make sure that the lights change their status (ON or OFF) in the correct set point angle.

NOTE:
- The lights must change their status to ON or OFF as shown in the table when the thrust lever goes through the set point. The lights must stay in this status until the related thrust lever comes to the end of its travel in the same TL MODE (FWD or RWD).
- During the test and the thrust lever angle adjustment, keep the thrust lever of the opposite side in "idle".

(22) If the lights change their status during this travel, put the thrust lever in the position where it occurs and adjust screw "B" until the indicating lights go back to the previous adjustment.

(23) Tighten the lock screws on the two sides of the microswitches.

(24) Make sure that the indicating lights change their status in their related check points. Adjust and lock the microswitches again, if necessary.

(25) Get out of the DAS program and turn off the lap-top.

(26) Disconnect, from the maintenance panel, the interconnection cable (GSE 134) and the lap-top (GSE 130).

(27) Disconnect the Control-Stand Microswitches Test Set (GSE 186), and connect electrical connectors P1269 and P1270 to the control pedestal.

K. Follow-on

SUBTASK 842-003-A

(1) Deenergize the aircraft (AMM TASK 20-40-01-860-801-A/200).

(2) Install the electrical connector of the elevator disconnect light.

(3) Install control-pedestal access panel 223NZ (AMM MPP 06-41-03/100).

(4) Install the speed-brake command lever (AMM TASK 27-63-03-400-801-A/400).

(5) Install the electrical connector of the aileron disconnect light.

(6) Install control-pedestal access panel 223OZ (AMM MPP 06-41-03/100).

(7) Install the control stand mask (AMM TASK 76-11-05-400-801-A/400).

(8) (For aircraft without thrust reverser) On the circuit breaker panel, close the circuit breakers below and remove the DO-NOT-CLOSE tags from them:

- N2 SIGNAL - 1A/2A - 1B/2B
- AWS - 1/2
- HYD. ELEC. PUMP - 1/2

(9) (For aircraft with thrust reverser) On the circuit breaker panel, close the circuit breakers below and remove the DO-NOT-CLOSE tags from them:

- N2 SIGNAL - 1A/2A - 1B/2B
- AWS - 1/2
- HYD. ELEC. PUMP - 1/2
- THRUST REVERSER - 1/2

(10) (For aircraft with thrust reverser) Put the ICU in the "DE-INHIBIT" position (AMM TASK 78-33-01-980-801-A/200).

(11) Do the functional check of the thrust-lever microswitch assembly (AMM TASK 76-11-06-700-801-A/500).