



AIRCRAFT
MAINTENANCE MANUAL

THRUST REVERSER INDICATING - ADJUSTMENT/TEST

EFFECTIVITY: ALL

1. General

- A. This section gives the procedures to do the operational check of the thrust-reverser (TR) indicating system.
- B. The Thrust Reverser System is a very complex system and thus, to do the Operational Check of the indicating system, it is necessary to divide it into dedicated subtasks.
- C. 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
78-34-00-700-801-A ♦	THRUST-REVERSER (TR) INDICATING SYSTEM - OPERATIONAL CHECK	ALL



EMB145 – EMB135

AIRCRAFT
MAINTENANCE MANUAL

TASK 78-34-00-700-801-A

EFFECTIVITY: ALL

2. THRUST-REVERSER (TR) INDICATING SYSTEM - OPERATIONAL CHECK

A. General

- (1) Obey these instructions to do the operational check of the thrust-reverser indicating system.
- (2) When the AIR/GND circuit breakers are opened, the recording function of the FDR starts and the data stored in the FDR are overwritten. If it is necessary to keep the data stored in the FDR, open the FDR circuit breaker on the circuit breaker panel. Or, if it is necessary to keep the FDR on, do an FDR downloading ([AMM TASK 31-31-00-700-803-A/500](#)).
- (3) These procedures are applicable to the check of the LH and RH thrust-reverser indicating system.
- (4) Such indication as "thrust lever 1(2)" means: thrust lever 1 for the left thrust reverser and thrust lever 2 for the right thrust reverser.

B. References

REFERENCE	DESIGNATION
AMM MPP 06-42-00/100	-
AMM MPP 78-30-00/200	- MAINTENANCE PRACTICES
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE
AMM TASK 31-31-00-700-803-A/500	FDR DATA - PERSONAL COMPUTER DOWNLOADING
AMM TASK 32-00-01-910-801-A/200	LG SAFETY PIN - INSTALLATION AND REMOVAL
AMM TASK 32-49-02-000-801-A/400	WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - REMOVAL
AMM TASK 32-49-02-400-801-A/400	WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - INSTALLATION
AMM TASK 54-52-01-400-801-A/400	PYLON FAIRINGS - INSTALLATION
AMM TASK 78-31-01-700-801-A/500	THRUST REVERSER - OPERATIONAL CHECK
AMM TASK 78-31-01-940-801-A/200	THRUST REVERSER - OPENING PROCEDURE
AMM TASK 78-33-01-980-801-A/200	ISOLATION CONTROL UNIT - INHIBITION PROCEDURES
S.B.145-45-0001	-

C. Zones and Accesses

ZONE	PANEL/DOOR	LOCATION
312	312AR	Tail cone compartment

D. Tools and Equipment

ITEM	DESCRIPTION	PURPOSE	QTY
GSE 103	Wheel-speed transducer adapter	To operate the wheel speed transducer	

E. Auxiliary Items

ITEM	DESCRIPTION	PURPOSE	QTY
Commercially available	Workstand	To get access to the thrust reverser/ICU	1
Commercially available	Pneumatic Drill	To operate the wheel speed transducer	1
Commercially available	Metallic Target	To operate the nose-landing-gear proximity switch	AR
Commercially available	28 V DC Lamp	To indicate operation of the LRU's	1

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
2	Do the task	Cockpit/thrust reverser

I. Preparation

SUBTASK 841-002-A

WARNING: REFER TO THE GROUND SAFETY PRECAUTIONS GIVEN IN AMM MPP 78-30-00/200 WHEN YOU DO THE THRUST REVERSER MAINTENANCE PROCEDURES.

CAUTION: WHEN YOU ENERGIZE THE AIRCRAFT WITH THE EXTERNAL POWER, PUT THE BATTERY SWITCH IN THE OFF POSITION, BEFORE YOU REMOVE THE AIR/GROUND CIRCUIT BREAKERS.

- (1) Make sure that the Thrust Reverser 1 and 2 circuit breakers are in the closed position, open the AWS 1 and 2 circuit breakers, and put a tag to them.
- (2) (FOR ACFT PRE-MOD [S.B.145-45-0001](#)) On the maintenance panel, set the CMC switch to the INHIBIT position.
- (3) Energize the aircraft with a DC Power Supply ([AMM TASK 20-40-01-860-801-A/200](#)).
- (4) Put the battery switch in the OFF position.
- (5) Open the Thrust Reverser ([AMM TASK 78-31-01-940-801-A/200](#)).
- (6) Put the workstand in the work area.
- (7) Open access door 312AR (AMM MPP 06-42-00/100).
- (8) On the hydraulic panel (overhead panel), move the SYS 1/2 ELEC. PUMP to the "OFF" position.

- (9) On the circuit breaker panel, open the HYD. ELEC. PUMP - 1/2 circuit breakers and put a tag to them.
- (10) Put the aircraft in a safe condition for maintenance, and make sure that:
 - Landing gear is down and locked.
 - Thrust levers are above IDLE position.
- (11) Make sure that the aircraft hydraulic systems are depressurized.
- (12) Remove the four hub caps ([AMM TASK 32-49-02-000-801-A/400](#)).

J. Operationally Check Thrust-Reverser Indicating System

SUBTASK 710-002-A

- WARNING:** • TO OBEY THE SMRD REQUIREMENTS FOR THIS TASK, YOU MUST DO ALL STEPS BELOW, AT THE TIME GIVEN IN THE SMRD FOR SUBTASK 78-34-00-710-001-A00.
- REFER TO THE GROUND SAFETY PRECAUTIONS GIVEN IN [AMM MPP 78-30-00/200](#) WHEN YOU DO THE THRUST-REVERSER MAINTENANCE PROCEDURES.
 - MAKE SURE THAT THE LANDING GEAR SAFETY PINS ARE INSTALLED TO PREVENT INJURY TO PERSONS AND DAMAGE TO MATERIAL ([AMM TASK 32-00-01-910-801-A/200](#)).

- (1) Thrust-Reverser Indicating System - component legends and connectors:
 - ICU (Isolation Control Unit) - P1249/P1250
 - DCU (Direction Control Unit) - P1776
 - Upper Stow Switch - P1780 (Outboard for engine 1 and Inboard for engine 2)
 - Upper Stow Switch - P1787 (Inboard for engine 1 and Outboard for engine 2)
 - Lower Stow Switch - P1782 (Outboard for engine 1 and Inboard for engine 2)
 - Lower Stow Switch - P1788 (Inboard for engine 1 and Outboard for engine 2)
 - Upper Deploy Switch - P1783
 - Lower Deploy Switch - P1784
 - Upper Tertiary Lock - J1786/J1790
 - Lower Tertiary Lock - J1774/J1785
 - Upper Transit Switch - P1778
 - Lower Transit Switch - P1789
- (2) Do the operational check of the Thrust-Reverser Indicating System as follows:
 - (a) Do the operational check of the ICU operating signals ([SUBTASK 710-003-A](#)).

- (b) Do the operational check of the DCU operating signals ([SUBTASK 710-004-A](#)).
- (c) Do the operational check of the Tertiary Lock (3RY) operating signals ([SUBTASK 710-005-A](#)).
- (d) Do the operational check of the ENG () REV FAIL caution message ([SUBTASK 710-006-A](#)).
- (e) Do the operational check of the ENG () REV DISAGREE caution message ([SUBTASK 710-007-A](#)).

K. Operationally Check ICU Operating Signals ([Figure 501](#))

SUBTASK 710-003-A

- (1) Obey the instructions below for the check of the ICU 1(2) operating signals:

NOTE: During the ICU operational check, ignore the related caution messages possibly shown on the EICAS display.

- (a) Disconnect electrical connector P1250 from ICU 1(2) in the tail cone compartment.
 - (b) Install a 28 V DC lamp between pins 4 and 5 of connector P1250.
Result:
1 The ICU 1(2) lamp comes on.
 - (c) Open the AIR/GND A and AIR/GND C circuit breakers to simulate the aircraft in flight.
Result:
1 The ICU 1(2) lamp goes off, after approximately 6 seconds.
 - (d) Close the AIR/GND A and AIR/GND C circuit breakers to simulate the aircraft on the ground.
Result:
1 The ICU 1(2) lamp comes on.
 - (e) Manually and simultaneously set the two upper stow (inboard and outboard) switches and the two lower stow (inboard and outboard) switches to the stowed position.
Result:
1 The ICU 1(2) lamp goes off, after approximately 6 seconds.
 - (f) Manually release each stow switch individually.
Result:
1 The ICU 1(2) lamp comes on.
 - (g) Manually operate the stow switch again.
Result:
1 The ICU 1(2) lamp goes off, after approximately 6 seconds.
- NOTE:** Do steps (e) and (f) above for the upper (inboard and outboard) and lower (inboard and outboard) stow switches, one at a time.
- (h) Release all the stow switches.

Result:

1 The ICU 1(2) lamp comes on.

- (i) Put thrust lever 1(2) below the IDLE position.

Result:

1 The ICU 1(2) lamp goes off, after approximately 6 seconds.

- (j) Put thrust lever 1(2) above the IDLE position.

Result:

1 The ICU 1(2) lamp comes on.

- (k) Put a metallic target on the nose-landing-gear proximity switch to simulate the nose-landing-gear flight condition.

Result:

1 The ICU 1(2) lamp goes off, after approximately 6 seconds.

- (l) Turn the left outboard wheel-speed transducer to simulate a wheel speed > 25 Kt. Use a drill and the GSE 103 adapter.

Result:

1 The ICU 1 lamp comes on.

- (m) Stop the left outboard wheel-speed transducer.

Result:

1 The ICU 1 lamp goes off, after approximately 6 seconds.

- (n) Turn the right outboard wheel-speed transducer to simulate a wheel speed > 25 Kt. Use a drill and the GSE 103 adapter.

Result:

1 The ICU 1 lamp comes on.

- (o) Stop the right outboard wheel-speed transducer.

Result:

1 The ICU 1 lamp goes off, after approximately 6 seconds.

- (p) Turn the left inboard wheel-speed transducer to simulate a wheel speed > 25 Kt. Use a drill and the GSE 103 adapter.

Result:

1 The ICU 2 lamp comes on.

- (q) Stop the left inboard wheel-speed transducer.

Result:

1 The ICU 2 lamp goes off, after approximately 6 seconds.

- (r) Turn the right inboard wheel-speed transducer to simulate a wheel speed > 25 Kt. Use a drill and the GSE 103 adapter.

Result:

1 The ICU 2 lamp comes on.

- (s) Stop the right inboard wheel-speed transducer.

Result:

1 The ICU 2 lamp goes off, after approximately 6 seconds.

- (t) Remove the metallic target from the nose-landing-gear proximity switch.

Result:

1 The ICU 1(2) lamp comes on.

- (u) Remove the 28 V DC lamp from pins 4 and 5 of connector P1250.
- (v) Connect electrical connector P1250 to the ICU 1(2).

L. Operationally Check DCU Operating Signals ([Figure 502](#))

SUBTASK 710-004-A

- (1) Obey these instructions to do the check of the DCU 1(2) operating signals:

NOTE: During the DCU operational check, ignore the related caution messages possibly shown on the EICAS display.

- (a) Disconnect electrical connector P1776 from DCU 1(2).
- (b) Install a 28 V DC lamp between pins 1 and 2 of electrical connector P1776.
- (c) Put thrust lever 1(2) below the IDLE position.

Result:

1 The DCU 1(2) light comes on.

- (d) Open the AIR/GND B(D) circuit breaker.

Result:

1 The DCU 1(2) lamp goes off.

- (e) Close the AIR/GND B(D) circuit breaker.

Result:

1 The DCU 1(2) lamp comes on.

- (f) Put thrust lever 1(2) above the IDLE position.

Result:

1 The DCU 1(2) lamp goes off.

- (g) Put thrust lever 1(2) below the IDLE position.

Result:

1 The DCU 1(2) lamp comes on.

- (h) Remove the 28 V DC lamp from pins 1 and 2 of connector P1776.

- (i) Connect electrical connector P1776 to the DCU 1(2).

M. Operationally Check TERTIARY LOCK (3RY) Operating Signals ([Figure 503](#))

SUBTASK 710-005-A

- (1) Obey these instructions to do the check of the TERTIARY LOCKS (3RY) of the Left Thrust-Reverser operating signals:

NOTE: During the TERTIARY LOCK (3RY) operational check, ignore the related caution messages possibly shown on the EICAS display.

- (a) Put the thrust lever 1(2) above the IDLE position.
- (b) Manually close the hooks of the upper and lower tertiary locks.
- (c) Manually put the thrust-reverser upper door in an ajar position.

Result:

- 1 The solenoid of the upper and lower tertiary locks does not operate to open the hooks.
- (d) Put thrust lever 1(2) below the IDLE position.

Result:

- 1 The solenoid of the upper and lower tertiary locks operates to open the hooks.
- (e) Put thrust lever 1(2) above the IDLE position.
- (f) Manually close the hooks of the upper and lower tertiary locks again.
- (g) Manually put the thrust reverser upper door in the deployed position.
- (h) Manually put the thrust reverser lower door in an ajar position.

Result:

- 1 The solenoid of the upper and lower tertiary locks does not operate to open the hooks.
 - (i) Put thrust lever 1(2) below the IDLE position.
- Result:
- 1 The solenoid of the upper and lower tertiary locks operates to open the hooks again.
 - (j) Manually put the thrust reverser lower door in the deployed position.

N. Operationally Check ENG () REV FAIL Message ([Figure 504](#))

SUBTASK 710-006-A

- (1) This operational check is applicable to the left and right engine thrust reversers. The ENG 1 REV FAIL message comes into view on the EICAS for the left thrust reverser and the ENG 2 REV FAIL message comes into view on the EICAS for the right thrust reverser.

WARNING: BEFORE THE CHECK, MAKE SURE THAT THE HYD. ELEC. PUMP - 1/2 CIRCUIT BREAKERS ARE OPEN AND THE HYDRAULIC ELEC PUMP MASTER SWITCHES ARE SET TO THE OFF POSITION.

- (2) Do the operational check of the ENG () REV FAIL message as follows:
 - (a) Make sure that thrust levers 1(2) are above the IDLE position.
 - (b) Manually operate the two upper stow switches (inboard and outboard), the two lower stow switches (inboard and outboard), and the lower and upper transit switches of the Thrust Reverser to the STOWED and NOT TRANSIT position. Hold them in this position.

NOTE: Release the switches only when and how you are told to do that.

- (c) Deinhibit ICU 1(2) ([AMM TASK 78-33-01-980-801-A/200](#)).
- Result:
- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.
 - (d) Manually put the thrust reverser upper door in an ajar position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

- (e) Manually put the thrust reverser upper door in the deployed position.

Result:

- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.

- (f) Manually put the thrust reverser lower door in an ajar position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

- (g) Manually put the thrust reverser lower door in the deployed position.

Result:

- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.

- (h) Manually put the thrust reverser lower and upper doors in an ajar position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

- (i) Release the inboard upper stow switch to the NOT STOWED position and the upper transit switch to the TRANSIT position.

Result:

- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.

- (j) Manually operate the inboard upper stow switch to the STOWED position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

- (k) Release the outboard upper stow switch to the NOT STOWED position.

Result:

- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.

- (l) Manually operate the outboard upper stow switch to the STOWED position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

- (m) Release the inboard upper and outboard upper stow switches to the NOT STOWED position.

Result:

- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.

- (n) Manually operate the upper transit switch to the NOT TRANSIT position.

Result:

- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.
 - (o) Release the outboard lower stow switch at the NOT STOWED position and the lower transit switch to the TRANSIT position.
- Result:
- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.
 - (p) Manually operate the outboard lower stow switch to the STOWED position.
- Result:
- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.
 - (q) Release the inboard lower stow switch at the NOT STOWED position.
- Result:
- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.
 - (r) Manually operate the inboard lower stow switch to the STOWED position.
- Result:
- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.
 - (s) Release the inboard lower and outboard lower stow switch at the NOT STOWED position.
- Result:
- 1 The ENG () REV FAIL caution message comes into view on the EICAS display.
 - (t) Manually operate the lower transit switch to the NOT TRANSIT position.
- Result:
- 1 The ENG () REV FAIL caution message goes out of view on the EICAS display.

O. Operationally Check ENG () REV DISAGREE Message ([Figure 505](#))

SUBTASK 710-007-A

- (1) This operational check is applicable to the left and right engine thrust reversers. The ENG 1 REV DISAGREE message comes into view on the EICAS for the left thrust reverser and the ENG 2 REV DISAGREE message comes into view on the EICAS for the right thrust reverser.
- (2) Do the operational check of the ENG () REV DISAGREE message as follows:
 - (a) Make sure that ICU 1(2) is not inhibited and the doors are locked open.
 - (b) Make sure that the AIR/GND circuit breakers are closed.
 - (c) Make sure that the thrust lever 1(2) is below the IDLE position.
 - (d) Manually put the thrust reverser lower and upper doors in the deployed position.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- 2 The REV indicating message (green) comes into view on the EICAS display.

- (e) Manually put the thrust reverser lower door in an ajar position.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- 2 The REV indicating message (green) goes out of view on the EICAS display.

- (f) Manually put the thrust reverser lower door in the deployed position.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.

- (g) Manually put the thrust reverser upper door in an ajar position.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.

- (h) Manually put the thrust reverser lower door in an ajar position.

Result:

- 1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (i) Open the AIR/GND A, B, C, and D circuit breakers.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.

- (j) Close the AIR/GND A and B circuit breakers.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display, after 5 seconds.

- (k) Open the AIR/GND A and B circuit breakers.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.

- (l) Close the AIR/GND C and D circuit breakers.

Result:

- 1 The ENG () REV DISAGREE caution message comes into the EICAS display, after 5 seconds.

- (m) Close the AIR/GND A and B circuit breakers.

Result:

- 1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (n) Manually operate the ICU 1(2) inhibition lever to the inhibit position.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (o) Release the ICU 1(2) inhibition lever to the deinhibit position.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display, after 5 seconds.
- (p) Put the thrust lever 1(2) above the IDLE position.

Result:

- 1 The ENG () REV DISAGREE caution message stays on the EICAS display.
- (q) Manually close the hooks of the upper and lower tertiary locks.
- (r) Manually and simultaneously operate the two upper stow switches (inboard and outboard), the two lower stow switches (inboard and outboard), and the lower/upper transit switches. Hold them in this position.

NOTE: Release the switches only when and how you are told to do that.

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (s) Disconnect ICU 1(2) connector P1249 and put a jumper between pins 9 and 11.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display, after 5 seconds.
- (t) Remove the jumper from pins 9 and 11, and connect connector P1249 to ICU 1(2).

Result:

- 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (u) Open the LDG GEAR IND 2 circuit breaker to operate relay K0029 of thrust reverser 1 or open the LDG GEAR IND 1 circuit breaker to operate relay K0032 of thrust reverser 2.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display, after 45 seconds.
- (v) Close the LDG GEAR IND 2(1) circuit breaker.
- (w) With all switches (transit, stow, and tertiary lock) operated to the STOWED condition, manually put the thrust reverser upper door in the deployed position.

NOTE: Release the switches only when and how you are told to do that.

Result:

- 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.

- (x) Manually put the thrust reverser upper door in a ajar position.
 Result:
 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (y) Manually put the thrust reverser lower door in the deployed position.
 Result:
 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- (z) Manually put the thrust reverser lower door in a ajar position.
 Result:
 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (aa) Manually and individually release each stow switch.
 Result:
 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- (ab) Manually operate the stow switches to the STOWED position again.
 Result:
 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (ac) With all the stow switches and the transit switches operated, release the lower transit switch.
 Result:
 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- (ad) Operate the lower transit switch.
 Result:
 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (ae) Release the upper transit switch.
 Result:
 1 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- (af) Operate the upper transit switch.
 Result:
 1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.
- (ag) Put the thrust lever 1(2) below the IDLE position.
 Result:
 1 The upper and lower tertiary locks go to "unlock" simultaneously.
 2 The ENG () REV DISAGREE caution message comes into view on the EICAS display.
- (ah) Put thrust lever 1(2) above the IDLE position.

Result:

1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (ai) Manually lock the upper tertiary lock.

Result:

1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (aj) Manually lock the lower tertiary lock.

Result:

1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.

- (ak) Put the thrust lever 1(2) below the IDLE position.

Result:

1 The upper and lower tertiary locks go to "unlock" simultaneously.

2 The ENG () REV DISAGREE caution message comes into view on the EICAS display.

- (al) Put thrust lever 1(2) above the IDLE position.

Result:

1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (am) Manually lock the lower tertiary lock.

Result:

1 The ENG () REV DISAGREE caution message stays on the EICAS display.

- (an) Manually lock the upper tertiary lock.

Result:

1 The ENG () REV DISAGREE caution message goes out of view on the EICAS display.

- (ao) Put thrust lever 1(2) below the IDLE position.

Result:

1 The upper and lower tertiary locks go to "unlock" simultaneously.

2 The ENG () REV DISAGREE caution message comes into view on the EICAS display.

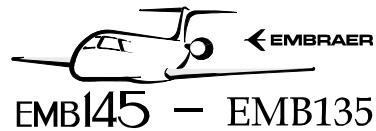
- (ap) Release all switches.

P. Follow-on

SUBTASK 842-002-A

- (1) Make sure that the thrust lever is in the IDLE position.
- (2) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT-CLOSE tags from them.
 - HYD. ELEC. PUMP - 1/2
 - AWS - 1/2

WARNING: KEEP A SAFE DISTANCE FROM THE THRUST REVERSERS.



EMB145 – EMB135

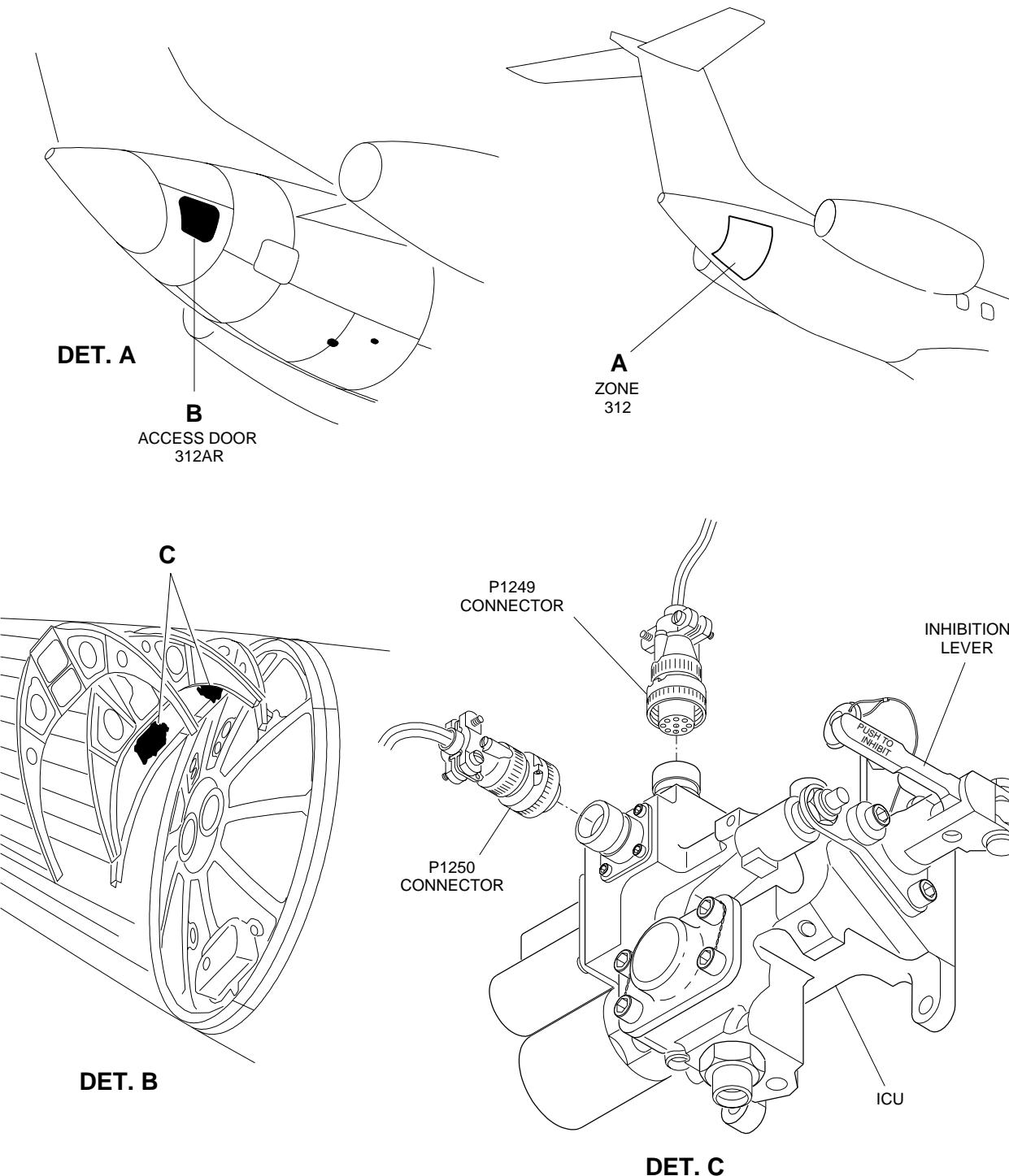
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- (3) On the hydraulic panel (overhead panel), move the SYS 1/2 ELEC. PUMP switch to the "AUTO" position.
- (4) Install the four hub caps ([AMM TASK 32-49-02-400-801-A/400](#)).
- (5) Manually operate the ICU ([AMM TASK 78-33-01-980-801-A/200](#)) to deinhibit the Thrust Reverser operation.
- (6) Install the engine trailing-edge fairing ([AMM TASK 54-52-01-400-801-A/400](#)).
- (7) Close access door 312AR (AMM MPP 06-42-00/100).
- (8) Remove the workstand from the work area.
- (9) Do the operational check of the Thrust Reverser ([AMM TASK 78-31-01-700-801-A/500](#)).
- (10) Deenergize the aircraft ([AMM TASK 20-40-01-860-801-A/200](#)).

EFFECTIVITY: ALL

ICU Operating Signal Operational Check - Component Locations

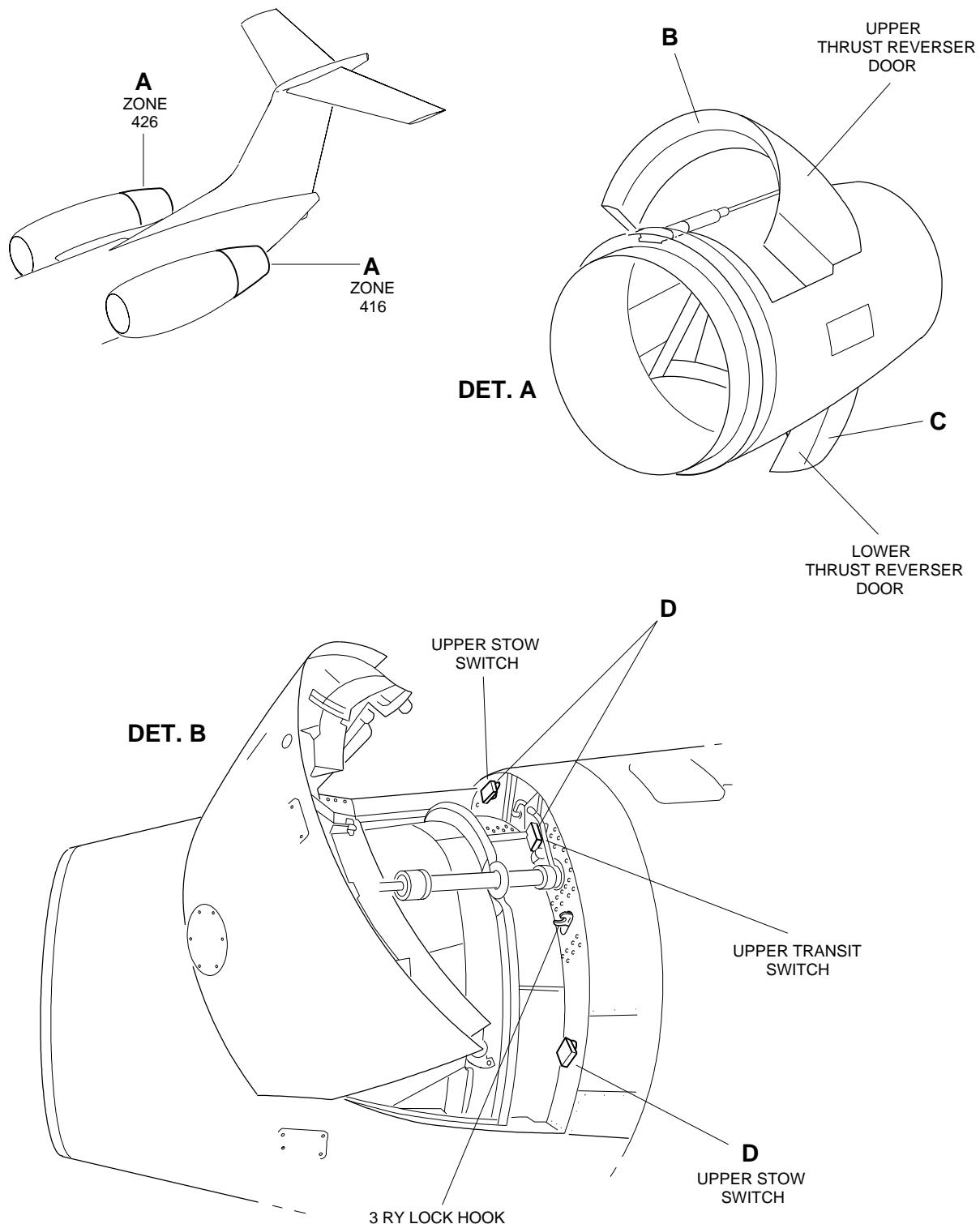
Figure 501 - Sheet 1



EFFECTIVITY: ALL

ICU Operating Signal Operational Check - Component Locations

Figure 501 - Sheet 2

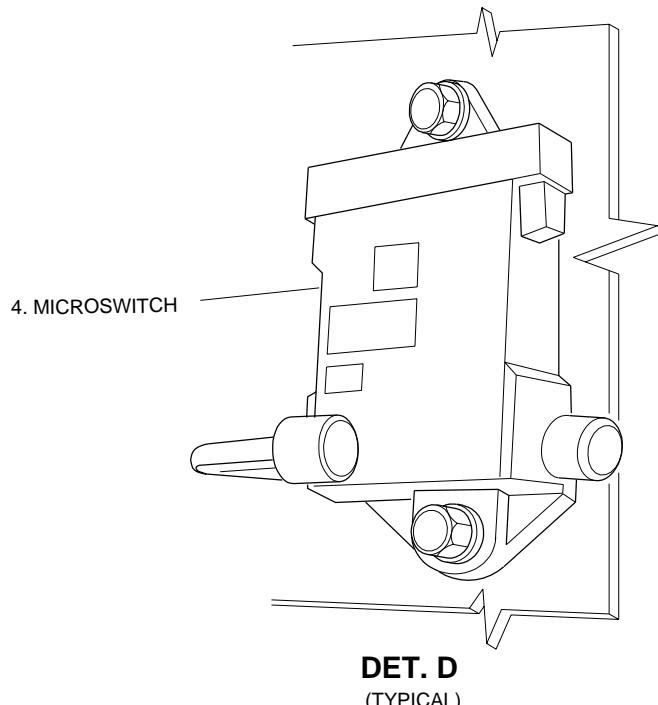
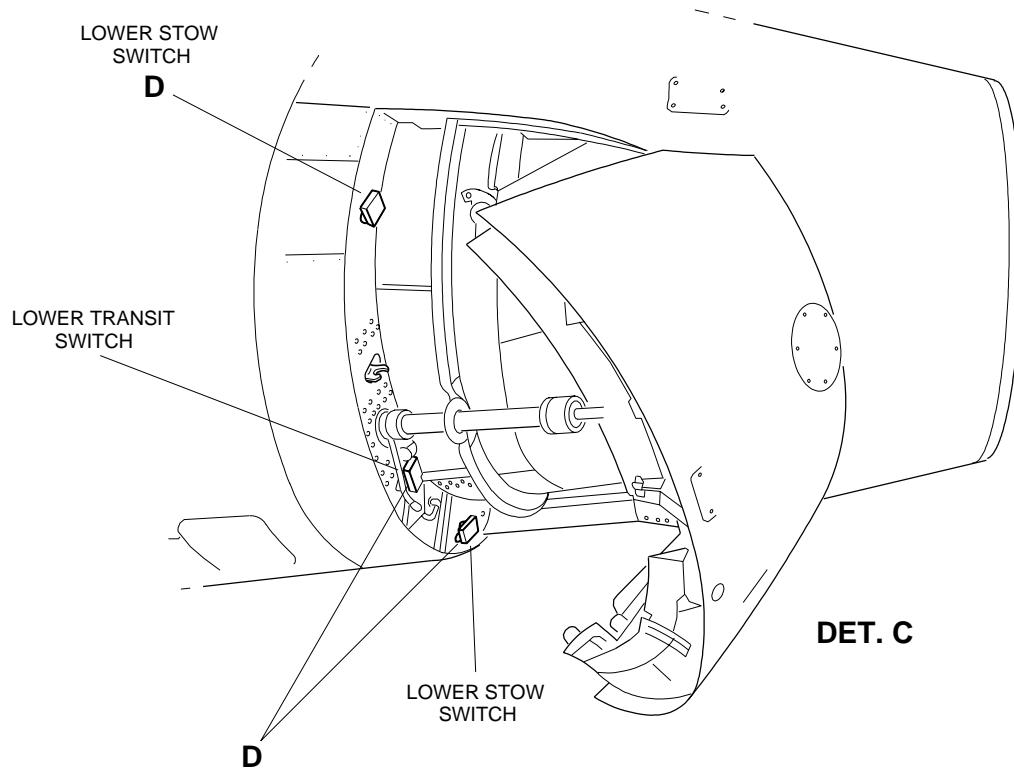


145AMM780096.MCE A

EFFECTIVITY: ALL

ICU Operating Signal Operational Check - Component Locations

Figure 501 - Sheet 3

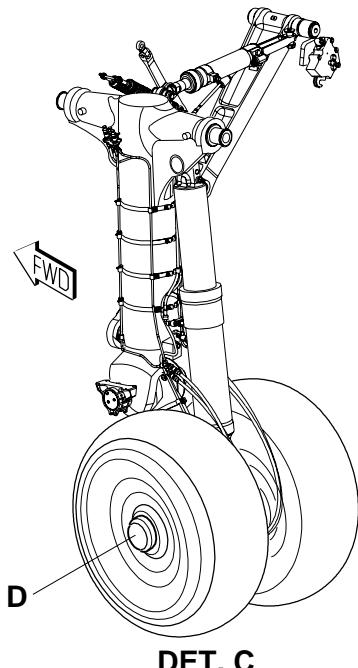
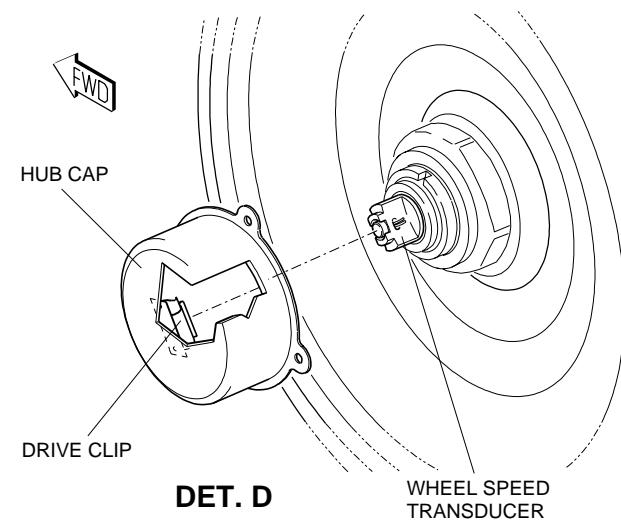
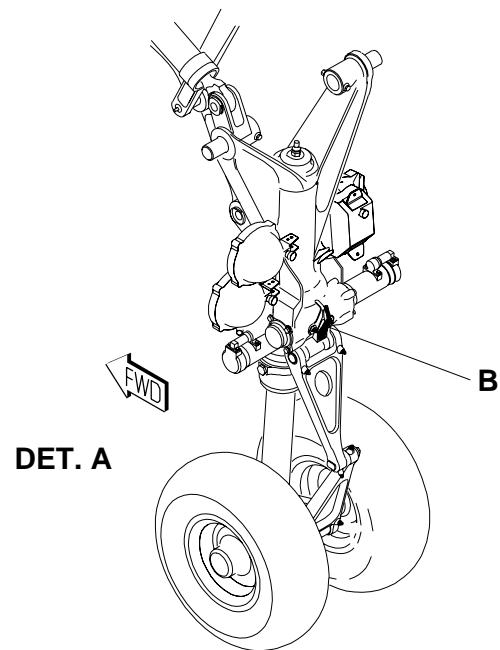
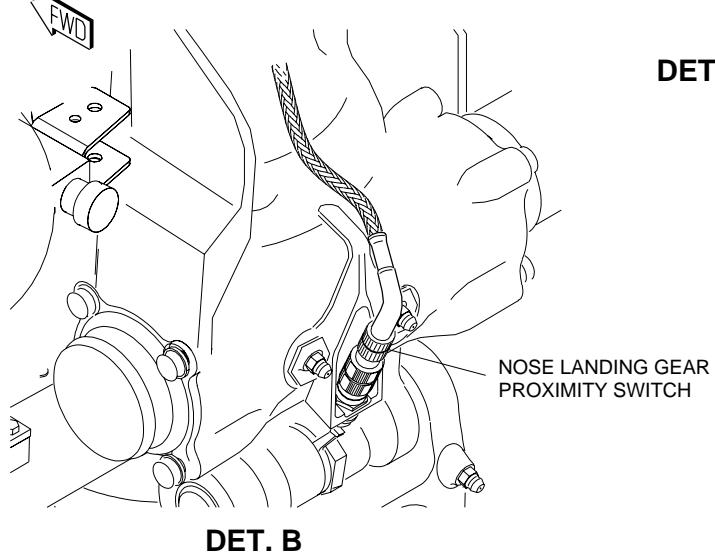
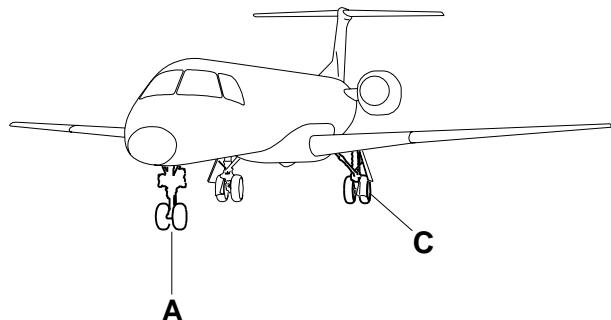


145AMM780086.MCE

EFFECTIVITY: ALL

ICU Operating Signal Operational Check - Component Locations

Figure 501 - Sheet 4

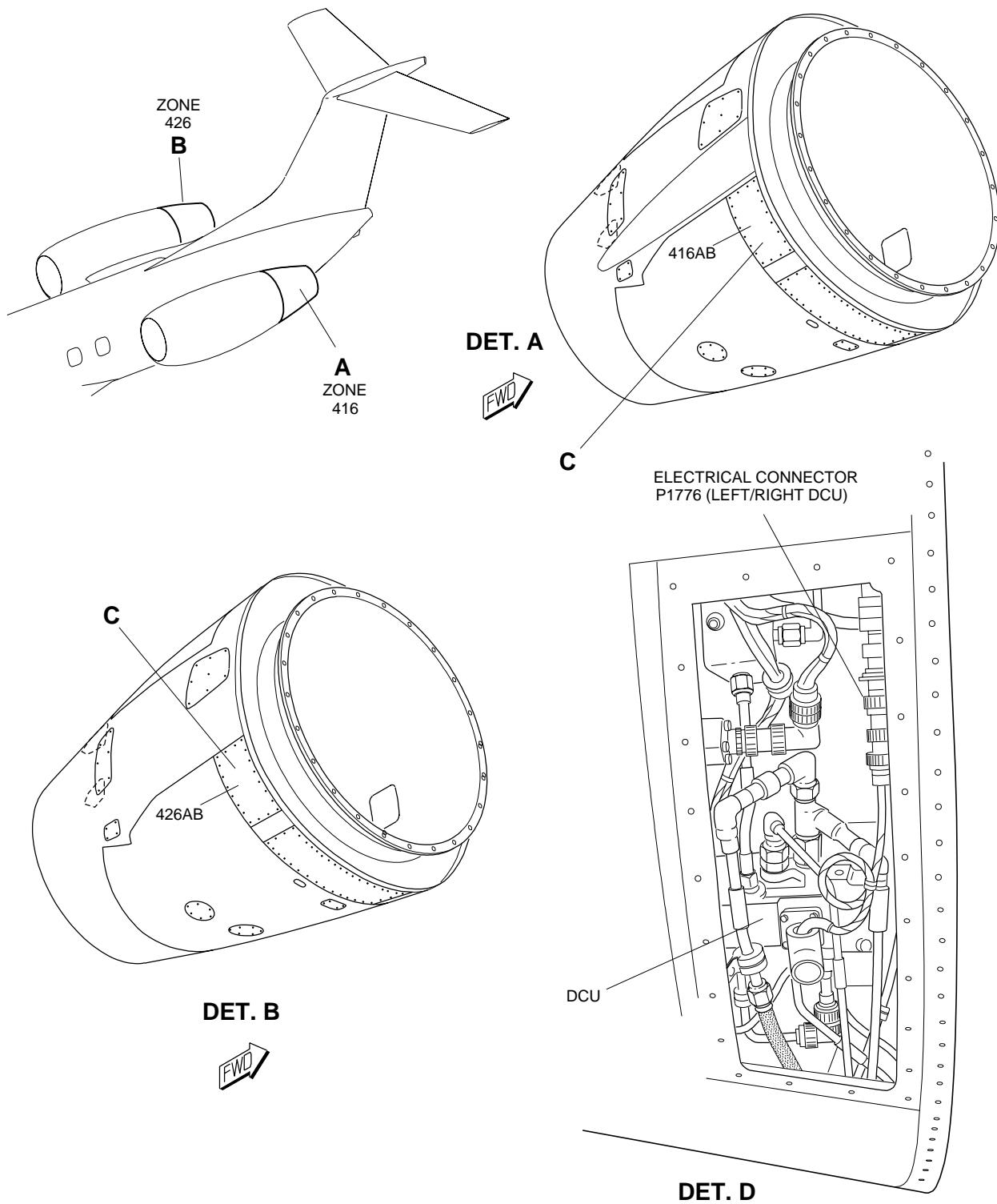


145AMM780106.MCE

EFFECTIVITY: ALL

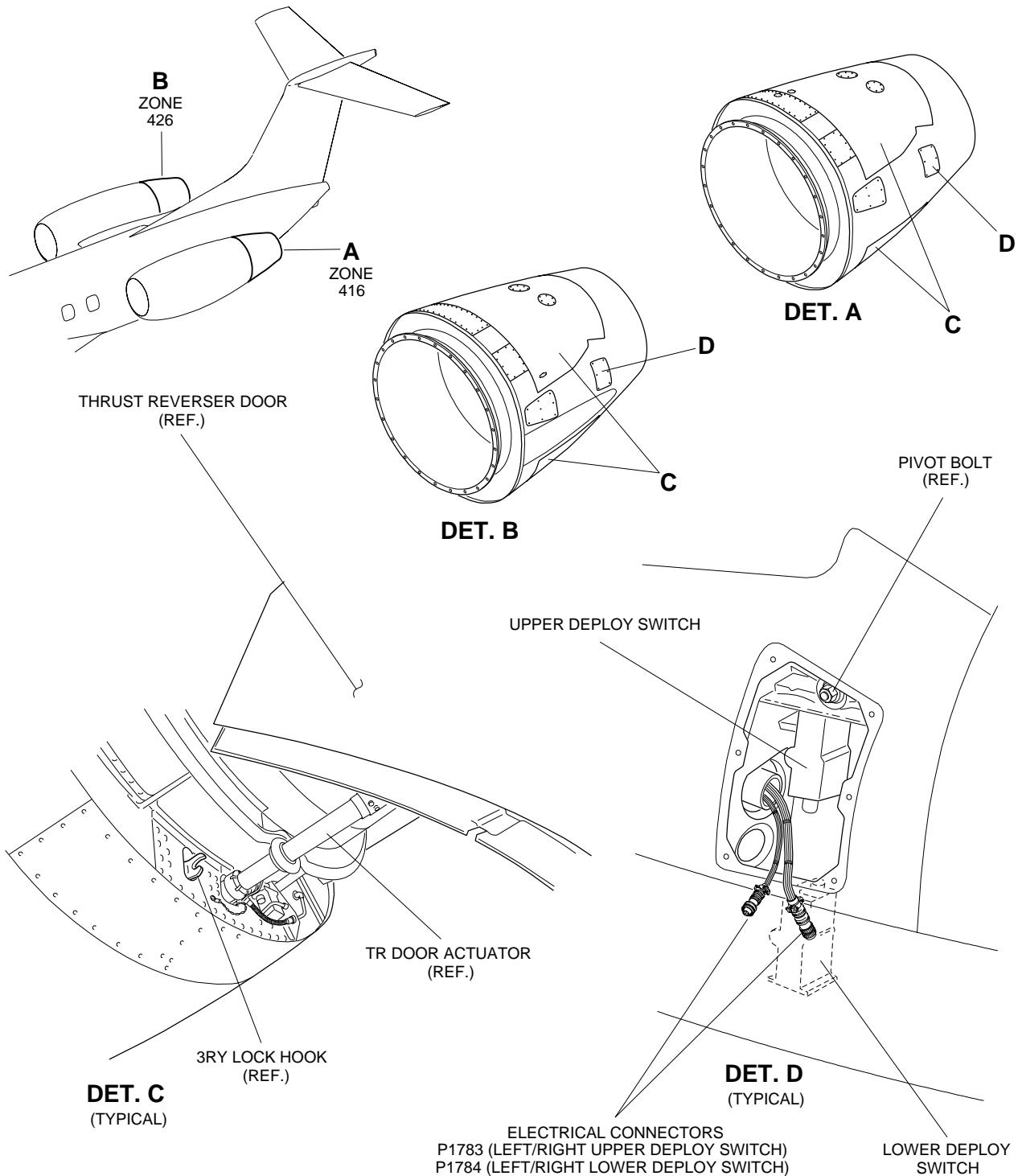
DCU Operating Signal Operational Check - Component Locations

Figure 502

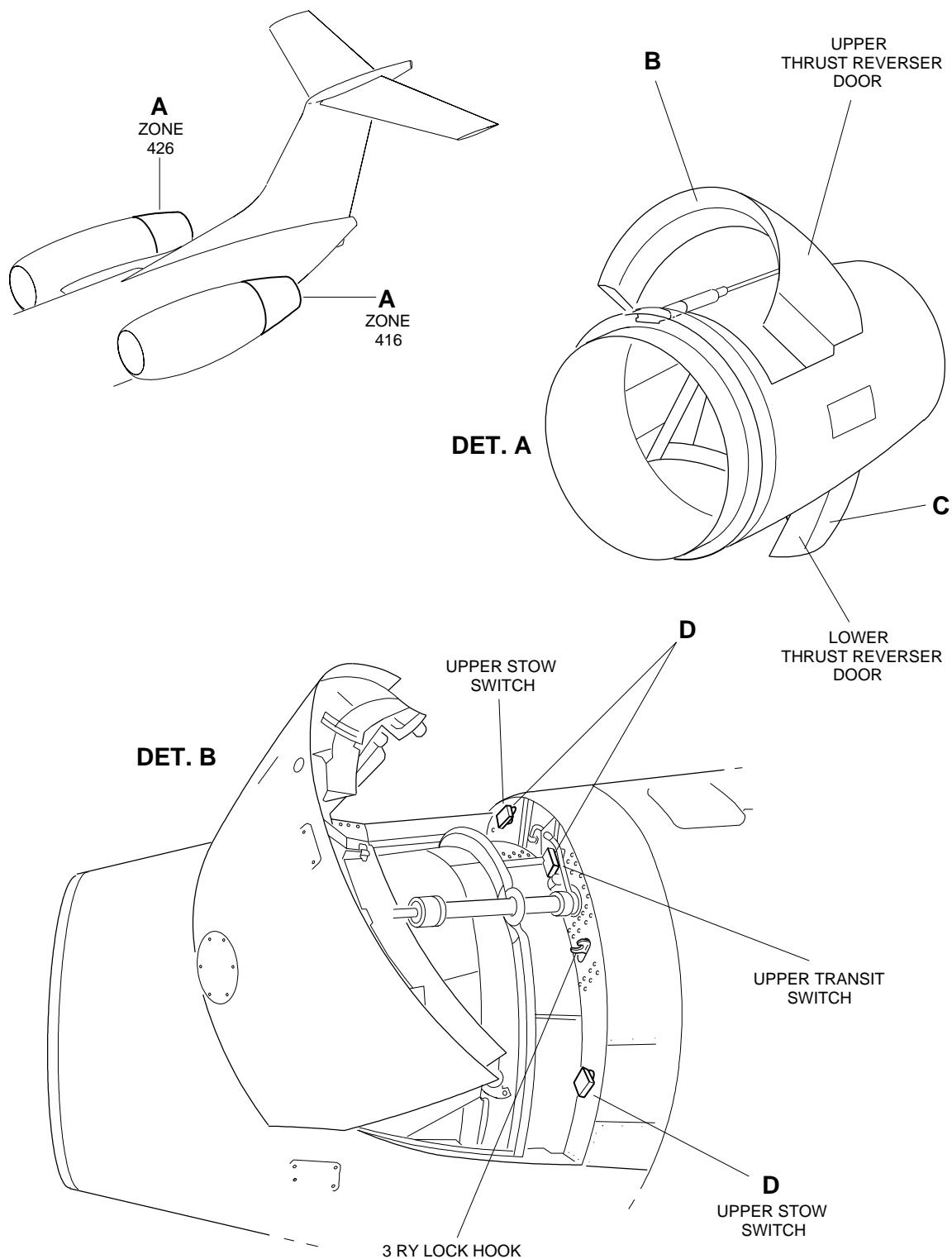


EFFECTIVITY: ALL

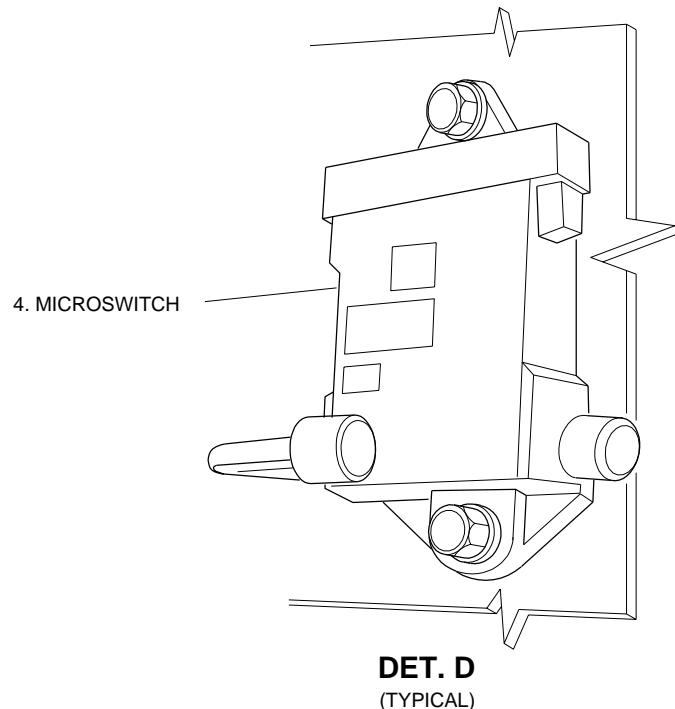
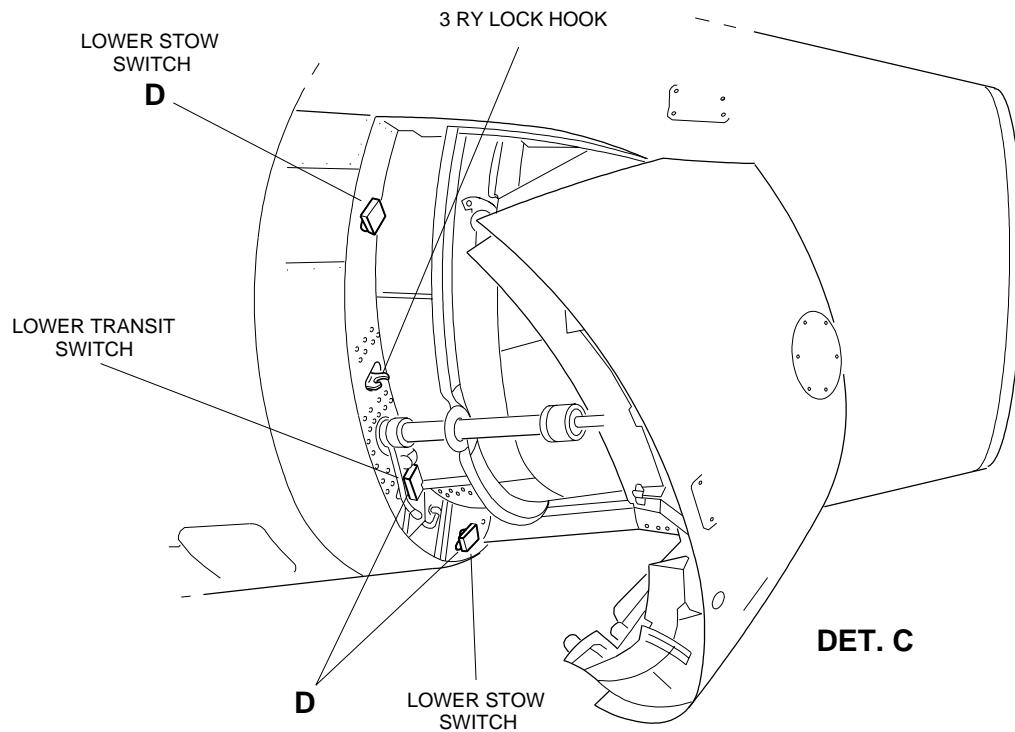
TERTIARY LOCK (3RY) Operating Signal Operational Check - Component Locations
Figure 503



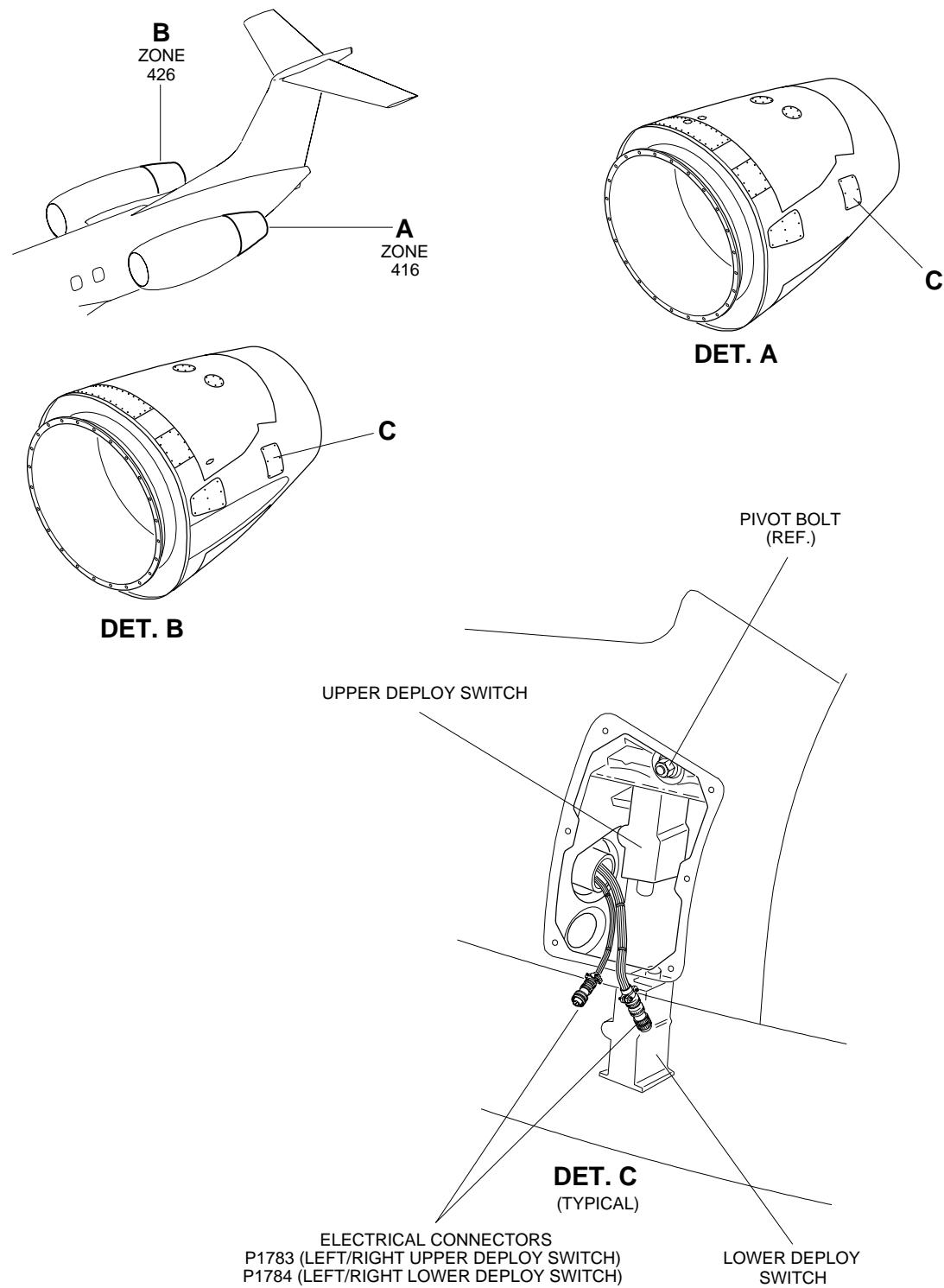
145AMM780092.MCE A

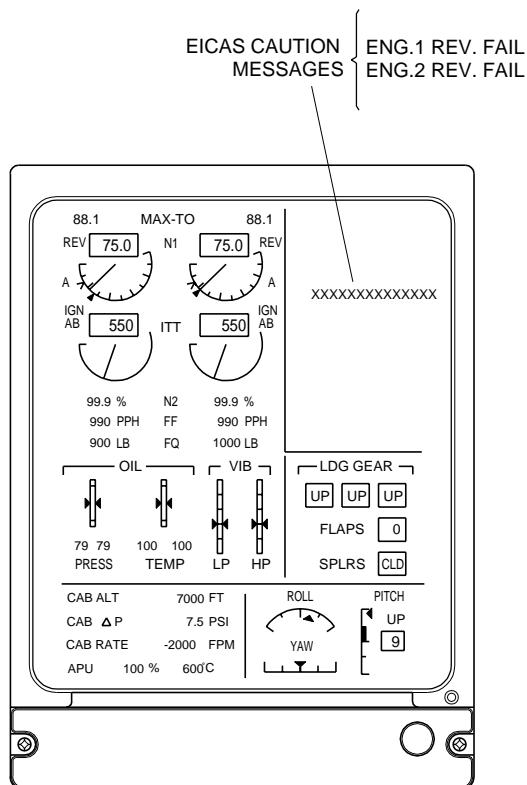
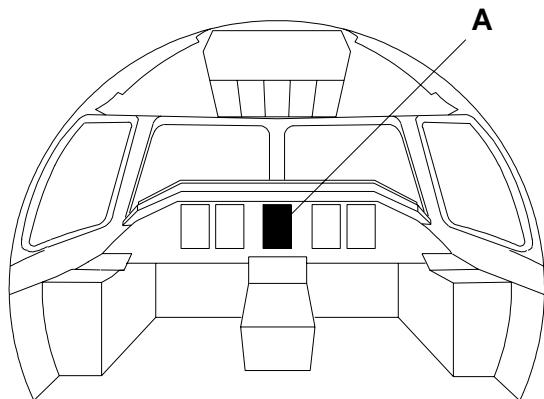
EFFECTIVITY: ALL
ENG () REV FAIL Message Operational Check - Component Locations
Figure 504 - Sheet 1


145AMM780097.MCE A

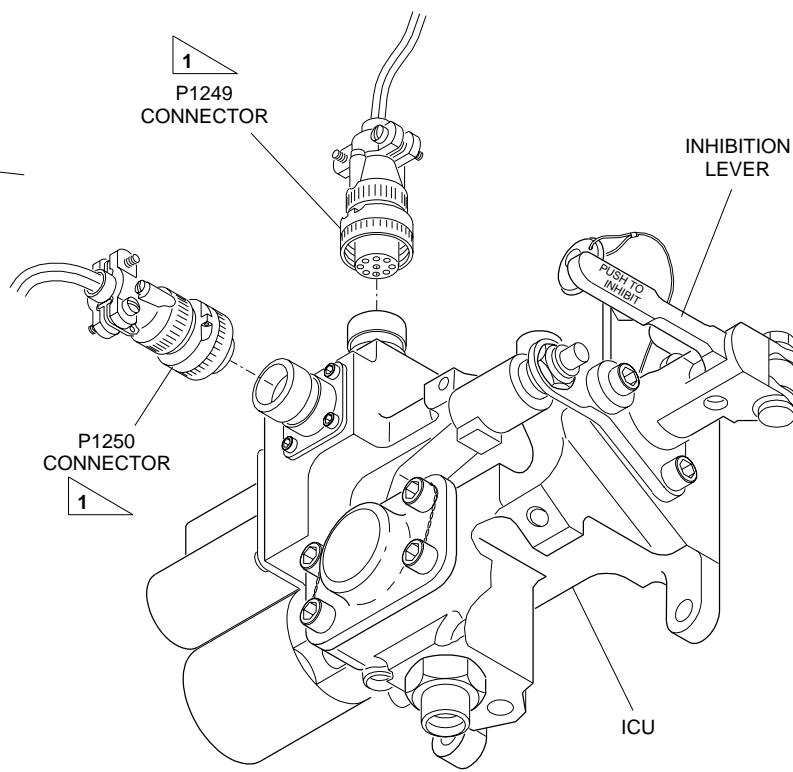
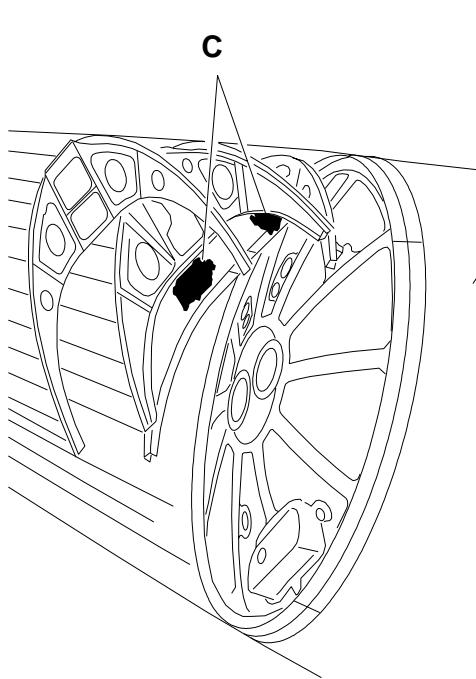
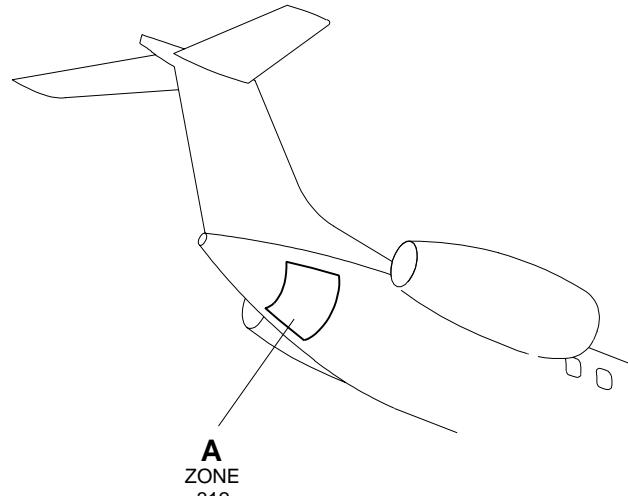
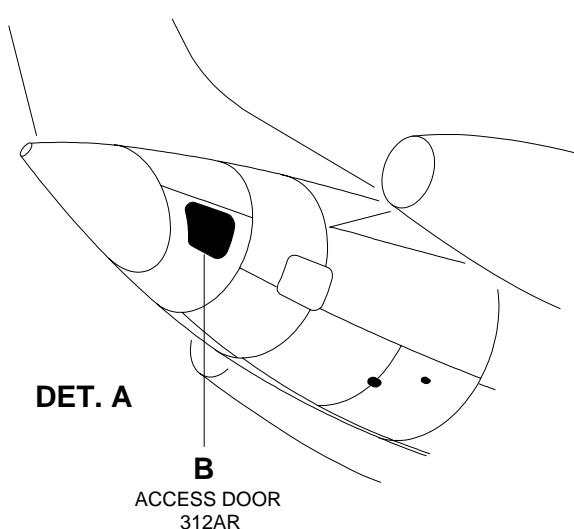
EFFECTIVITY: ALL
ENG () REV FAIL Message Operational Check - Component Locations
Figure 504 - Sheet 2


145AMM780095.MCE

EFFECTIVITY: ALL
ENG () REV FAIL Message Operational Check - Component Locations
Figure 504 - Sheet 3


EFFECTIVITY: ALL
ENG () REV FAIL Message Operational Check - Component Locations
Figure 504 - Sheet 4

DET. A

145AMM780089.MCE A

EFFECTIVITY: ALL
ENG () REV DISAGREE Message Operational Check - Component Locations
Figure 505 - Sheet 1

DET. B
DET. C

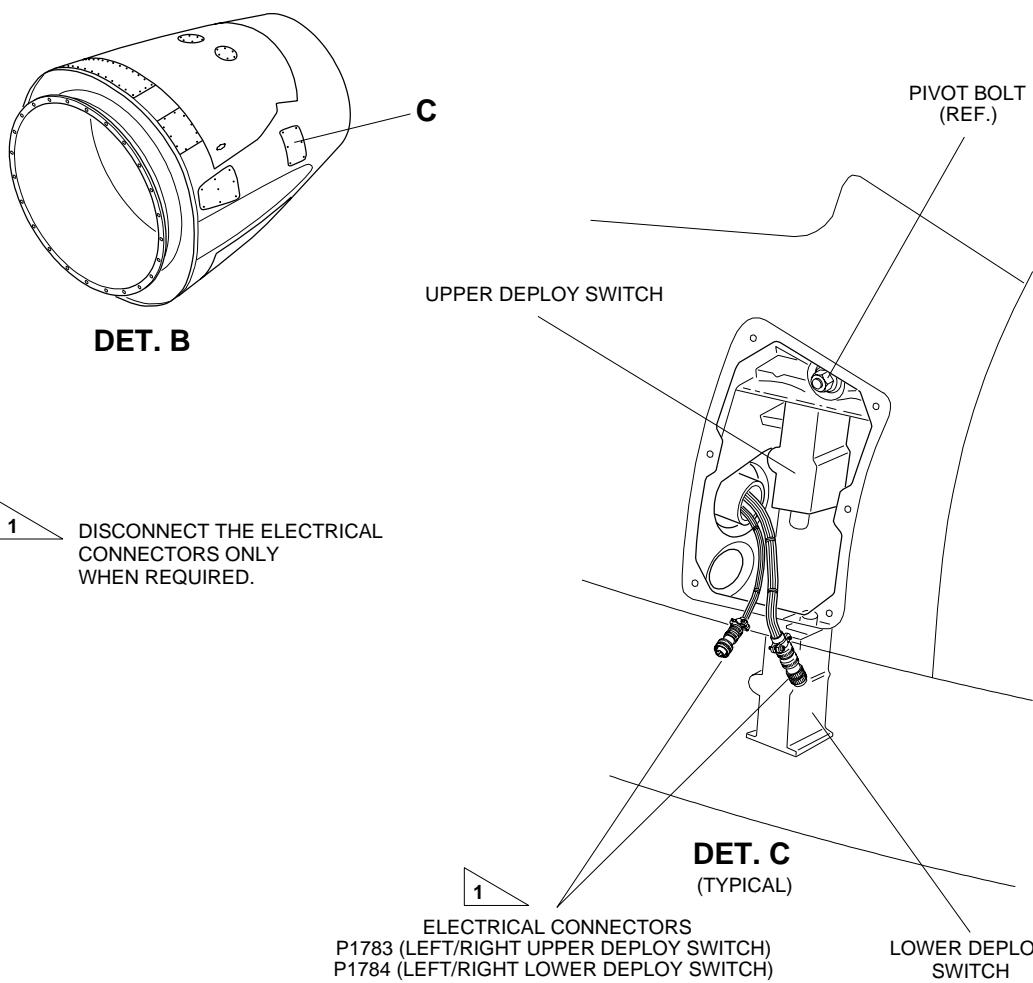
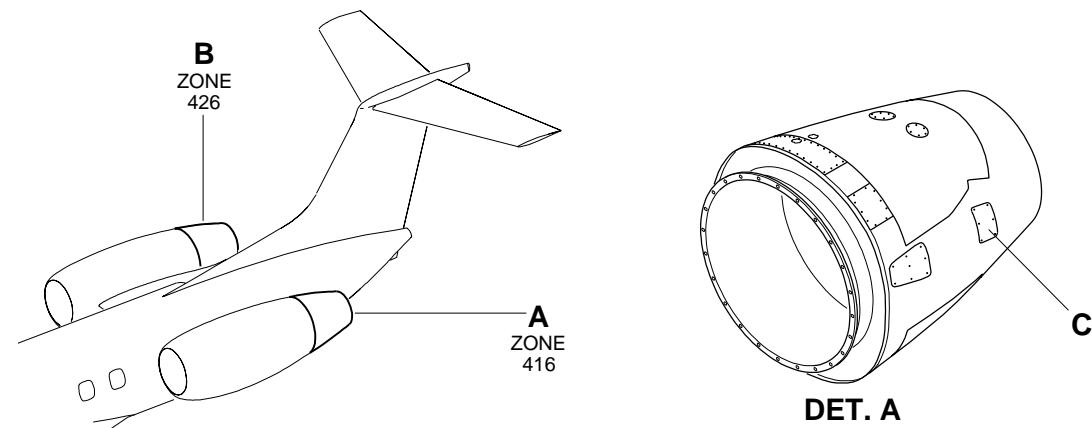
**DISCONNECT THE ELECTRICAL CONNECTOR
ONLY WHEN REQUIRED.**

145AMM780087.MCE A

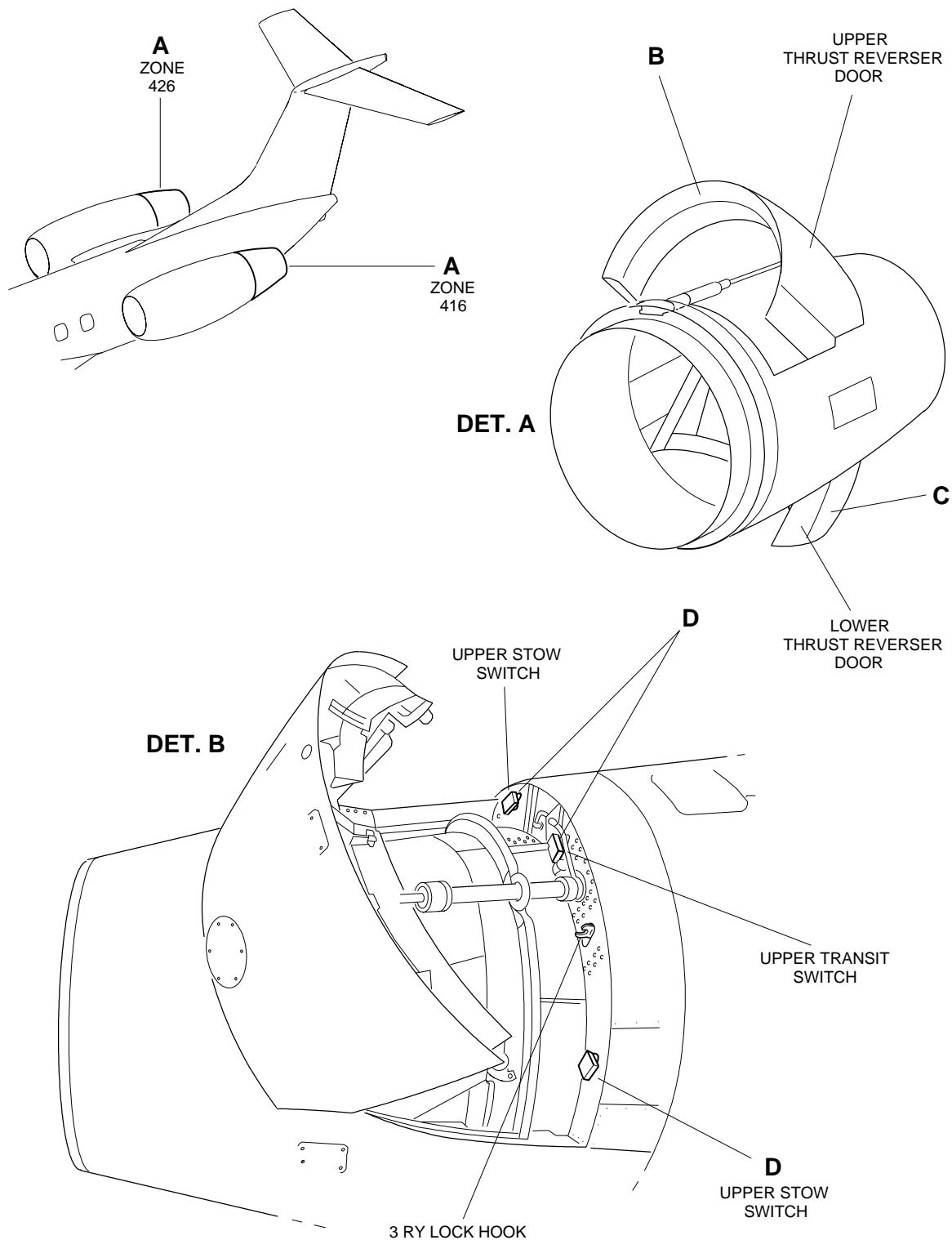
EFFECTIVITY: ALL

ENG () REV DISAGREE Message Operational Check - Component Locations

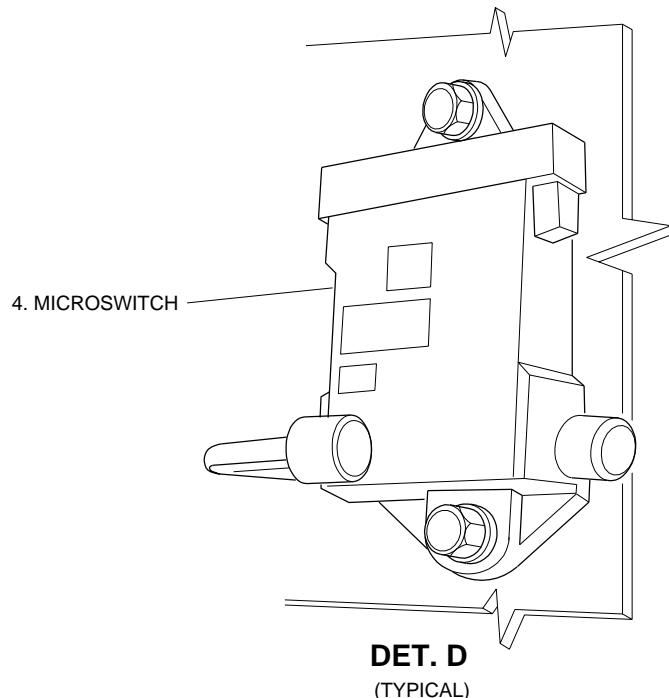
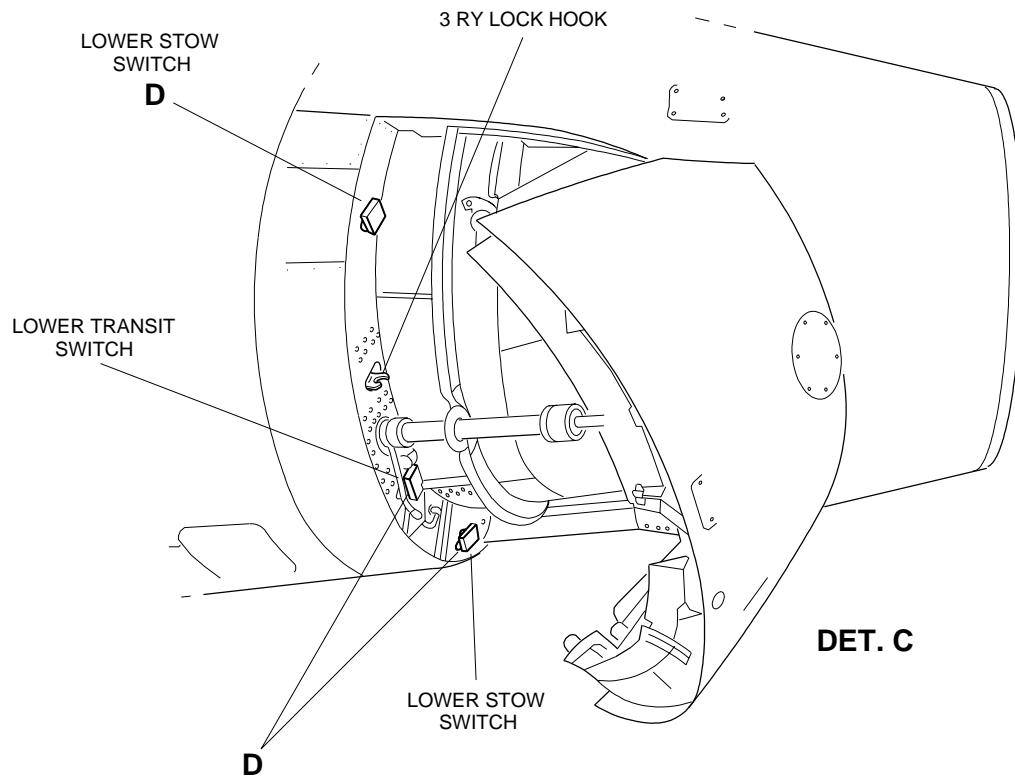
Figure 505 - Sheet 2



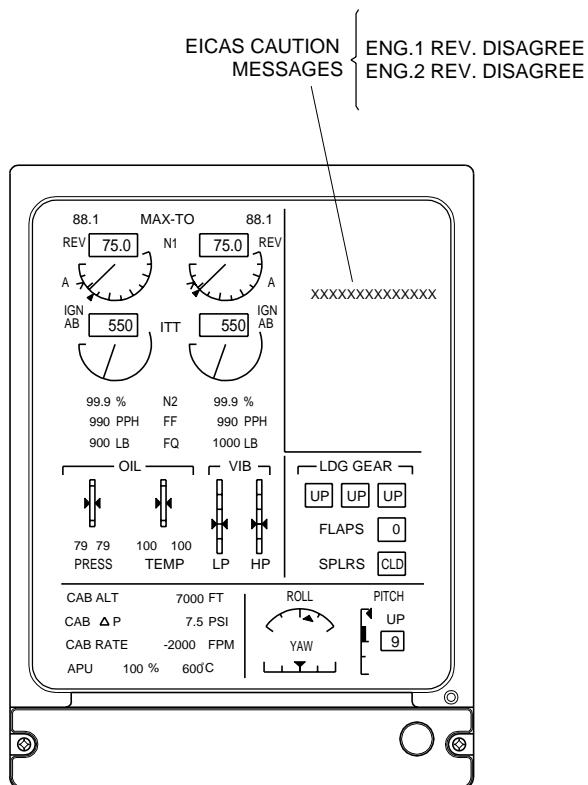
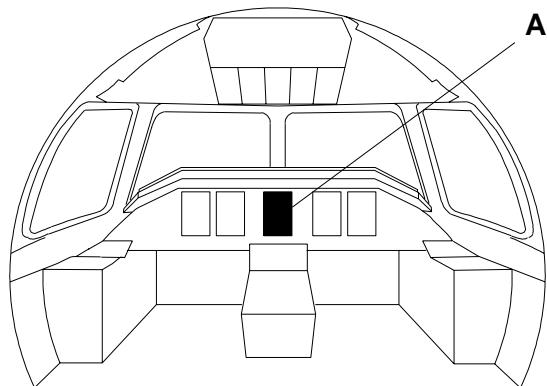
145AMM780094.MCE A

EFFECTIVITY: ALL
ENG () REV DISAGREE Message Operational Check - Component Locations
Figure 505 - Sheet 3


145AMM780098.MCE A

EFFECTIVITY: ALL
ENG () REV DISAGREE Message Operational Check - Component Locations
Figure 505 - Sheet 4


145AMM780088.MCE

EFFECTIVITY: ALL
ENG () REV DISAGREE Message Operational Check - Component Locations
Figure 505 - Sheet 5

DET. A
145AMM780090.MCE A