

PRESSURIZATION CONTROL SYSTEM - MAINTENANCE PRACTICES

EFFECTIVITY: ALL

1. General

- A. This section gives the procedures for the pressurization of the aircraft. These procedures are used when it is necessary to pressurize the aircraft to do a leak test of a specific item or to do other maintenance tasks.
- B. 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
21-31-00-860-801-A	PROCEDURE TO PRESSURIZE THE AIR- CRAFT FOR MAINTENANCE	ALL
21-31-00-860-802-A	PROCEDURE TO DEPRESSURIZE THE AIRCRAFT FOR MAINTENANCE	ALL

TASK 21-31-00-860-801-A

EFFECTIVITY: ALL

2. PROCEDURE TO PRESSURIZE THE AIRCRAFT FOR MAINTENANCE

A. General

(1) This task gives the procedure to pressurize the aircraft to do a maintenance task.

B. References

REFERENCE	DESIGNATION
AMM TASK 21-31-00-860-802-A/200	PROCEDURE TO DEPRESSURIZE THE AIRCRAFT FOR MAINTENANCE
AMM TASK 36-00-00-860-801-A/200	PNEUMATIC ENERGY - AIR BLEED THROUGH ONE OF THE ENGINES
AMM TASK 36-00-00-860-802-A/200	PNEUMATIC ENERGY - AIR BLEED THROUGH THE APU

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
1	A - Does the task	Cockpit
1	B - Helps technician A	Cockpit

I. Preparation

SUBTASK 841-002-A

(1) Supply the pneumatic energy ([AMM TASK 36-00-00-860-801-A/200](#) or [AMM TASK 36-00-00-860-802-A/200](#)).

J. Procedure to Pressurize the Aircraft for Maintenance ([Figure 201](#))

SUBTASK 861-002-A

WARNING: PERSONS WHO WILL STAY ON THE AIRCRAFT DURING THE PROCEDURE MUST BE IN GOOD HEALTH CONDITION. IF A PERSON FEELS PAIN IN THE EARS DURING PRESSURE CHANGES, THE PRESSURE MUST BE IMMEDIATELY MADE STABLE AND DECREASED UNTIL THE PERSON COMES BACK TO NORMAL OR IS REMOVED FROM THE AIRCRAFT.

(1) Set these controls and switches as follows:

- (a) PACK 1 and PACK 2 - ON.
- (b) AUTO/MAN digital controller - MAN.
- (c) Manual Controller - UP.

Result:

- 1 The CAB ΔP shown on the EICAS must be 0.1 psi maximum.

NOTE: The pneumatic outflow valve opens fully. The electropneumatic outflow valve can be slightly open.

(2) Close all aircraft doors and windows.

(3) Turn the manual controller knob counterclockwise until the cabin altitude rate of change (CAB RATE on the EICAS) is down to - 500 ft/min.

NOTE: If the pressure altitude at the field is equal to or less than 350 ft and the cabin altitude is less than - 1500 ft, the CAB ALT message goes out of view and amber dashes are shown.

(4) When the differential pressure (CAB ΔP on the EICAS) is equal to 4.5 psi, turn the manual controller knob clockwise to level off the cabin altitude (CAB RATE equal to zero).

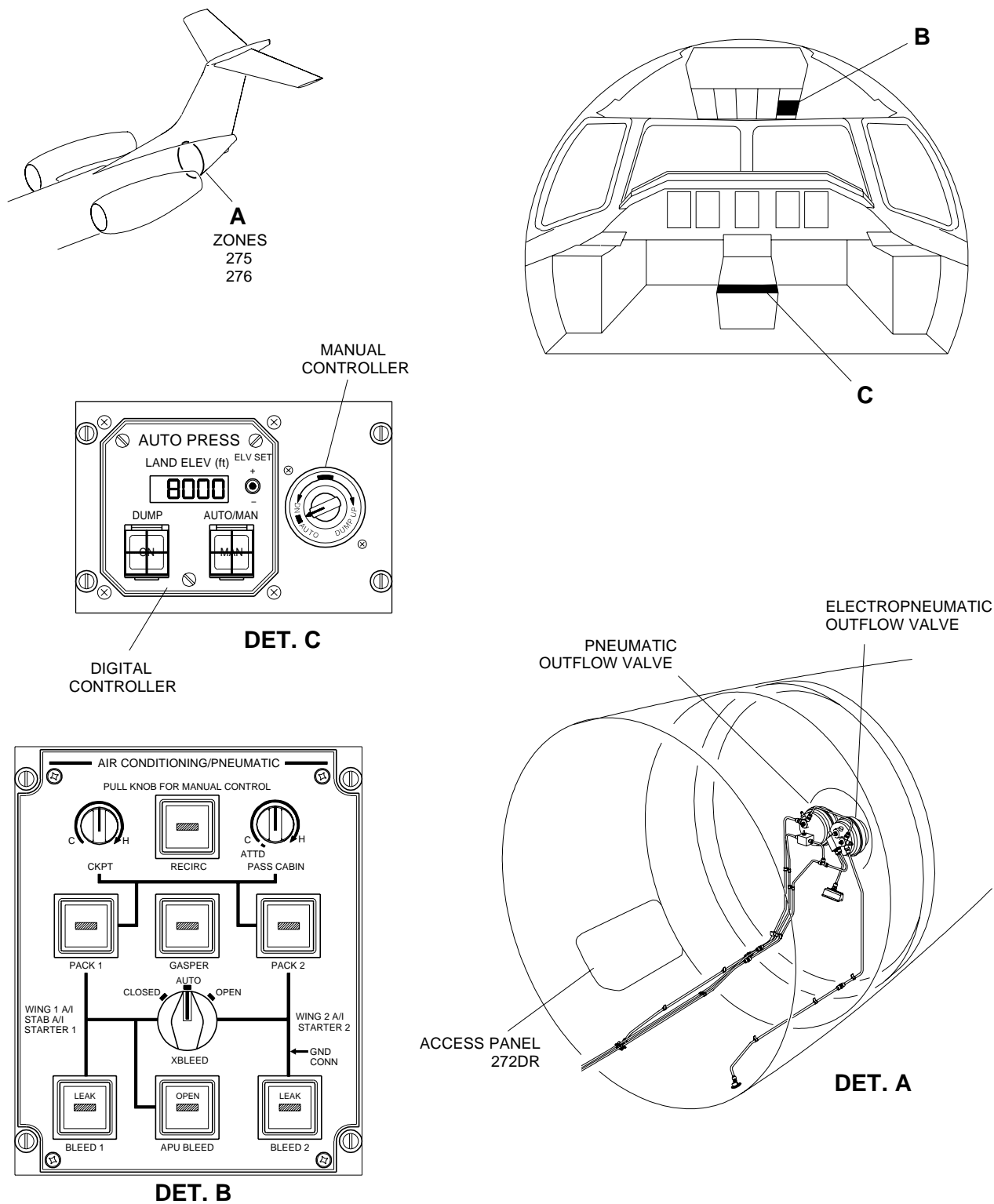
(5) Turn the manual controller knob close to middle position and stabilize CAB ΔP to 4.5 psi.

K. Follow-on

SUBTASK 842-002-A

- (1) For the depressurization procedure, refer to [AMM TASK 21-31-00-860-802-A/200](#).

EFFECTIVITY: ALL
Pressurization of the Aircraft
Figure 201



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TASK 21-31-00-860-802-A

EFFECTIVITY: ALL

3. PROCEDURE TO DEPRESSURIZE THE AIRCRAFT FOR MAINTENANCE

A. General

(1) This task gives the procedure to depressurize the aircraft to do a maintenance task.

B. References

REFERENCE	DESIGNATION
AMM TASK 21-31-00-860-801-A/200	PROCEDURE TO PRESSURIZE THE AIRCRAFT FOR MAINTENANCE
AMM TASK 36-00-00-860-801-A/200	PNEUMATIC ENERGY - AIR BLEED THROUGH ONE OF THE ENGINES
AMM TASK 36-00-00-860-802-A/200	PNEUMATIC ENERGY - AIR BLEED THROUGH THE APU

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
1	A - Does the task	Cockpit
1	B - Helps technician A	Cockpit

I. Preparation

SUBTASK 841-003-A

(1) For the pressurization procedure, refer to [AMM TASK 21-31-00-860-801-A/200](#).

J. Procedure to Depressurize the Aircraft for Maintenance (Figure 201)

SUBTASK 861-003-A

(1) Make sure that the AUTO/MAN digital controller is in the MAN position.

(2) Turn the manual controller knob clockwise until the cabin altitude rate of change (CAB RATE on the EICAS) is down to 500 ft/min.

- (3) Wait until the differential pressure (CAB ΔP on the EICAS) is less than 0.1 psi.

NOTE: If the pressure altitude at the field is equal to or less than 350 ft and the cabin altitude is less than - 1500 ft, the CAB ALT message goes out of view and amber dashes are shown.

K. Follow-on

SUBTASK 842-003-A

- (1) Set these controls and switches as follows:
 - (a) PACK 1 and PACK 2 - OFF.
 - (b) AUTO/MAN digital controller - AUTO.
 - (c) Manual Controller - Back to DN.
- (2) Stop the pneumatic energy supply ([AMM TASK 36-00-00-860-801-A/200](#) or [AMM TASK 36-00-00-860-802-A/200](#)).