

CHAPTER

29

**HYDRAULIC
POWER**

AKS

737-600/700/800/900

TASK CARDS

CHAPTER 29
HYDRAULIC POWER

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
29-EFFECTIVE PAGES			29-020-00-02	SYS		29-040-00-01	SYS (cont)	
1 thru 3	JUN 15/2016		1	Feb 15/2016		4	Feb 15/2015	
4	BLANK		2	Feb 15/2015		5	Feb 15/2015	
29-010-00-01	SYS		3	Oct 15/2015		6	Oct 15/2015	
1	Oct 15/2015		4	Feb 15/2015		7	Jun 15/2015	
R 2	Jun 15/2016		5	Feb 15/2015		8	Jun 15/2015	
3	Feb 15/2015		6	Oct 15/2015		9	Jun 15/2015	
4	Jun 15/2015		7	Jun 15/2015		10	Jun 15/2015	
5	Feb 15/2015		8	Jun 15/2015		11	Jun 15/2015	
6	Oct 15/2015		9	Jun 15/2015		12	Jun 15/2015	
7	Feb 15/2015		10	Jun 15/2015		29-040-00-02	SYS	
8	Feb 15/2015		11	Jun 15/2015		1	Feb 15/2016	
9	Feb 15/2015		12	Jun 15/2015		2	Feb 15/2015	
10	Jun 15/2015		29-030-01-01	SYS		3	Oct 15/2015	
11	Feb 15/2015		1	Feb 15/2016		4	Feb 15/2015	
12	Oct 15/2015		2	Oct 15/2015		5	Feb 15/2015	
13	Feb 15/2015		3	Feb 15/2015		6	Oct 15/2015	
14	Feb 15/2015		4	Oct 15/2014		7	Jun 15/2015	
15	Oct 15/2015		5	Oct 15/2015		8	Jun 15/2015	
16	Feb 15/2015		6	Jun 15/2015		9	Jun 15/2015	
17	Jun 15/2015		7	Jun 15/2015		10	Jun 15/2015	
18	Jun 15/2015		8	Jun 15/2015		11	Jun 15/2015	
19	Jun 15/2015		9	Jun 15/2015		12	Jun 15/2015	
29-020-00-01	SYS		29-030-02-01	SYS		29-050-01-01	SYS	
1	Feb 15/2016		1	Feb 15/2016		1	Feb 15/2016	
2	Feb 15/2015		2	Oct 15/2015		2	Oct 15/2015	
3	Oct 15/2015		3	Feb 15/2015		3	Oct 15/2014	
4	Feb 15/2015		4	Oct 15/2014		4	Oct 15/2015	
5	Feb 15/2015		5	Oct 15/2015		5	Oct 15/2015	
6	Oct 15/2015		6	Jun 15/2015		6	Jun 15/2015	
7	Jun 15/2015		7	Jun 15/2015		7	Jun 15/2015	
8	Jun 15/2015		8	Jun 15/2015		8	Jun 15/2015	
9	Jun 15/2015		9	Jun 15/2015		29-050-02-01	SYS	
10	Jun 15/2015		29-040-00-01	SYS		1	Feb 15/2016	
11	Jun 15/2015		1	Feb 15/2016		2	Oct 15/2015	
12	Jun 15/2015		2	Feb 15/2015		3	Oct 15/2014	

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

29-EFFECTIVE PAGES

D633A109-AKS

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29-050-02-01	SYS (cont)		29-110-00-01	SYS		29-160-00-01	SYS (cont)	
5	Oct 15/2015		1	Oct 15/2015		5	Oct 15/2015	
6	Jun 15/2015		2	Jun 15/2015		29-170-00-01	SYS	
7	Jun 15/2015	R	3	Jun 15/2016		1	Jun 15/2015	
8	Jun 15/2015	O	4	Jun 15/2016		2	Jun 15/2015	
29-070-00-02	SYS	R	5	Jun 15/2016		3	Feb 15/2016	
1	Oct 15/2015		29-120-00-01	SYS		4	Jun 15/2015	
2	Oct 15/2015		1	Oct 15/2015		29-180-00-01	SYS	
3	Oct 15/2014		2	Jun 15/2015		1	Feb 15/2016	
4	Jun 15/2015	R	3	Jun 15/2016		2	Jun 15/2015	
5	Jun 15/2015		4	Oct 15/2015		3	Feb 15/2015	
6	Oct 15/2014	R	5	Jun 15/2016		4	Jun 15/2015	
7	Jun 15/2015		29-130-00-01	SYS		5	Jun 15/2015	
8	Jun 15/2015		1	Oct 15/2015		6	Jun 15/2015	
9	Jun 15/2015		2	Oct 15/2015		29-200-00-01	SYS	
10	Jun 15/2015		3	Feb 15/2016		1	Oct 15/2015	
11	Jun 15/2015		4	Feb 15/2016		2	Jun 15/2015	
29-080-00-01	SYS	R	5	Jun 15/2016		3	Oct 15/2015	
1	Jun 15/2015	R	6	Jun 15/2016		4	Oct 15/2015	
2	Jun 15/2015		29-140-00-01	SYS		5	Oct 15/2014	
3	Feb 15/2015		1	Feb 15/2016		6	Oct 15/2014	
4	Feb 15/2015	R	2	Jun 15/2016		7	Oct 15/2015	
5	Feb 15/2015	R	3	Jun 15/2016		29-210-00-01	SYS	
6	Feb 15/2015	R	4	Jun 15/2016		1	Feb 15/2016	
29-090-00-01	SYS		5	Oct 15/2015		2	Oct 15/2015	
1	Oct 15/2014	R	6	Jun 15/2016		3	Oct 15/2014	
2	Oct 15/2015		29-150-00-01	SYS		4	Feb 15/2015	
3	Jun 15/2015		1	Oct 15/2015		5	Jun 15/2015	
4	Jun 15/2015		2	Jun 15/2015		6	Jun 15/2015	
29-100-00-01	SYS		3	Oct 15/2015		7	Jun 15/2015	
1	Jun 15/2015		4	Oct 15/2015		8	Jun 15/2015	
2	Jun 15/2015		5	Oct 15/2015		29-220-00-01	SYS	
3	Jun 15/2015		29-160-00-01	SYS		1	Feb 15/2016	
4	Jun 15/2015		1	Oct 15/2015		2	Jun 15/2015	
5	Jun 15/2015		2	Jun 15/2015		3	Jun 15/2015	
			3	Oct 15/2015		4	Feb 15/2015	
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29-220-00-01	SYS (cont)		29-290-00-01	SYS				
6	Jun 15/2015		1	Feb 15/2016				
7	Feb 15/2016	R	2	Jun 15/2016				
8	Jun 15/2015	R	3	Jun 15/2016				
29-230-00-01	SYS		R	4	Jun 15/2016			
1	Oct 15/2015		5	Oct 15/2015				
2	Jun 15/2015	R	6	Jun 15/2016				
3	Oct 15/2015		29-300-00-01	SYS				
4	Oct 15/2014		1	Oct 15/2015				
5	Oct 15/2015		2	Oct 15/2015				
R	6	Jun 15/2016		3	Oct 15/2014			
R	7	Jun 15/2016		4	Feb 15/2015			
29-240-00-01	SYS			5	Jun 15/2015			
1	Jun 15/2015	R	6	Jun 15/2016				
R	2	Jun 15/2016		R	7	Jun 15/2016		
D	3	Jun 15/2016		29-310-00-01	SYS			
29-250-00-01	SYS			1	Oct 15/2015			
1	Oct 15/2015			2	Oct 15/2015			
2	Oct 15/2015			3	Oct 15/2014			
3	Oct 15/2015			4	Oct 15/2015			
4	Oct 15/2015			5	Oct 15/2014			
29-260-00-01	SYS			6	Feb 15/2015			
1	Oct 15/2015			7	Oct 15/2014			
2	Jun 15/2015							
3	Oct 15/2015							
4	Jun 15/2015							
5	Feb 15/2015							
6	Oct 15/2015							
7	Oct 15/2015							
29-270-00-01	SYS							
1	Feb 15/2016							
2	Oct 15/2015							
3	Jun 15/2015							
4	Feb 15/2015							
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6	Jun 15/2015							
7	Jun 15/2015							

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TASK CARDS

AIRLINE CARD NO		TITLE INTERNAL HYDRAULIC SYSTEM LEAKAGE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-010-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 24000 FH	REPEAT 24000 FH	RELATED CARD APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134 211 212

Gross internal hydraulic system leakage check.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-00-00-790-803	System A or System B Sub-System Internal Leakage Check (P/B 601)
AMM 29-00-00-790-804	Part Internal Leakage Check (P/B 601)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 34-21-00-820-801	Air Data Inertial Reference System - Alignment from the FMC CDU (P/B 201)
AMM 34-21-00-820-802	Air Data Inertial Reference System - Alignment from the ISDU (P/B 201)

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
COM-163	Portable Hydraulic Cart, Systems Test, Capable of 3000 PSI and a minimum flow of 30 GPM. Part #: HT2000-1-E/1-S Supplier: H6394 Part #: PH50E Supplier: 10000
COM-1786	Flowmeter - Leakage Check, Hydraulic System Internal Part #: 410DME-10AR Supplier: 05172 Part #: 410DME-10AR-M Supplier: 05172 Part #: HTT02 Supplier: H6394
COM-1787	Ammeter - Leakage Check, A.C. Internal Hydraulic System Part #: 433-2919001 Supplier: 32590

EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
		D633A109-AKS 29-010-00-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-010-00-01
(Continued)				
Reference	Description			
COM-1793	Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536			
COM-2531	Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536			
COM-9509	Clamp-on - Current, AC/DC (use with Fluke multimeters or other manufacturer meters) Part #: I30 Supplier: 89536 Part #: I410 Supplier: 89536			
SPL-1788	Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-1 Supplier: 81205			
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
TASK 29-00-00-790-802				
1. Gross Internal Leakage Check (Figure 1, Figure 2)				
A. General <ul style="list-style-type: none">(1) Use this check to find the gross internal leakage of the A and B hydraulic systems.(2) You must find the changes in the flow of hydraulic fluid (during different conditions of operation) to find the internal leakage rate for each system. There are three methods to measure the flow: the ammeter, the flowmeter, and the amp-clamp/multimeter.<ul style="list-style-type: none">(a) To use the ammeter method, you must connect an ammeter in series with one phase of the motor on the electric motor-driven pump (EMDP). To find the flow you measure the current, subtract the other current reading as directed, and use the (Figure 2) to change it to a flow.(b) To use the flowmeter method, you install a flowmeter on a hydraulic service cart and read the flow from it.(c) To use the amp-clamp/multimeter method, you put the amp-clamp adapter around one of the wires connected to a relay for the EMDP. You can use either a dedicated amp-clamp meter or a clamp-on current probe connected to a generic multimeter. You then read the current directly on the amp-clamp meter or on the multimeter that is connected to the clamp-on current probe. To find the flow you measure the current, subtract the other current readings as directed, and use the (Figure 2) to get the flow.(3) When you read the current, make a record of the value to the nearest 0.1 ampere.(4) When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.				
B. Prepare for the Gross Internal Leakage Check SUBTASK 29-00-00-840-001 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES DURING THE LEAK CHECK. THE AILERONS, RUDDER, ELEVATOR FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. WARNING: MAKE SURE THE GROUND LOCKS ARE INSTALLED ON ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 29-00-00-840-002 <ul style="list-style-type: none">(2) Make sure the main landing gear has blocks installed. SUBTASK 29-00-00-840-003 <ul style="list-style-type: none">(3) Remove the blocks and the tow bar from the nose landing gear.				

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
SUBTASK 29-00-00-860-212				
(4) Open this access panel to get access to the main electronics equipment compartment.				
Number	Name/Location			
117A	Electronic Equipment Access Door			
SUBTASK 29-00-00-840-004				
(5) Make sure that all cowls on the engine are closed.				
SUBTASK 29-00-00-860-213				
(6) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
<u>NOTE:</u> If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test.				
SUBTASK 29-00-00-840-094				
(7) Make sure the main tank 1 (for the system A heat exchanger) and the main tank 2 (for the system B heat exchanger) have a minimum of 250 gallons (1675 pounds/760 kilograms) of fuel in them.				
<u>NOTE:</u> This is necessary to prevent the hydraulic pumps from overheating.				
SUBTASK 29-00-00-840-095				
(8) Put the parking brakes on.				
SUBTASK 29-00-00-840-096				
(9) Put the FLT CONTROL A and B, on the P5 panel, in the ON position.				
SUBTASK 29-00-00-840-097				
(10) Put the SPOILER A and B switches, on the P5 panel, in the ON position.				
SUBTASK 29-00-00-860-214				
(11) Make sure that the hydraulic reservoir for hydraulic system A and system B is pressurized to 20 psi minimum. To pressurize them, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-00-00-860-215				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES. THE AILERONS, RUDDER, ELEVATOR, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(12) Pressurize the hydraulic systems A and B with the electric motor-driven pump or with a portable hydraulic cart. To pressurize them, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
<u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump.				
SUBTASK 29-00-00-840-098				
(13) Operate the flaps 2 times to warm the hydraulic fluid.				

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01																				
				MECH INSP																				
SUBTASK 29-00-00-840-099																								
(14) Operate all of the control surfaces through a minimum of 10 cycles after the hydraulic fluid is warm.																								
SUBTASK 29-00-00-840-100																								
(15) Do these steps to put the airplane in its initial condition:																								
(a) Put the reverse thrust levers in the STOWED position.																								
(b) Put the stabilizer trim in the green band.																								
NOTE: The stabilizer indicator is on the control stand.																								
(c) Set the aileron trim to zero.																								
NOTE: The aileron trim indicator is on the control wheel.																								
(d) Set the rudder trim to zero.																								
NOTE: The rudder trim indicator is on the P8 panel.																								
(e) Do these steps to turn off the antiskid system:																								
1) Open these circuit breakers and install safety tags:																								
F/O Electrical System Panel, P6-3																								
<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>A</td><td>16</td><td>C01345</td><td>LANDING GEAR AUTOBRAKE BITE CONT 2</td></tr> <tr> <td>A</td><td>18</td><td>C00583</td><td>LANDING GEAR AUTOBRAKE BITE CONT 1</td></tr> <tr> <td>E</td><td>16</td><td>C00196</td><td>LANDING GEAR ANTISKID INBD</td></tr> <tr> <td>E</td><td>18</td><td>C00195</td><td>LANDING GEAR ANTISKID OUTBD</td></tr> </tbody> </table>				<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2	A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1	E	16	C00196	LANDING GEAR ANTISKID INBD	E	18	C00195	LANDING GEAR ANTISKID OUTBD	
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																					
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2																					
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1																					
E	16	C00196	LANDING GEAR ANTISKID INBD																					
E	18	C00195	LANDING GEAR ANTISKID OUTBD																					
(f) Make sure the ADIRS is aligned. To align the ADIRS, do this task: Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801.																								
NOTE: The ADIRS must be aligned to enable operation of the yaw damper system.																								
(g) Put the YAW DAMPER switch, on the P5 panel, in the OFF position.																								
(h) Put the A/P ENGAGE switches, on the mode control panel (MCP), in the OFF position.																								
(i) Put the LANDING GEAR handle, on the P2 panel, in the OFF position.																								
(j) Put the SPEED BRAKE lever, on the control stand, in the DOWN position.																								
(k) Put the FLT CONTROL A and B switches, on the P5 panel, in the OFF position.																								
(l) Put the SPOILER A and B switches, on the P5 panel, in the OFF position.																								
(m) Set the FLAP position lever to 25 and let the flaps move.																								

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		D633A109-AKS 29-010-00-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01								
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				MECH INSP								
(n)	Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <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>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table>	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP			
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>									
F	2	C01449	STANDBY HYDRAULIC PUMP									
(o)	Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position.											
(p)	Set the FLAP position lever to 40. <u>NOTE:</u> The flaps will not move.											
SUBTASK 29-00-00-210-043												
(16)	Make sure that the A and B hydraulic systems have a minimum pressure of 2800 psi (19305 kPa).											
SUBTASK 29-00-00-860-216												
(17)	Remove power from the hydraulic systems A and B. To remove them, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.											
(a)	Twenty seconds after you remove hydraulic power, make sure hydraulic systems A and B have a minimum of 200 psi (1379 KPa) remaining in them. <u>NOTE:</u> On airplanes equipped with digital pressure gages, read the 200 psi (1379 KPa) directly. On airplanes with analog pressure gages, estimate the 200 psi (1379 KPa) reading.											
1)	If the pressure in system B is less than 200 psi (1379 KPa), use the trouble-shooting procedure to find the bad parts. Some parts to examine are the relief valve and cartridge check valve in the hydraulic system B pressure module. (System A or System B Sub-System Internal Leakage Check, AMM TASK 29-00-00-790-803 or Part Internal Leakage Check, AMM TASK 29-00-00-790-804).											
2)	If the pressure in system A is less than 200 psi (1379 KPa), use the trouble-shooting procedure to find the bad parts. Some parts to examine are the relief valve and cartridge check valve in the hydraulic system A pressure module and the ground spoilers (spoiler 1, 6, 7, and 12). (System A or System B Sub-System Internal Leakage Check, AMM TASK 29-00-00-790-803 or Part Internal Leakage Check, AMM TASK 29-00-00-790-804).											
SUBTASK 29-00-00-840-005												
(18)	If you use the ammeter, COM-1787, then do these steps: <u>NOTE:</u> When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use (Figure 2) to change current to flow.											
(a)	Make sure the person in the flight compartment and the person on the ground can speak to each other (interphone, radio).											

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				MECH INSP
(b)	To do a test of hydraulic system B:			
1)	Open these circuit breakers and install safety tags:			
	Power Distribution Panel Number 1, P91			
	Row	Col	Number	Name
	C	8	C00768	ELEC HYD PUMP CONTROL SYS B
	F	3	C00882	ELEC HYD PUMP SYS B
(c)	To do a test of hydraulic system A:			
1)	Open these circuit breakers and install safety tags:			
	Power Distribution Panel Number 2, P92			
	Row	Col	Number	Name
	C	8	C00767	ELEC HYD PUMP CONTROL SYS A
	F	3	C00881	ELEC HYD PUMP SYS A
(d)	Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the A or B hydraulic system.			
(e)	Connect the cable, SPL-1788 to the EMDP module as follows:			
	<u>NOTE:</u> Make sure you examine (WDM 29-11-12) for the applicable EMDP module and for system wiring.			
1)	For hydraulic system A connect one end of the cable, SPL-1788 to the EMDP module M1103.			
2)	For hydraulic system B connect one end of the cable, SPL-1788 to the EMDP module M1104.			
(f)	Connect the cable, SPL-1788 as follows:			
	<u>NOTE:</u> Make sure you examine (WDM 29-11-12) for the applicable connector and for system wiring.			
1)	For hydraulic system A connect the other end of the cable, SPL-1788 to the electrical connector D2664.			
2)	For hydraulic system B connect the other end of the cable, SPL-1788 to the electrical connector D2666.			
	CAUTION: PUT THE AMMETER IN THE SHORT CIRCUIT POSITION. THE CURRENT TO START THE EMDP IS APPROXIMATELY 180 AMPS. THIS WILL CAUSE DAMAGE TO THE AMMETER IF IT IS IN THE CIRCUIT.			
(g)	Put the switch on the ammeter, COM-1787 in the short-circuit position.			
	WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.			
(h)	To do a test of hydraulic system B:			

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01																									
				<table border="1"><tr><td>1) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 1, P91 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00768</td><td>ELEC HYD PUMP CONTROL SYS B</td></tr><tr><td>F</td><td>3</td><td>C00882</td><td>ELEC HYD PUMP SYS B</td></tr></tbody></table> (i) To do a test of hydraulic system A: 1) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 2, P92 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00767</td><td>ELEC HYD PUMP CONTROL SYS A</td></tr><tr><td>F</td><td>3</td><td>C00881</td><td>ELEC HYD PUMP SYS A</td></tr></tbody></table> SUBTASK 29-00-00-840-006 (19) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: <u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. (a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B. 1) If applicable, put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin. 2) Operate the portable hydraulic cart, COM-163. SUBTASK 29-00-00-840-077 (20) If you use the clamp-on current meter, COM-2531, or a combination of the AC/DC Clamp-on, COM-9509 and the digital/analog multimeter, COM-1793, then do these steps: <u>NOTE:</u> The clamp-on current meter, COM-2531 or AC/DC Clamp-on, COM-9509 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel. <u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use (Figure 2) to get the flow. (a) To install the clamp-on current meter, COM-2531 or AC/DC Clamp-on, COM-9509 in the P91 or P92 panel, do these steps: WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. 1) To do a test of hydraulic system B:</td></tr></table>	1) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 1, P91 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00768</td><td>ELEC HYD PUMP CONTROL SYS B</td></tr><tr><td>F</td><td>3</td><td>C00882</td><td>ELEC HYD PUMP SYS B</td></tr></tbody></table> (i) To do a test of hydraulic system A: 1) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 2, P92 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00767</td><td>ELEC HYD PUMP CONTROL SYS A</td></tr><tr><td>F</td><td>3</td><td>C00881</td><td>ELEC HYD PUMP SYS A</td></tr></tbody></table> SUBTASK 29-00-00-840-006 (19) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: <u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. (a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B. 1) If applicable, put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin. 2) Operate the portable hydraulic cart, COM-163. SUBTASK 29-00-00-840-077 (20) If you use the clamp-on current meter, COM-2531, or a combination of the AC/DC Clamp-on, COM-9509 and the digital/analog multimeter, COM-1793, then do these steps: <u>NOTE:</u> The clamp-on current meter, COM-2531 or AC/DC Clamp-on, COM-9509 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel. <u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use (Figure 2) to get the flow. (a) To install the clamp-on current meter, COM-2531 or AC/DC Clamp-on, COM-9509 in the P91 or P92 panel, do these steps: WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. 1) To do a test of hydraulic system B:	Row	Col	Number	Name	C	8	C00768	ELEC HYD PUMP CONTROL SYS B	F	3	C00882	ELEC HYD PUMP SYS B	Row	Col	Number	Name	C	8	C00767	ELEC HYD PUMP CONTROL SYS A	F	3	C00881	ELEC HYD PUMP SYS A
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01												
				MECH INSP												
a) Open these circuit breakers and install safety tags:																
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C	8	C00768	ELEC HYD PUMP CONTROL SYS B													
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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>													
C	8	C00767	ELEC HYD PUMP CONTROL SYS A													
F	3	C00881	ELEC HYD PUMP SYS A													
<p><u>WARNING:</u> BE CAREFUL WHEN YOU INSTALL THE DIGITAL/ANALOG MULTIMETER, COM-1793 INTO THE P91 AND P92 PANELS. THE P91 AND P92 PANELS CONTAIN HIGH VOLTAGES THAT MAY CAUSE INJURIES TO PERSONS.</p>																
3) To test hydraulic system B, get access to the R318 relay for the system B EMDP in the P91 panel.																
4) To test hydraulic system A, get access to the R317 relay for the system A EMDP in the P92 panel.																
5) Put the clamp-on current meter, COM-2531 or AC/DC Clamp-on, COM-9509 around one of the three wires that go aft from the relay. If used, connect the digital/analog multimeter, COM-1793 to the AC/DC Clamp-on, COM-9509.																
6) To do a test of hydraulic system B:																
a) Remove the safety tags and close these circuit breakers:																
Power Distribution Panel Number 1, P91																
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C	8	C00768	ELEC HYD PUMP CONTROL SYS B													
F	3	C00882	ELEC HYD PUMP SYS B													
7) To do a test of hydraulic system A:																
a) Remove the safety tags and close these circuit breakers:																
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C	8	C00767	ELEC HYD PUMP CONTROL SYS A													
F	3	C00881	ELEC HYD PUMP SYS A													

C. Hydraulic System B Gross Internal Leakage Check

SUBTASK 29-00-00-860-108

- (1) If you use the clamp-on current meter, COM-2531, set the ammeter to its highest range.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
SUBTASK 29-00-00-860-217				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES. THE AILERONS, RUDDER, ELEVATOR, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(2)	Pressurize the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.			
SUBTASK 29-00-00-210-044				
(3)	Make sure the pressure in system B is a minimum of 2800 psi (19305 kPa).			
SUBTASK 29-00-00-210-045				
(4)	Make sure hydraulic power to system A has been removed.			
SUBTASK 29-00-00-790-005				
(5)	If you use the ammeter, amp-clamp, or multimeter method do this step: <u>NOTE:</u> The amperage measured is the system B basic current, and must be subtracted from all other system B amperage readings before you use the result of the subtraction to find the equivalent flow from Figure 602.			
(a)	Read the amperage and write it here:			
Table 1				
Amperage: _____ (Value 1)				
Note: This is the system B basic current.				
SUBTASK 29-00-00-970-001				
(6)	If you use the flow meter method, read the flow value and write it here:			
Table 2				
Flow: _____ (Value 1)				
Note: This is the system B basic flow.				
SUBTASK 29-00-00-860-109				
(7)	Do these steps to supply hydraulic power from system B to the flight controls.			
(a)	Put the SPOILER B switch, on the P5 panel, in the ON position.			
(b)	Put the SPEED BRAKE lever, on the control stand, half the distance between the ARMED and the FLIGHT DETENT positions. <u>NOTE:</u> The spoilers will move.			
(c)	Put the ALTERNATE FLAPS switch, on the P5 panel, in the OFF position. <u>NOTE:</u> Do not continue until the flaps move to 40 units.			
(d)	Set the FLAP position lever to 25, and let the flaps move. <u>NOTE:</u> The flaps will move to 25 units.			
(e)	Put the FLT CONTROL B switch, on the P5 panel, in the ON position.			

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01		
				MECH INSP		
				<p>(f) Do these steps with the DFCS BITE on the control display unit (CDU) to engage the autopilot one channel at a time.</p> <p><u>NOTE:</u> Engage the autopilot in BITE to make sure all the inputs are at zero.</p> <p><u>NOTE:</u> Follow the instructions in this procedure for the DFCS BITE.</p> <ol style="list-style-type: none"> 1) Push the line select key (LSK) adjacent to INIT/REF. 2) Push the LSK adjacent to INDEX. 3) Push the LSK adjacent to MAINT. 4) Push the LSK adjacent to DFCS. <p><u>NOTE:</u> Stop until the BITE test is complete.</p> <ol style="list-style-type: none"> 5) Put the FMC transfer switch, on the P5 panel, to the BOTH ON L position. 6) Push the LSK adjacent to EXTENDED MAINTENANCE. 7) Push the LSK adjacent to RIGGING. 8) Push the LSK adjacent to ELEVATOR. 9) Push the LSK adjacent to CONTINUE. <p><u>NOTE:</u> Ignore the message on the screen.</p> <ol style="list-style-type: none"> 10) Push the LSK adjacent to CONTINUE. 11) Push the LSK adjacent to ELEV AUTH SINGLE. <p><u>NOTE:</u> Ignore instructions to pressurize pitot inputs.</p> <ol style="list-style-type: none"> 12) Push the LSK adjacent to CONTINUE on screen 51.16. <p><u>NOTE:</u> Stop until BITE test is complete. Ignore the instructions to set the stabilizer to test condition in the maintenance manual.</p> <ol style="list-style-type: none"> 13) Push the LSK adjacent to CONTINUE on screen 51.17. <p><u>NOTE:</u> Stop until BITE test is complete. A new 51.17 screen will appear with instructions to engage the A/P.</p> <ol style="list-style-type: none"> 14) Engage the system B autopilot. <p>SUBTASK 29-00-00-790-006</p> <p>(8) Do these steps to find the internal leakage for System B Flight Controls and Spoilers 3, 5, 8 and 10:</p> <p>(a) If you use the ammeter, amp-clamp, or multimeter method do these steps:</p> <ol style="list-style-type: none"> 1) Read the amperage and write it here: <p style="text-align: center;">Table 3</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Amperage: _____ (Value 2)</td> </tr> </table> <p style="margin-left: 20px;">2) Subtract the Value 1 from the Value 2 and write it here:</p> <p style="text-align: center;">Table 4</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Amperage: _____ (Calculated) amperage)</td> </tr> </table>	Amperage: _____ (Value 2)	Amperage: _____ (Calculated) amperage)
Amperage: _____ (Value 2)						
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EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
Note: In all cases, subtract the AMPERAGES from each other BEFORE referring to the applicable pump amperage/flow value table (Fig. 602).				
3) Use (Figure 2) for the applicable pump to change the calculated amperage to a flow value and write it here:				
Table 5				
Flow: _____ cc/min (Value 3)				
Note: This is the net internal leakage for System B flight controls and spoilers 3, 5, 8, and 10.				
(b) If you use the flowmeter method do these steps:				
1) Read the flow value and write it here:				
Table 6				
Measured Flow: _____ cc/min (Value 2)				
2) Subtract the Value 1 from the Value 2 and write it here:				
Table 7				
Calculated Flow: _____ cc/min (Value 3)				
Note: This is the net internal leakage for System B flight controls and spoilers 3, 5, 8, and 10.				
(c) If the Value 3 is more than 13,100 cc/min, do the steps to check Hydraulic System B sub-systems to find one or more sub-systems that has too much internal leakage. To do it, do this task: System A or System B Sub-System Internal Leakage Check, AMM TASK 29-00-00-790-803.				
SUBTASK 29-00-00-860-110				
(9) Remove power from the hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805				
D. Hydraulic System A Gross Internal Leakage Check				
SUBTASK 29-00-00-480-012				
(1) Connect the equipment that is necessary to measure the flow or current to hydraulic system A.				
SUBTASK 29-00-00-860-111				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES. THE AILERONS, RUDDER, ELEVATOR, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(2) Pressurize the hydraulic system A. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 29-00-00-210-027				
(3) Make sure the pressure in system A is a minimum of 2800 psi (19305 kPa).				

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
SUBTASK 29-00-00-790-007				
(4) Do these steps to find the System A basic current or flow:				
(a) If you use the ammeter, amp-clamp, or multimeter method do this step: <u>NOTE:</u> This amperage measured is the system A basic current, and must be subtracted from all other system A amperage readings before you use the result of the subtraction to find the equivalent flow from Figure 602.				
1) Read the amperage and write it here:				
Table 8				
Amperage: _____ (Value 4)				
Note: This is the system A basic current.				
(b) If you use the flow meter method, read the flow value and write it here:				
Table 9				
Flow: _____ (Value 4)				
Note: This is the system A basic flow.				
SUBTASK 29-00-00-860-112				
(5) Do these steps to supply hydraulic power from system A to the flight controls and landing gear.				
(a) Put the SPOILER A switch in the ON position. <u>NOTE:</u> Keep the SPEED BRAKE lever half the distance between the ARMED and the FLIGHT DETENT positions.				
(b) Put the FLT CONTROLS A switch in the ON position.				
(c) Put the LANDING GEAR lever in the DN position.				
(d) Do these steps with the DFCS BITE on the CDU:				
1) Push the LSK adjacent to PREVIOUS MENU.				
2) Push the LSK adjacent to ELEV AUTH SINGLE. <u>NOTE:</u> Ignore instructions to pressurize pitot inputs.				
3) Push the LSK adjacent to CONTINUE on screen 51.16. <u>NOTE:</u> Stop until BITE test is complete. Ignore the instructions to set the stabilizer to test condition in the maintenance manual.				
4) Push the LSK adjacent to CONTINUE on screen 51.17. <u>NOTE:</u> Stop until BITE test is complete. A new 51.17 screen will appear with instructions to engage the A/P.				
5) Engage the system A autopilot.				
SUBTASK 29-00-00-790-074				
(6) Do these steps to find the internal leakage for System A Flight Controls and Spoilers 2, 4, 9 and 11:				
(a) If you use the ammeter, amp-clamp, or multimeter method do these steps:				

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
1) Read the amperage and write it here:				
Table 10				
Amperage: _____ (Value 5)				
2) Subtract the Value 4 from the Value 5 and write it here:				
Table 11				
Amperage: _____ (Calculated amperage)				
Note: In all cases, subtract the AMPERAGES from each other BEFORE referring to the applicable pump amperage/ flow value table (Fig. 602).				
3) Use (Figure 2) for the applicable pump to change the calculated amperage to a flow value and write it here:				
Table 12				
Flow: _____ cc/min (Value 6)				
Note: This is the internal leakage for System A flight controls and spoilers 2, 4, 9, and 11.				
(b) If you use the flowmeter method do these steps:				
1) Read the flow value and write it here:				
Table 13				
Measured Flow: _____ cc/min (Value 5)				
2) Subtract the Value 4 from the Value 5 and write it here:				
Table 14				
Calculated Flow: _____ cc/min (Value 6)				
Note: This is the internal leakage for the System A flight controls and spoilers 2, 4, 9, and 11.				
(c) If the Value 6 is more than 12,000 cc/min, do the steps to check Hydraulic System A sub-systems to find the one or more sub-systems that has too much internal leakage. To do it, do this task: System A or System B Sub-System Internal Leakage Check, AMM TASK 29-00-00-790-803.				
SUBTASK 29-00-00-860-218				
(7) Push the INIT/REF key on the CDU to get out of the DFCS BITE.				
NOTE: Horn will sound.				
SUBTASK 29-00-00-860-219				
(8) Push the A/P DISENGAGE A switch on the control wheel.				
SUBTASK 29-00-00-860-113				
(9) Put the FMC transfer switch, on the P5 panel, to NORMAL.				
E. Put the Airplane Back to its Usual Condition				
SUBTASK 29-00-00-860-220				
(1) Make sure that the ALTERNATE FLAPS switch, on the P5 panel, is in the OFF position.				

EFFECTIVITY
AKS ALLSOURCE
MRB**INTERNAL HYDRAULIC SYSTEM LEAKAGE****D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
				MECH INSP
	SUBTASK 29-00-00-860-114			
(2)	Remove the safety tag and close this circuit breaker:			
	Power Distribution Panel Number 2, P92			
	<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>			
	F 2 C01449 STANDBY HYDRAULIC PUMP			
	SUBTASK 29-00-00-860-221			
(3)	Make sure that the FLT CONTROL A and B, on the P5 panel, in the ON position.			
	SUBTASK 29-00-00-860-116			
(4)	Make sure that the SPOILER A and B switches, on the P5 panel, in the ON position.			
	SUBTASK 29-00-00-860-222			
	WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES. THE AILERONS, RUDDER, ELEVATOR, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.			
(5)	Pressurize the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.			
	SUBTASK 29-00-00-860-223			
(6)	Put the SPEED BRAKE lever to the DOWN position.			
	SUBTASK 29-00-00-860-117			
(7)	Remove power from the hydraulic systems A and B. To remove them, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.			
	SUBTASK 29-00-00-080-013			
(8)	Remove the portable hydraulic cart or the ammeter equipment from the airplane.			
	SUBTASK 29-00-00-993-826			
(9)	Do these steps to turn on the antiskid system:			
	(a) Remove the safety tags and close these circuit breakers:			
	F/O Electrical System Panel, P6-3			
	<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>			
	A 16 C01345 LANDING GEAR AUTOBRAKE BITE CONT 2			
	A 18 C00583 LANDING GEAR AUTOBRAKE BITE CONT 1			
	E 16 C00196 LANDING GEAR ANTIISKID INBD			
	E 18 C00195 LANDING GEAR ANTIISKID OUTBD			
	SUBTASK 29-00-00-840-101			
(10)	Close this access panel:			
	<u>Number</u> <u>Name/Location</u>			
	117A Electronic Equipment Access Door			

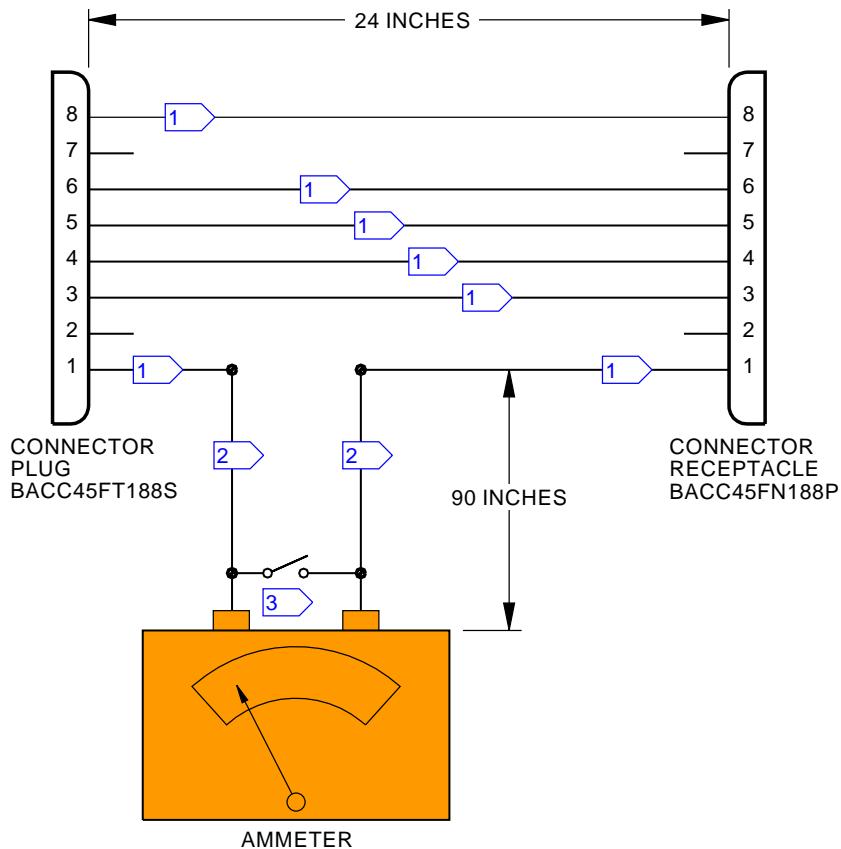
EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
		D633A109-AKS 29-010-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
SUBTASK 29-00-00-610-005				MECH INSP
(11) If necessary, service the system A and B hydraulic reservoirs. To service them, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE		
		D633A109-AKS 29-010-00-01	Page 16 of 19 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-010-00-01
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- NO. 12 WIRE
- NO. 10 WIRE
- SHORT CIRCUIT SWITCH

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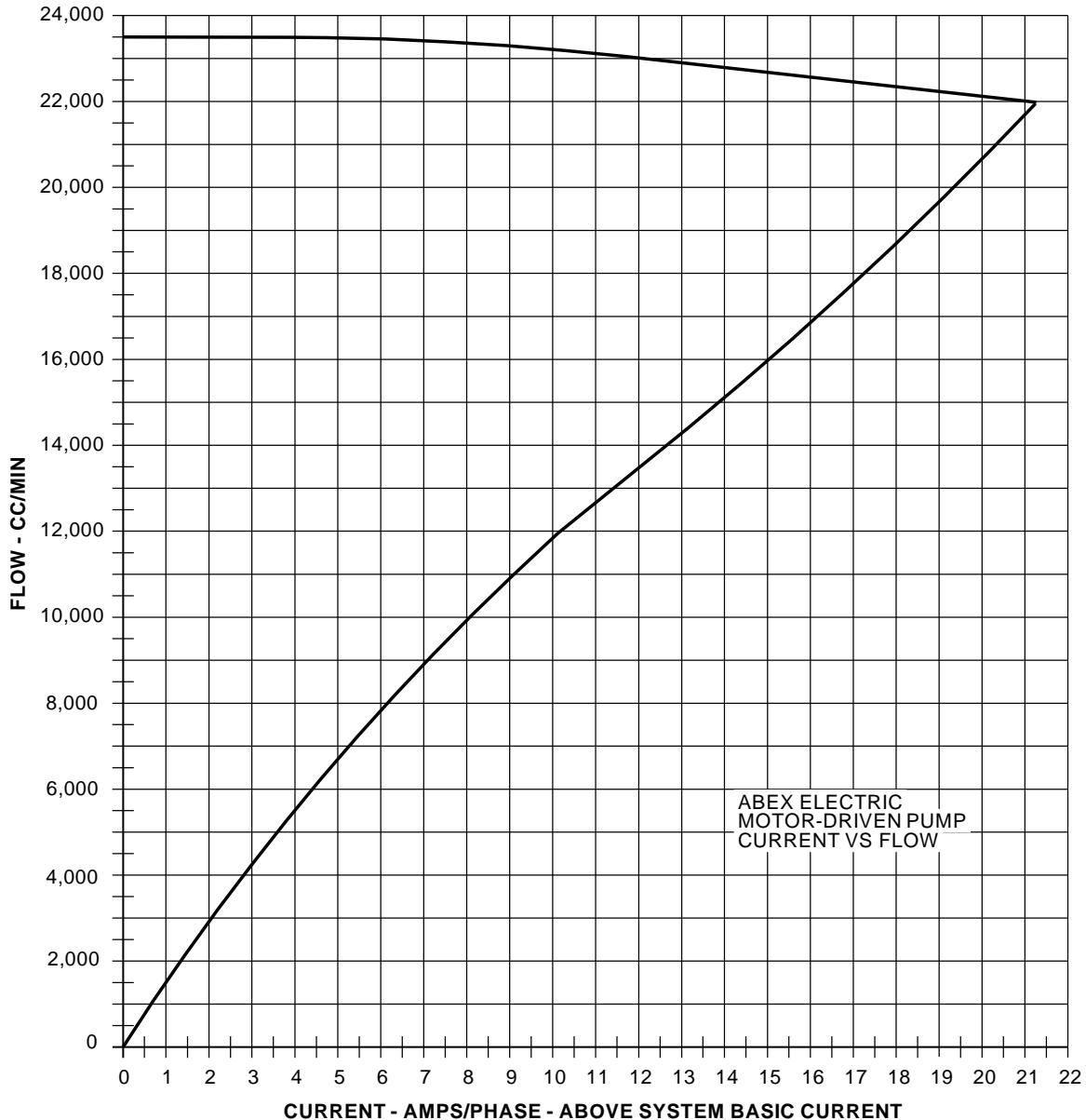
**Ammeter Wiring Harness for the A and B EMDP Hydraulic Systems
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
		D633A109-AKS 29-010-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-010-00-01



Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 1 of 2)

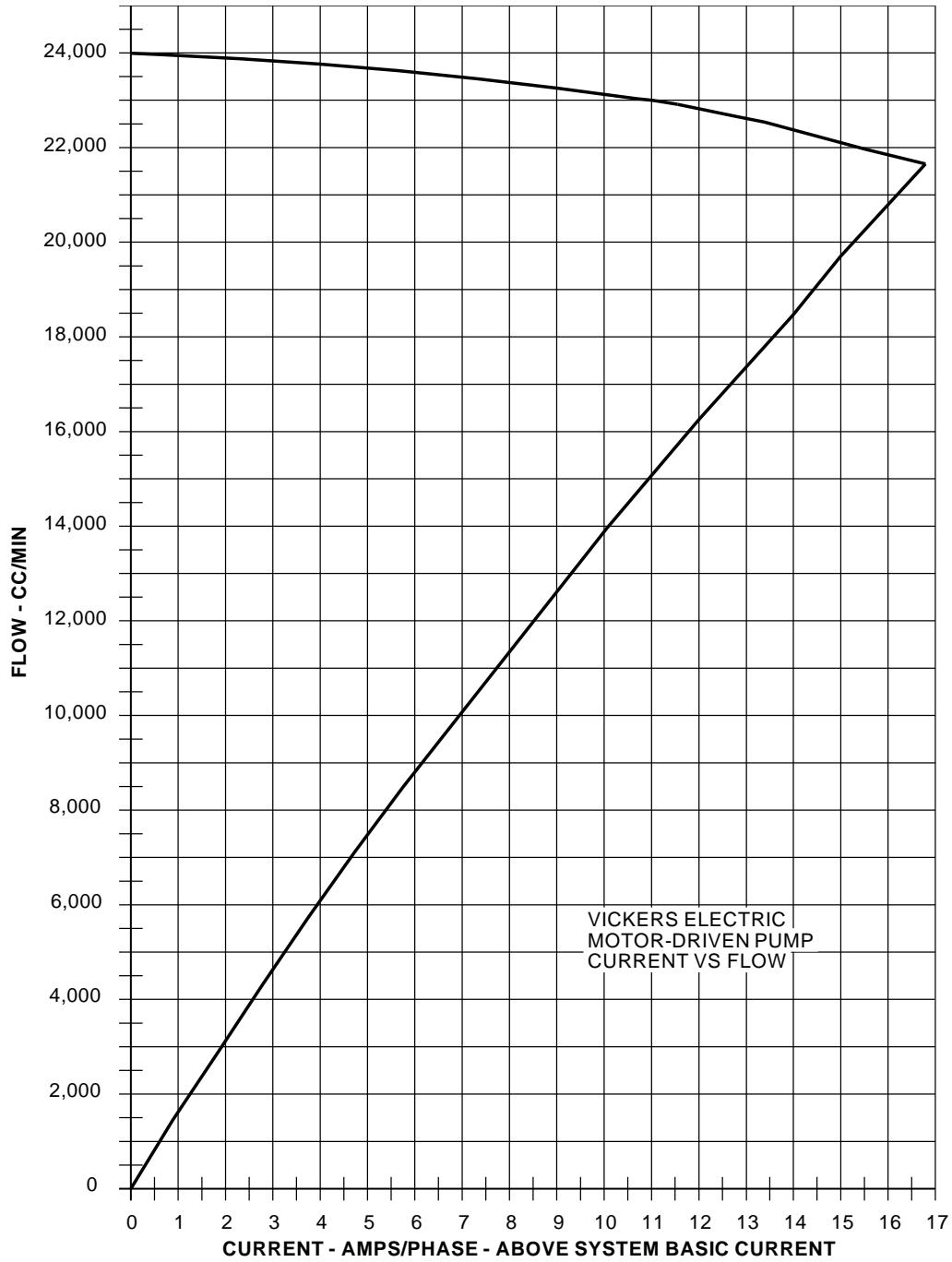
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EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
		D633A109-AKS 29-010-00-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-010-00-01



Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 2 of 2)

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EFFECTIVITY AKS ALL	SOURCE MRB	INTERNAL HYDRAULIC SYSTEM LEAKAGE
		D633A109-AKS 29-010-00-01

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TASK CARDS

AIRLINE CARD NO		TITLE HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)			BOEING CARD NO.
DATE	TASK REPLACE				29-020-00-01
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 8000 FH	REPEAT 8000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the hydraulic system "A" pressure filter elements for electric motor driven pumps (EMDP).

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11-000-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal (P/B 401)
AMM 29-11-11-400-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation (P/B 401)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-27-000-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal (P/B 401)
AMM 29-11-27-400-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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.

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-01	Page 1 of 12 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-020-00-01

Reference	Description
STD-3907	Mirror - Dental

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-01	Page 2 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01
TASK 29-11-71-000-802				MECH INSP
1. Hydraulic Systems A and B Pressure Module Filter Element Removal (Figure 1)				
A. General (1) There is one pressure modules for each hydraulic system. Each pressure module has two filter assemblies, one filter is for the electric motor driven pump and the other filter is for the engine driven pump. The procedure to remove and install each filter is similiar.				
B. Prepare for the Removal SUBTASK 29-11-71-860-010 (1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. SUBTASK 29-11-71-860-011 (2) Depressurize the applicable hydraulic reservoir. To depressurize, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
C. Procedure SUBTASK 29-11-71-020-016 (1) Remove the lockwire from the filter bowl [16]. SUBTASK 29-11-71-020-017 CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT. (2) Disconnect the self-seal (quick) disconnect hose from the applicable hydraulic system reservoir. (See Figure 401 in Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801.) SUBTASK 29-11-71-020-008 (3) Remove the filter bowl [16]. (a) Put a container under the filter bowl [16] to catch any hydraulic fluid. SUBTASK 29-11-71-020-009 (4) Remove the filter [47]. SUBTASK 29-11-71-160-002 (5) Clean the filter bowl [16]. SUBTASK 29-11-71-020-010 (6) Discard the packing [43] and packing [45]. SUBTASK 29-11-71-210-004 (7) Use a dental mirror, STD-3907 to examine the filter [47] for metal contamination. (a) If the filter [47] for EMDP contains metal contamination, These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001.				

EFFECTIVITY
AKS ALLSOURCE
MRB**HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS
(EMDP PUMPS)****D633A109-AKS
29-020-00-01****Page 3 of 12
Oct 15/2015**

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01
				MECH INSP

(b) If the filter [47] for the EDP contains metal contamination, These are the tasks:
Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal, AMM
TASK 29-11-11-000-801-001, Hydraulic Systems A and B Engine-Driven Pump
(EDP) Installation, AMM TASK 29-11-11-400-801-001.

(c) If metal contamination is found in the pressure filter, flush the hydraulic lines
between the pressure module [57] and the hydraulic pump that was removed.

(d) If metal contamination is found in the EMDP pressure filter, examine the EMDP
acoustic filter:

- 1) These are the tasks: Hydraulic Systems A and B Electric Motor-Driven Pump
(EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801, Hydraulic
Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter
Installation, AMM TASK 29-11-27-400-801

SUBTASK 29-11-71-020-011

(8) Discard the filter [47].

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01																											
TASK 29-11-71-400-802				MECH INSP																											
2. Hydraulic Systems A and B Pressure Module Filter Element Installation (Figure 1)																															
A. 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>43</td><td>Packing</td><td>29-11-71-04-190</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-190</td><td>AKS ALL</td></tr> <tr> <td>45</td><td>Packing</td><td>29-11-71-04-225</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-225</td><td>AKS ALL</td></tr> <tr> <td>47</td><td>Filter</td><td>29-11-71-04-230</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-230</td><td>AKS ALL</td></tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	43	Packing	29-11-71-04-190	AKS ALL			29-11-71-05-190	AKS ALL	45	Packing	29-11-71-04-225	AKS ALL			29-11-71-05-225	AKS ALL	47	Filter	29-11-71-04-230	AKS ALL			29-11-71-05-230	AKS ALL
AMM Item	Description	AIPC Reference	AIPC Effectivity																												
43	Packing	29-11-71-04-190	AKS ALL																												
		29-11-71-05-190	AKS ALL																												
45	Packing	29-11-71-04-225	AKS ALL																												
		29-11-71-05-225	AKS ALL																												
47	Filter	29-11-71-04-230	AKS ALL																												
		29-11-71-05-230	AKS ALL																												
B. Procedure <p>SUBTASK 29-11-71-640-002</p> <p>(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [45] and the backup rings [46].</p> <p>SUBTASK 29-11-71-420-007</p> <p>(2) Install the new packing [45] and the backup rings [46] in the groove in the pressure module [57].</p> <p>(a) Make sure that you set the new packing [45] and the backup rings [46] correctly or they can cause a leak.</p> <p>SUBTASK 29-11-71-640-003</p> <p>(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [43] and the backup ring [44].</p> <p>SUBTASK 29-11-71-420-008</p> <p>(4) Install the new packing [43] and the backup ring [44] in the groove at the top of the filter [47] with the packing [43] at the top.</p> <p>SUBTASK 29-11-71-640-004</p> <p>(5) Lightly apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [16].</p> <p>SUBTASK 29-11-71-610-002</p> <p>(6) Fill the filter bowl [16] approximately one third full with hydraulic fluid, D00153.</p> <p>SUBTASK 29-11-71-420-009</p> <p>(7) Put the filter [47] in the pressure module [57].</p> <p>SUBTASK 29-11-71-420-010</p> <p>(8) Tighten the filter bowl [16] 350 to 375 pound-inches (40 to 42 newton-meters).</p> <p>SUBTASK 29-11-71-420-011</p> <p>(9) Install a lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.</p>																															

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-01	Page 5 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01
SUBTASK 29-11-71-420-022				MECH INSP
<p>CAUTION: PULL DOWN ON THE KNURLLED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.</p> <p>(10) Reconnect the self-seal (quick) disconnect hose.</p>				
<p>C. Hydraulic System A and B Pressure Module Filter Element Installation Test</p>				
SUBTASK 29-11-71-600-001				
(1) If it is necessary to service the applicable hydraulic system, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-11-71-860-012				
(2) Supply electrical power, do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-71-860-013				
(3) Pressurize the applicable hydraulic reservoir, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-11-71-860-014				
<p>WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(4) Pressurize the applicable hydraulic system with the hydraulic pump that is associated with the installed filter element:</p> <p>NOTE: The hydraulic pressure module has separate hydraulic circuits and separate filter elements for the electric motor driven pump (EMDP) and the engine driven pump (EDP). The correct pump must be operated to do the leakage check.</p> <p>(a) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.</p>				
SUBTASK 29-11-71-790-001				
(5) Examine the pressure module filter for leaks.				
SUBTASK 29-11-71-860-015				
(6) Remove hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-71-860-016				
(7) Remove electrical power, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)		
		D633A109-AKS 29-020-00-01		
		Page 6 of 12 Oct 15/2015		

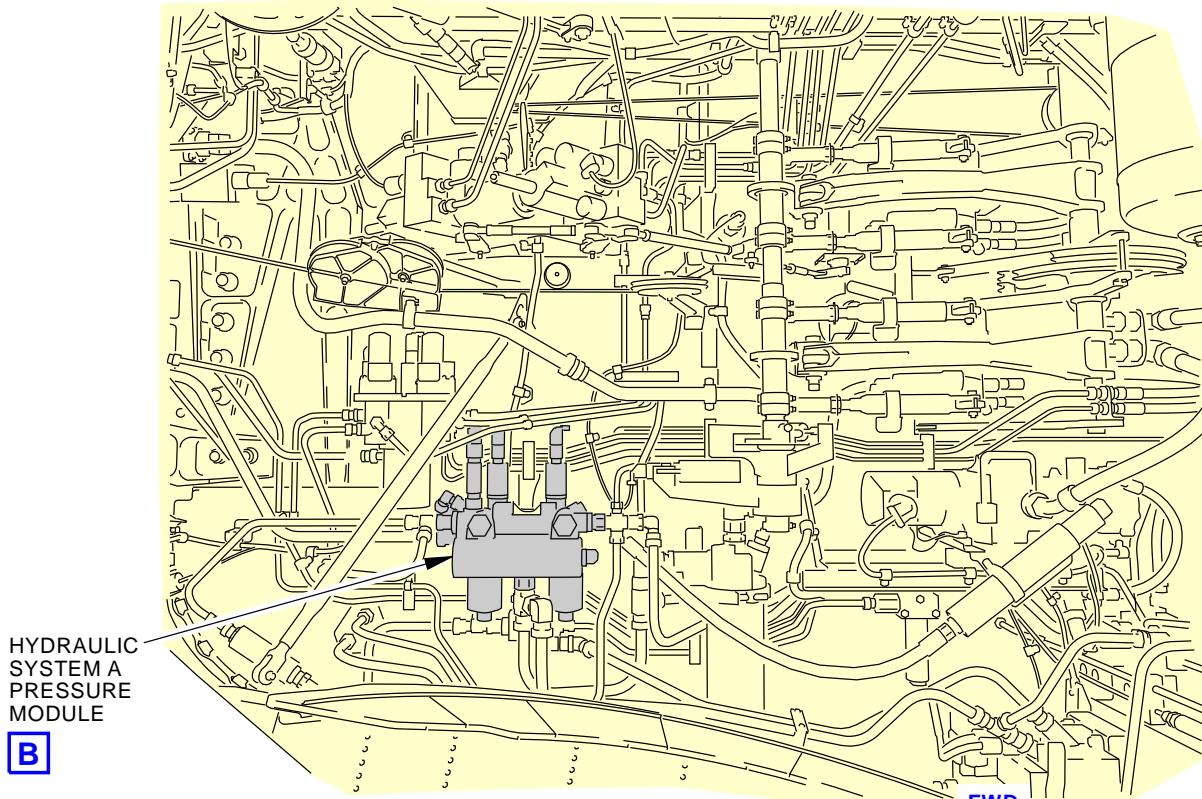
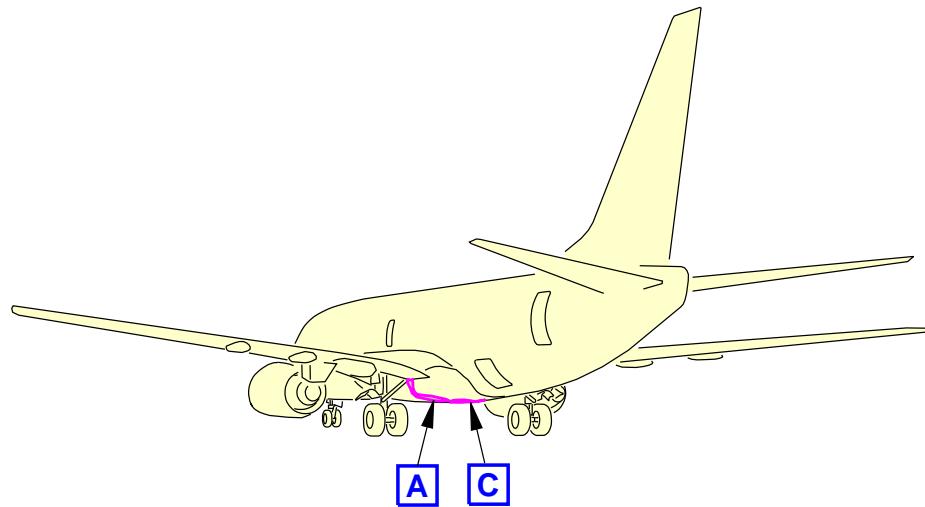
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-020-00-01

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 1 of 6)**

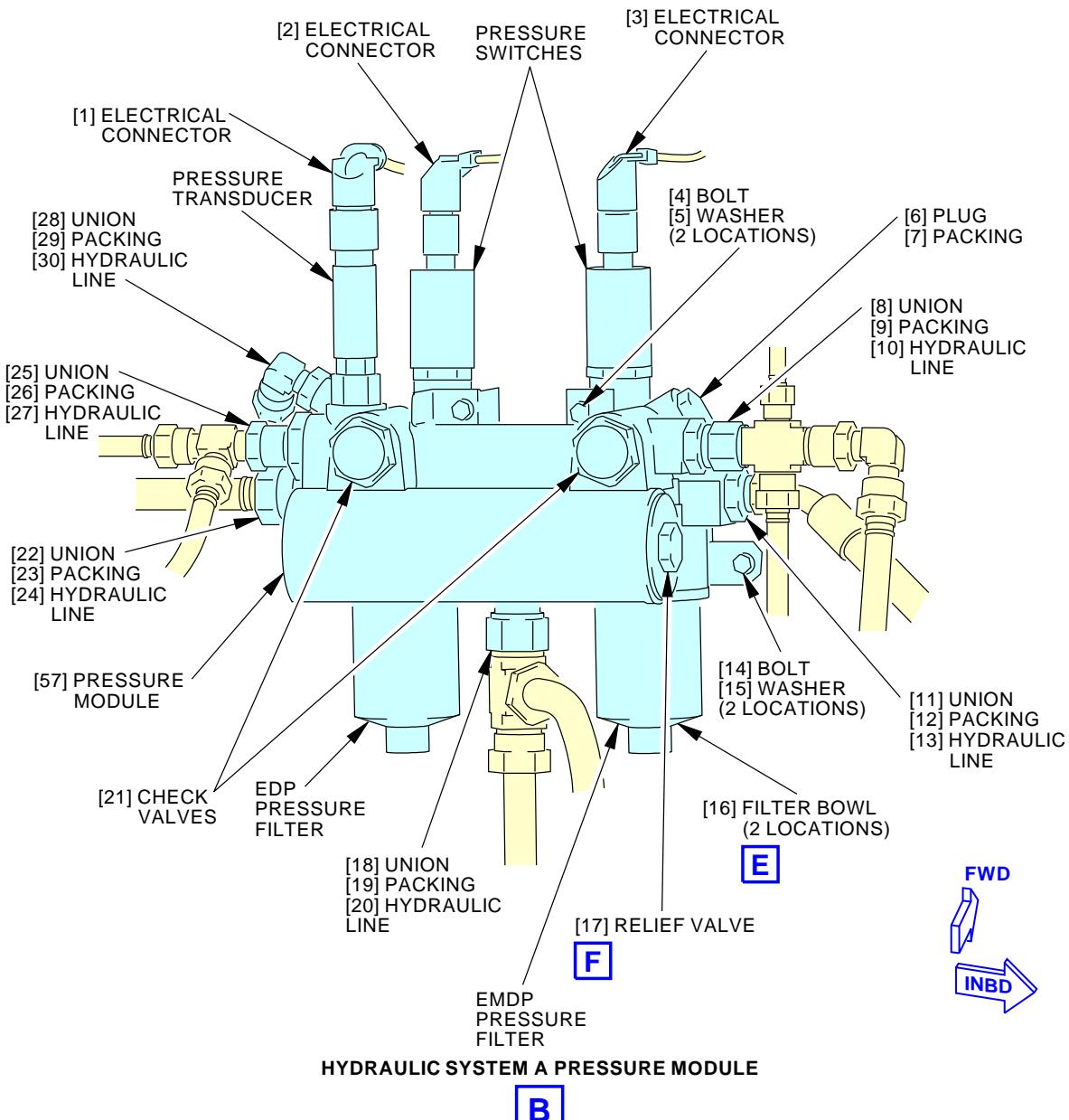
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EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01
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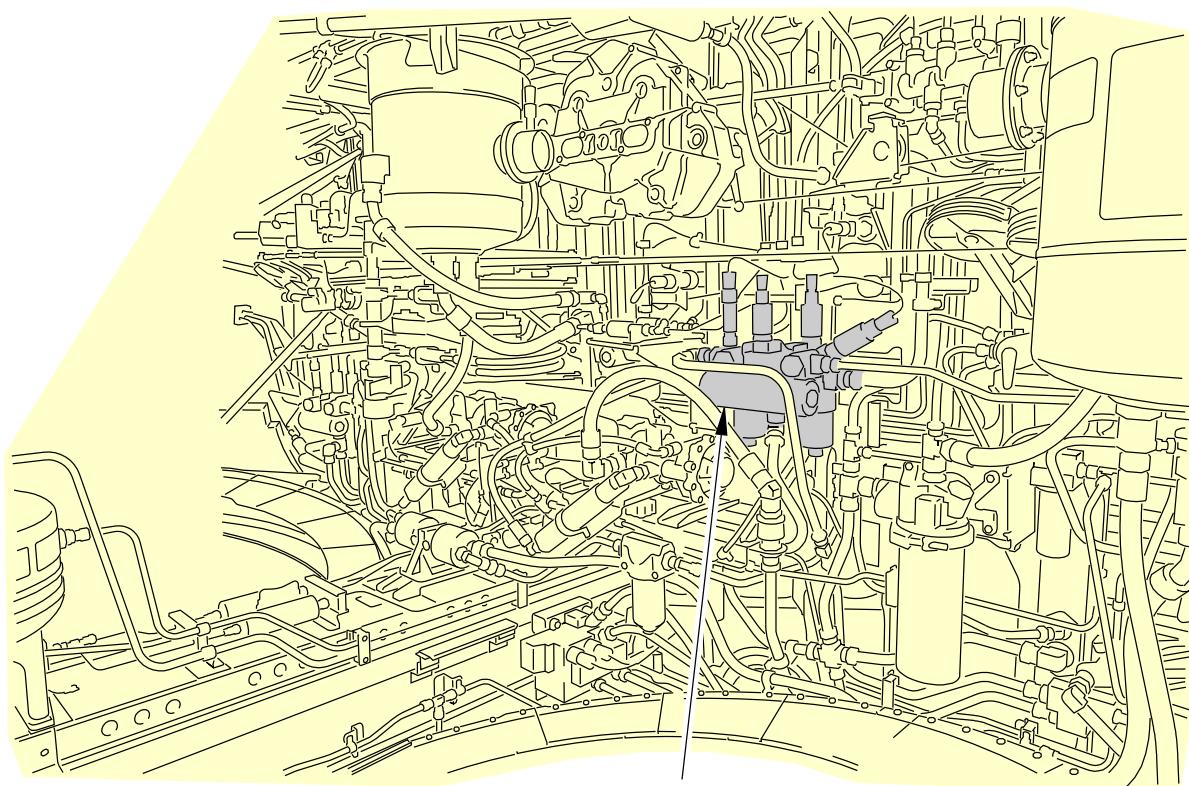


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Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 2 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-020-00-01

**HYDRAULIC
SYSTEM B
PRESSURE
MODULE****D****MAIN LANDING GEAR WHEEL WELL
(RIGHT SIDE)****C**

F74106 S0006572846_V2

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 3 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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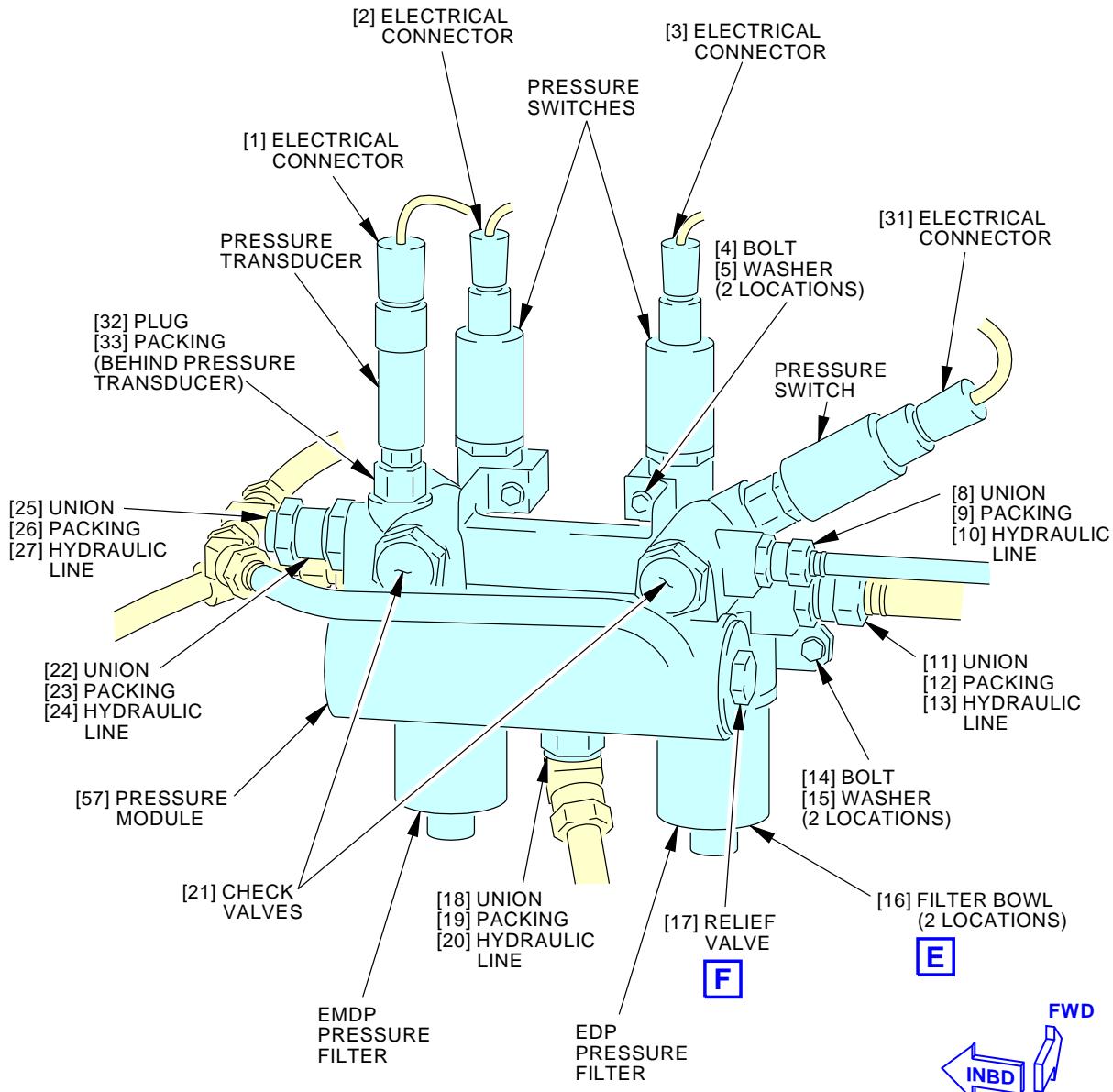
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-020-00-01**HYDRAULIC SYSTEM B PRESSURE MODULE****D**

F74920 S0006572847_V2

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 4 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

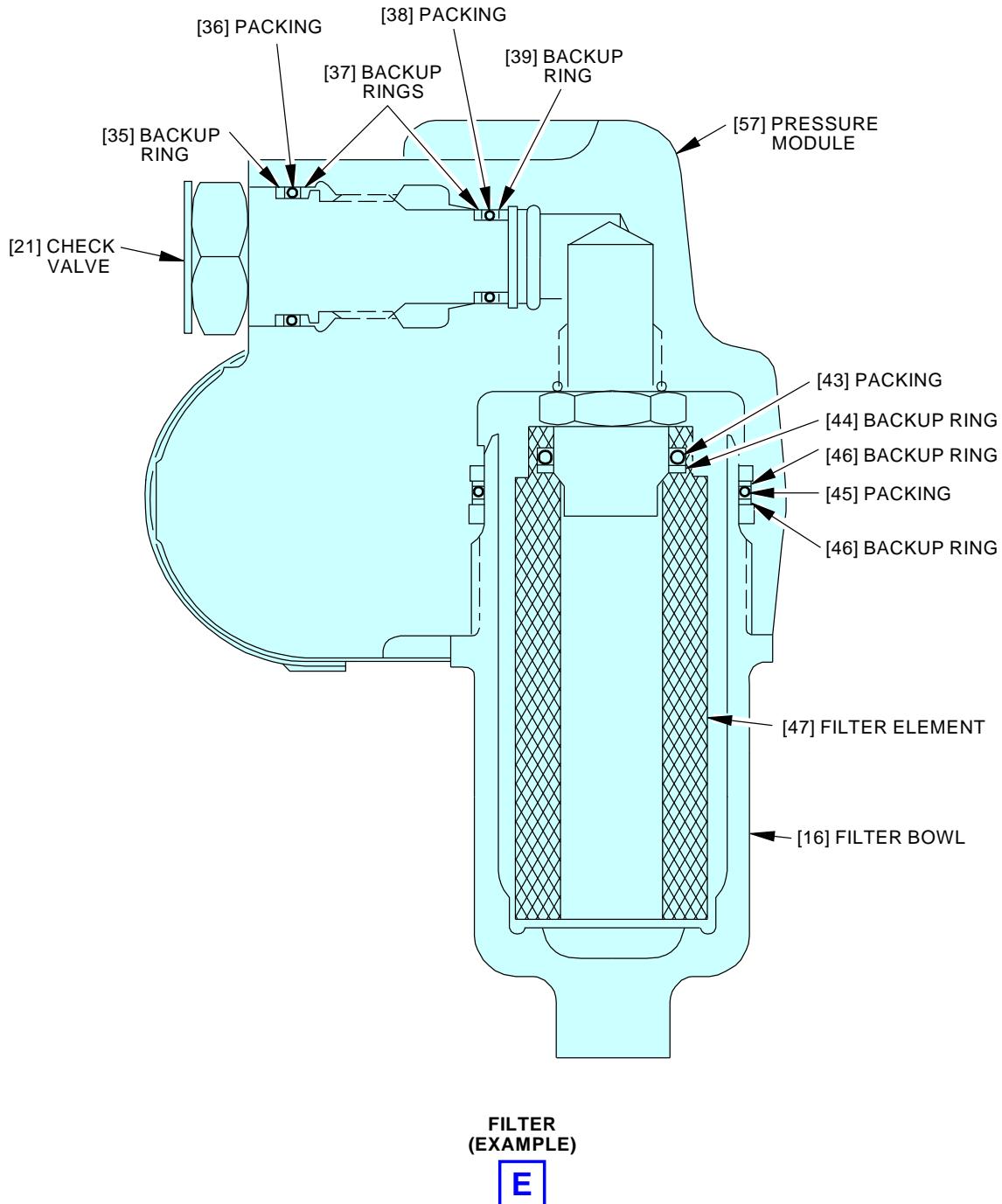
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-020-00-01

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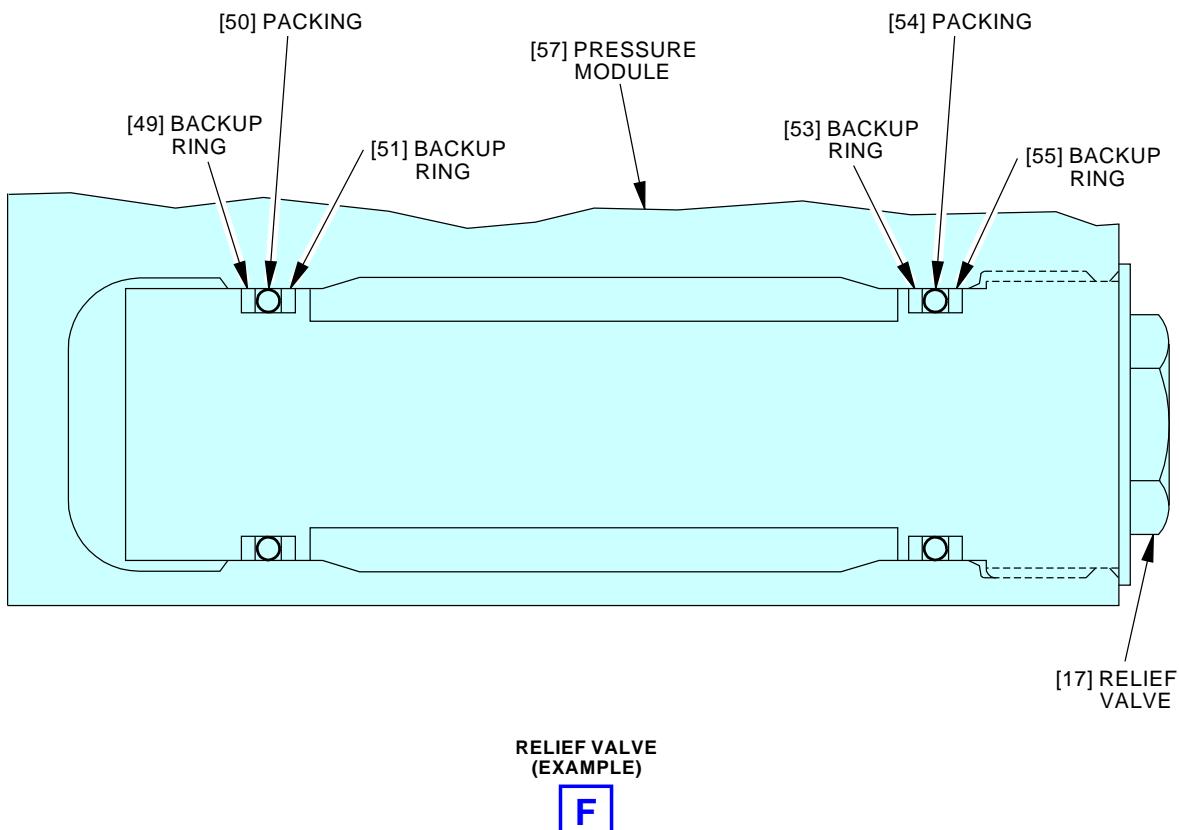
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 5 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-01
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F76851 S0006572849_V2
Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 6 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-01

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)			BOEING CARD NO.
DATE	TASK REPLACE				29-020-00-02
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 8000 FH	REPEAT 8000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the hydraulic system "B" pressure filter elements for electric motor driven pumps (EMDP).

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11-000-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal (P/B 401)
AMM 29-11-11-400-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation (P/B 401)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-27-000-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal (P/B 401)
AMM 29-11-27-400-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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.

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-02	Page 1 of 12 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-020-00-02

Reference	Description
STD-3907	Mirror - Dental

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-02	Page 2 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02
TASK 29-11-71-000-802				MECH INSP
1. Hydraulic Systems A and B Pressure Module Filter Element Removal (Figure 1)				
A. General (1) There is one pressure modules for each hydraulic system. Each pressure module has two filter assemblies, one filter is for the electric motor driven pump and the other filter is for the engine driven pump. The procedure to remove and install each filter is similiar.				
B. Prepare for the Removal SUBTASK 29-11-71-860-010 (1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. SUBTASK 29-11-71-860-011 (2) Depressurize the applicable hydraulic reservoir. To depressurize, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
C. Procedure SUBTASK 29-11-71-020-016 (1) Remove the lockwire from the filter bowl [16]. SUBTASK 29-11-71-020-017 CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT. (2) Disconnect the self-seal (quick) disconnect hose from the applicable hydraulic system reservoir. (See Figure 401 in Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801.) SUBTASK 29-11-71-020-008 (3) Remove the filter bowl [16]. (a) Put a container under the filter bowl [16] to catch any hydraulic fluid. SUBTASK 29-11-71-020-009 (4) Remove the filter [47]. SUBTASK 29-11-71-160-002 (5) Clean the filter bowl [16]. SUBTASK 29-11-71-020-010 (6) Discard the packing [43] and packing [45]. SUBTASK 29-11-71-210-004 (7) Use a dental mirror, STD-3907 to examine the filter [47] for metal contamination. (a) If the filter [47] for EMDP contains metal contamination, These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001.				

EFFECTIVITY
AKS ALLSOURCE
MRB**HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS
(EMDP PUMPS)****D633A109-AKS
29-020-00-02****Page 3 of 12
Oct 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02
(b) If the filter [47] for the EDP contains metal contamination, These are the tasks: Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal, AMM TASK 29-11-11-000-801-001, Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation, AMM TASK 29-11-11-400-801-001. (c) If metal contamination is found in the pressure filter, flush the hydraulic lines between the pressure module [57] and the hydraulic pump that was removed. (d) If metal contamination is found in the EMDP pressure filter, examine the EMDP acoustic filter: 1) These are the tasks: Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801, Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation, AMM TASK 29-11-27-400-801			MECH	INSP

SUBTASK 29-11-71-020-011

- (8) Discard the filter [47].

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-02	Page 4 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02																											
TASK 29-11-71-400-802				MECH INSP																											
2. Hydraulic Systems A and B Pressure Module Filter Element Installation (Figure 1)																															
A. 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>43</td><td>Packing</td><td>29-11-71-04-190</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-190</td><td>AKS ALL</td></tr> <tr> <td>45</td><td>Packing</td><td>29-11-71-04-225</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-225</td><td>AKS ALL</td></tr> <tr> <td>47</td><td>Filter</td><td>29-11-71-04-230</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-230</td><td>AKS ALL</td></tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	43	Packing	29-11-71-04-190	AKS ALL			29-11-71-05-190	AKS ALL	45	Packing	29-11-71-04-225	AKS ALL			29-11-71-05-225	AKS ALL	47	Filter	29-11-71-04-230	AKS ALL			29-11-71-05-230	AKS ALL
AMM Item	Description	AIPC Reference	AIPC Effectivity																												
43	Packing	29-11-71-04-190	AKS ALL																												
		29-11-71-05-190	AKS ALL																												
45	Packing	29-11-71-04-225	AKS ALL																												
		29-11-71-05-225	AKS ALL																												
47	Filter	29-11-71-04-230	AKS ALL																												
		29-11-71-05-230	AKS ALL																												
B. Procedure <p>SUBTASK 29-11-71-640-002</p> <p>(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [45] and the backup rings [46].</p> <p>SUBTASK 29-11-71-420-007</p> <p>(2) Install the new packing [45] and the backup rings [46] in the groove in the pressure module [57].</p> <p>(a) Make sure that you set the new packing [45] and the backup rings [46] correctly or they can cause a leak.</p> <p>SUBTASK 29-11-71-640-003</p> <p>(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [43] and the backup ring [44].</p> <p>SUBTASK 29-11-71-420-008</p> <p>(4) Install the new packing [43] and the backup ring [44] in the groove at the top of the filter [47] with the packing [43] at the top.</p> <p>SUBTASK 29-11-71-640-004</p> <p>(5) Lightly apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [16].</p> <p>SUBTASK 29-11-71-610-002</p> <p>(6) Fill the filter bowl [16] approximately one third full with hydraulic fluid, D00153.</p> <p>SUBTASK 29-11-71-420-009</p> <p>(7) Put the filter [47] in the pressure module [57].</p> <p>SUBTASK 29-11-71-420-010</p> <p>(8) Tighten the filter bowl [16] 350 to 375 pound-inches (40 to 42 newton-meters).</p> <p>SUBTASK 29-11-71-420-011</p> <p>(9) Install a lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.</p>																															

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)	
		D633A109-AKS 29-020-00-02	Page 5 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02
SUBTASK 29-11-71-420-022				MECH INSP
<p>CAUTION: PULL DOWN ON THE KNURLLED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.</p> <p>(10) Reconnect the self-seal (quick) disconnect hose.</p>				
<p>C. Hydraulic System A and B Pressure Module Filter Element Installation Test</p>				
<p>SUBTASK 29-11-71-600-001</p> <p>(1) If it is necessary to service the applicable hydraulic system, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.</p>				
<p>SUBTASK 29-11-71-860-012</p> <p>(2) Supply electrical power, do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.</p>				
<p>SUBTASK 29-11-71-860-013</p> <p>(3) Pressurize the applicable hydraulic reservoir, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.</p>				
<p>SUBTASK 29-11-71-860-014</p> <p>WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(4) Pressurize the applicable hydraulic system with the hydraulic pump that is associated with the installed filter element:</p> <p>NOTE: The hydraulic pressure module has separate hydraulic circuits and separate filter elements for the electric motor driven pump (EMDP) and the engine driven pump (EDP). The correct pump must be operated to do the leakage check.</p> <p>(a) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.</p>				
<p>SUBTASK 29-11-71-790-001</p> <p>(5) Examine the pressure module filter for leaks.</p>				
<p>SUBTASK 29-11-71-860-015</p> <p>(6) Remove hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.</p>				
<p>SUBTASK 29-11-71-860-016</p> <p>(7) Remove electrical power, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p>				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)		
		D633A109-AKS 29-020-00-02		
		Page 6 of 12 Oct 15/2015		

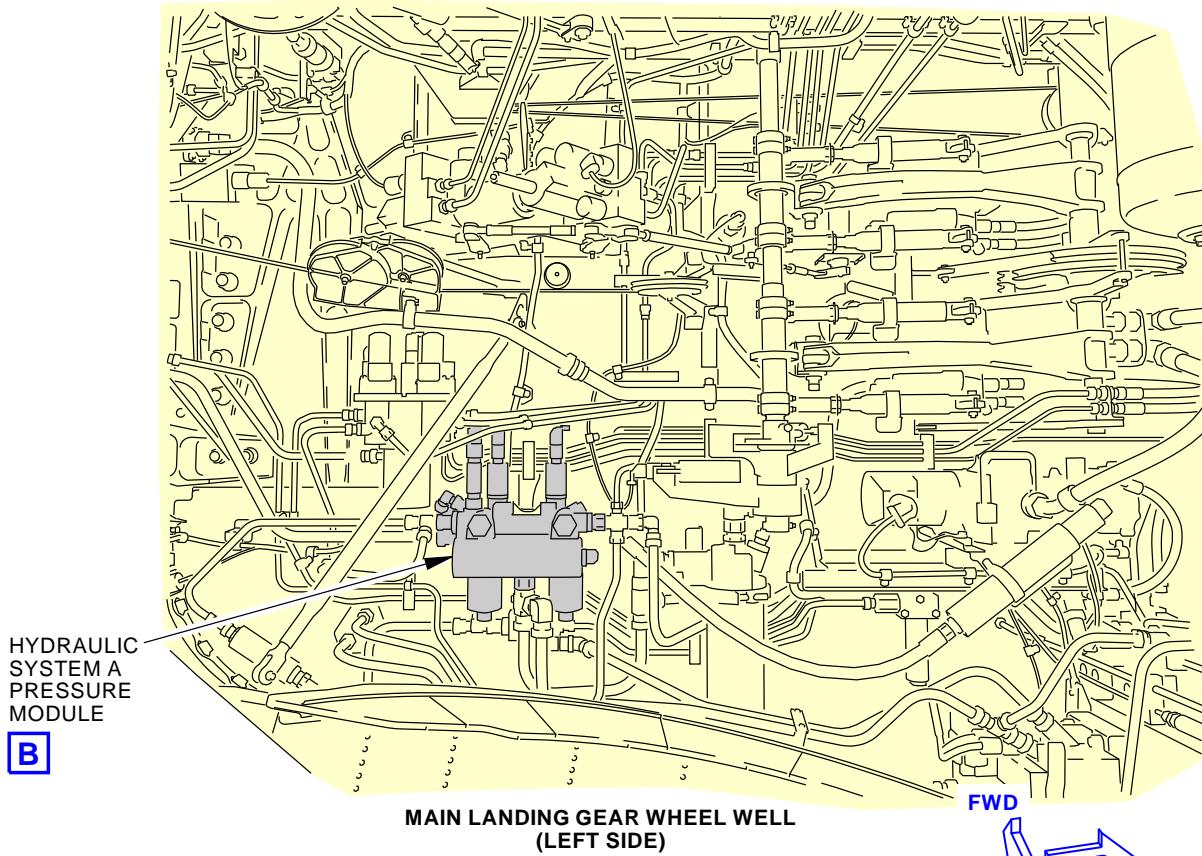
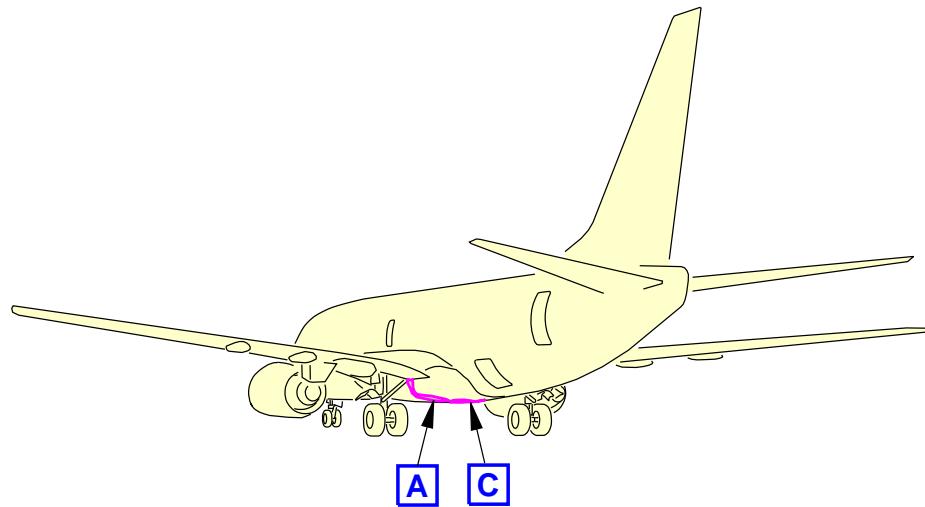
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-020-00-02

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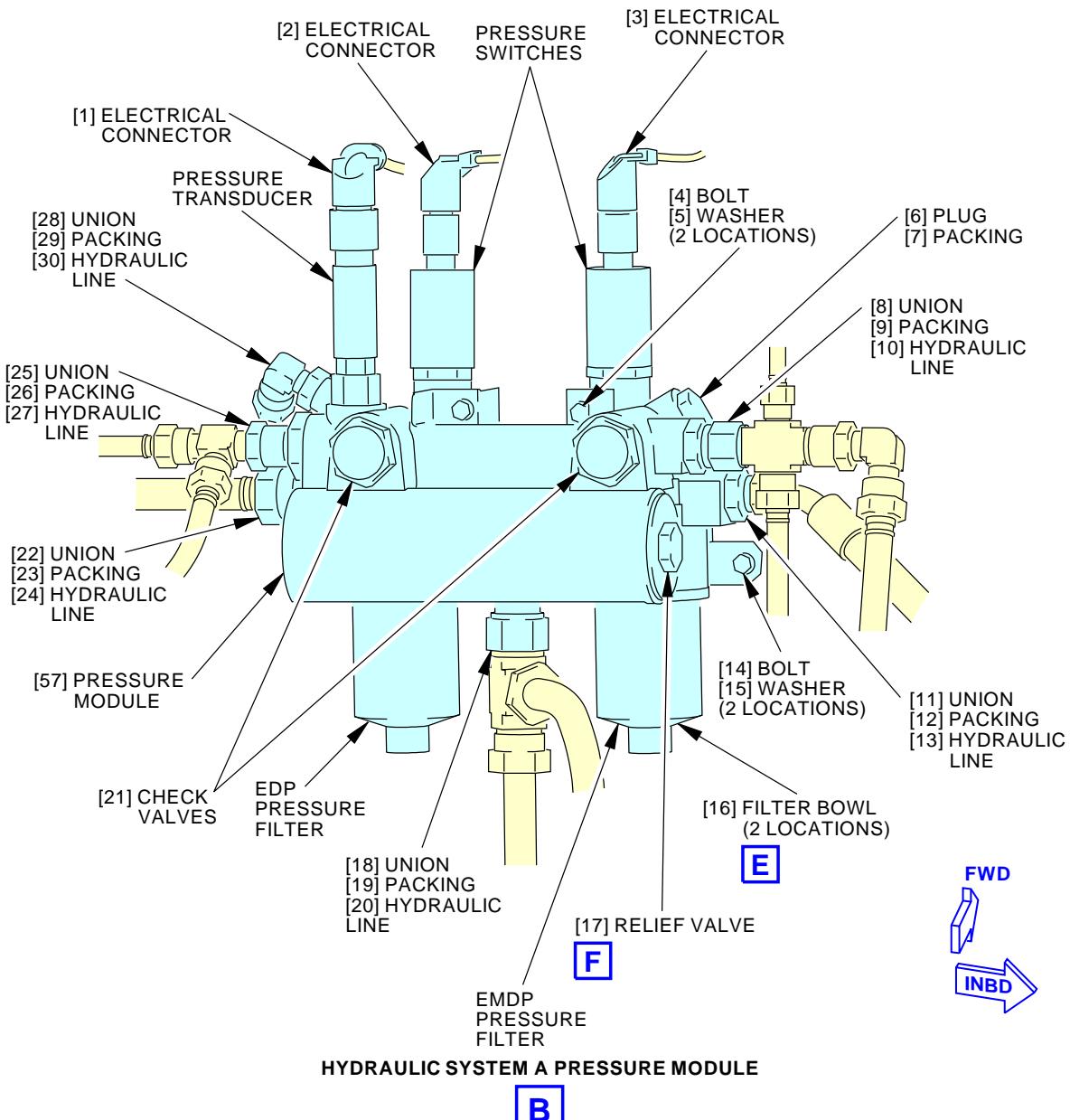
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 1 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

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Jun 15/2015

AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02
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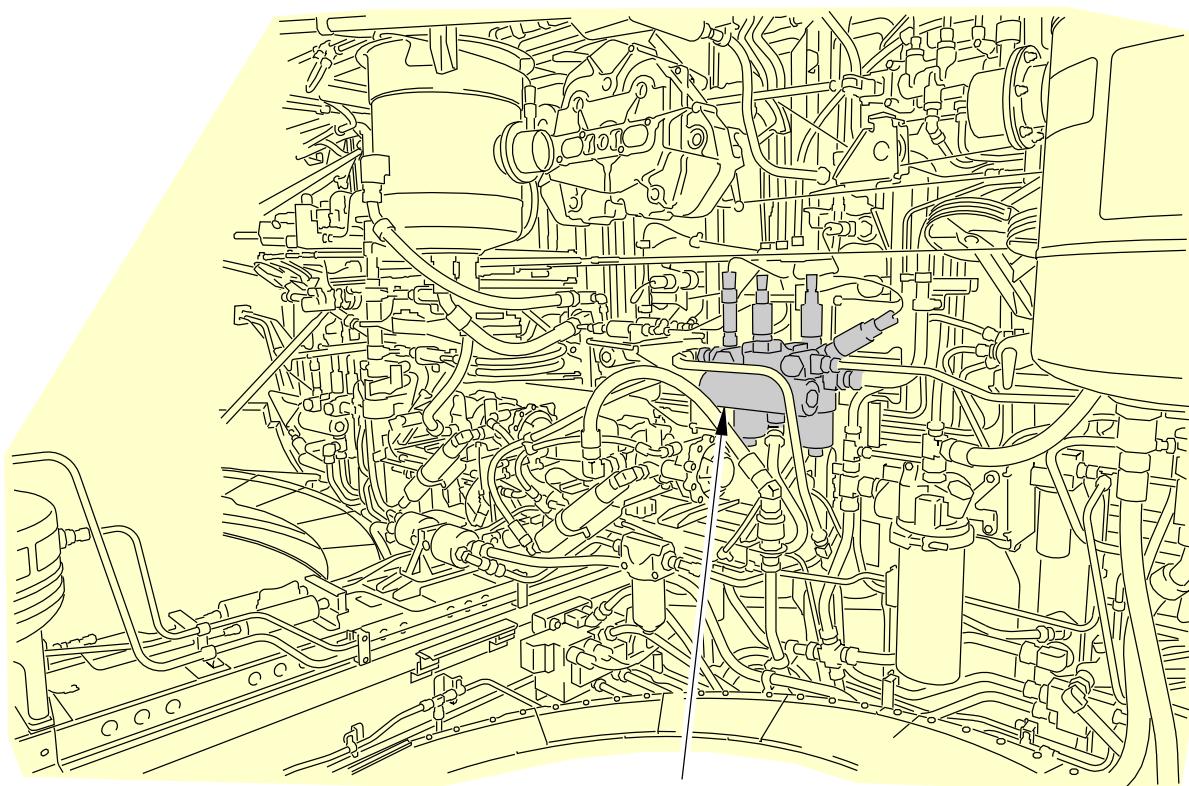


F73954 S0006572845_V2
Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 2 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-020-00-02

**HYDRAULIC
SYSTEM B
PRESSURE
MODULE****D****MAIN LANDING GEAR WHEEL WELL
(RIGHT SIDE)****C**

F74106 S0006572846_V2

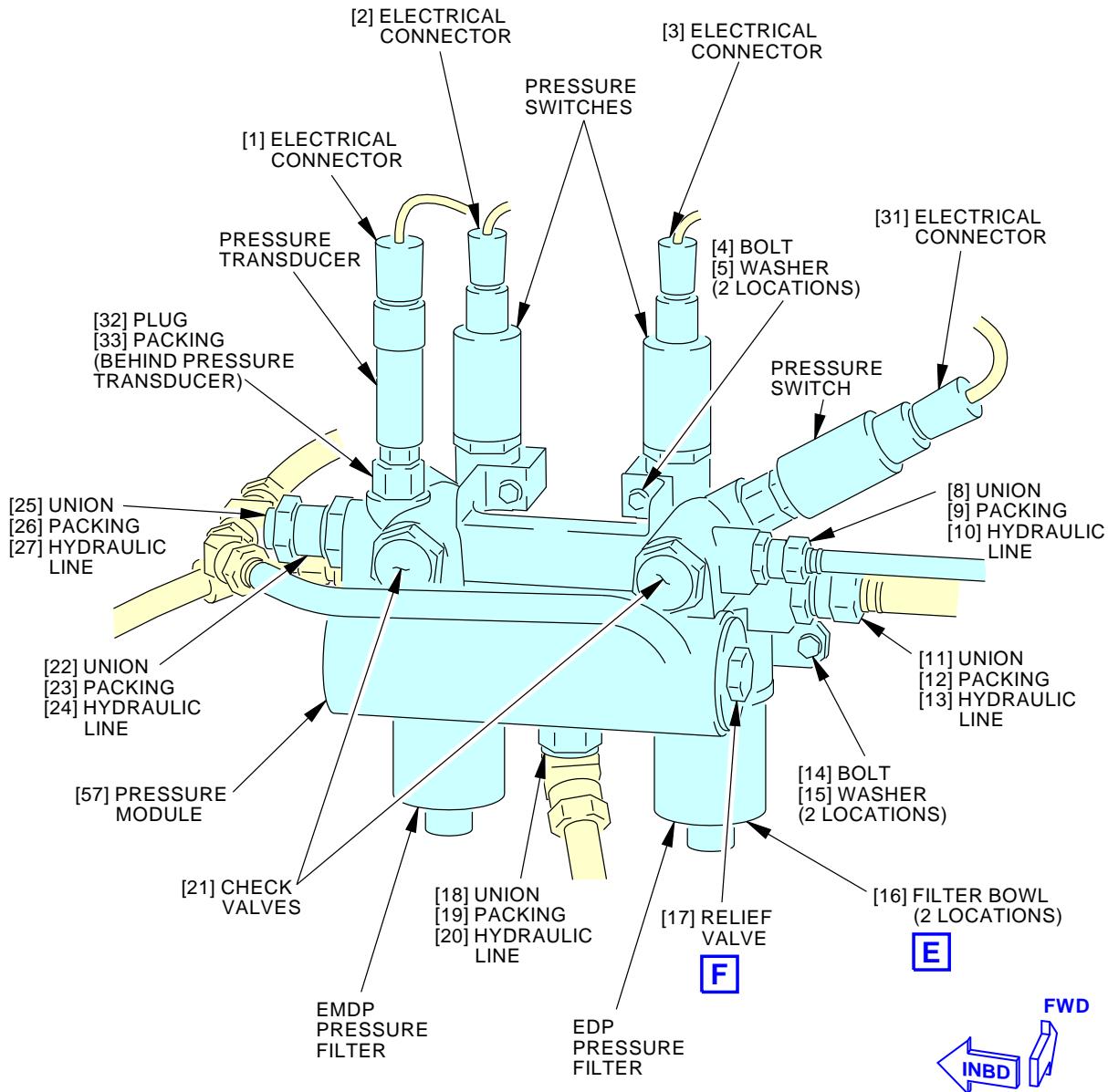
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 3 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-020-00-02
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**HYDRAULIC SYSTEM B PRESSURE MODULE**

F74920 S0006572847_V2

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 4 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

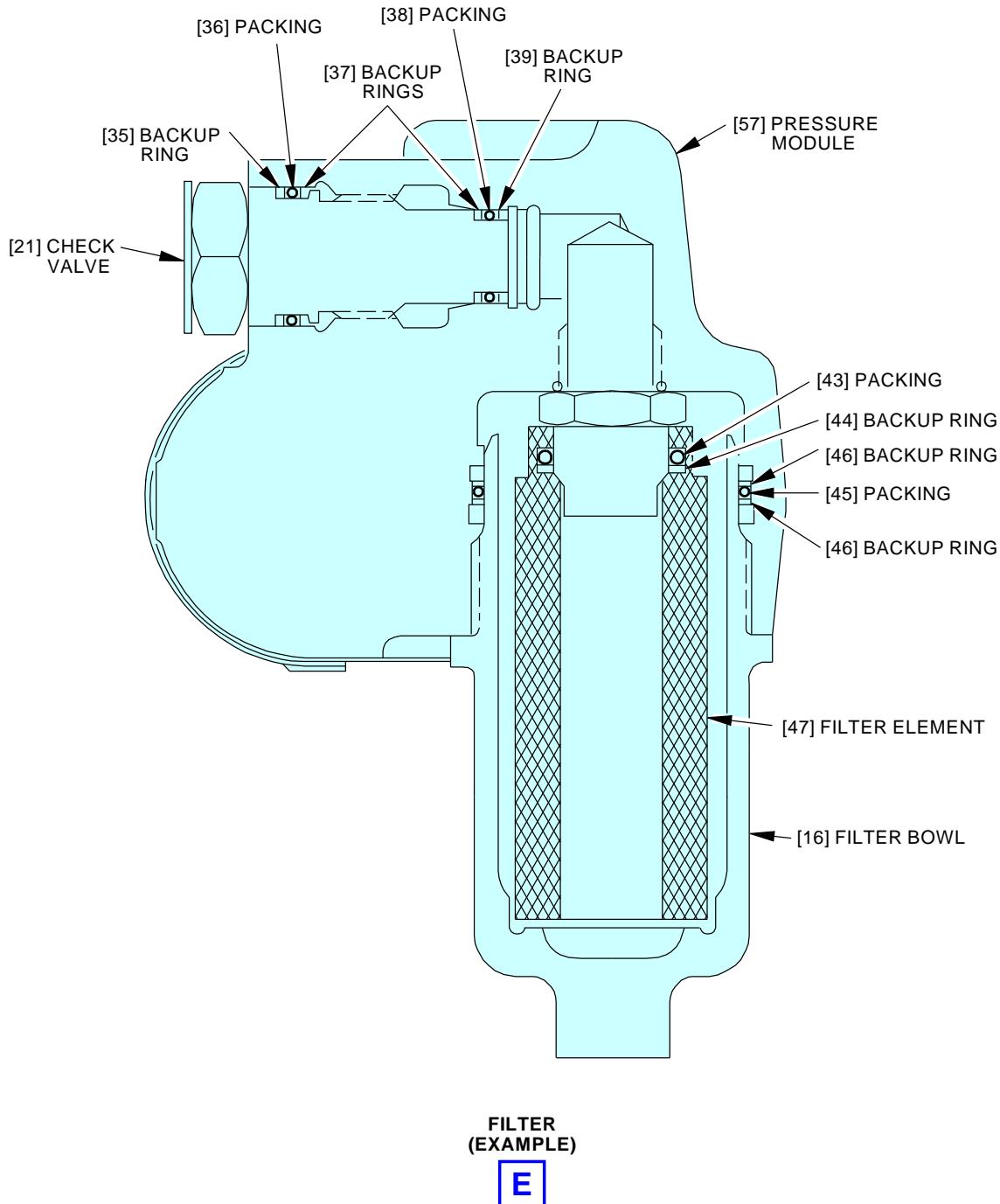
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-020-00-02

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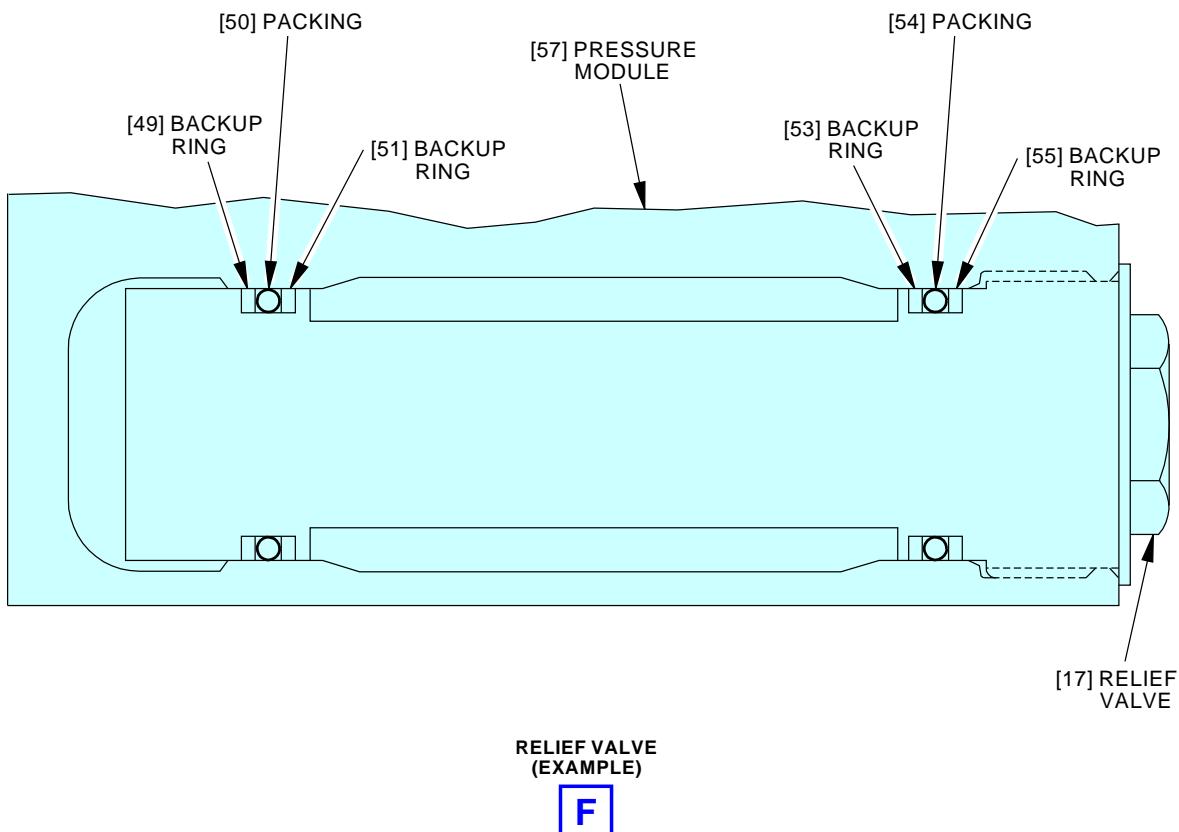
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 5 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-020-00-02



F76851 S0006572849_V2
Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 6 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EMDP PUMPS)
		D633A109-AKS 29-020-00-02

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EMDP CASE DRAIN FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-030-01-01
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 600 FH	REPEAT 600 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133

Replace the "A" hydraulic system electric motor driven pump (EMDP) case drain filter.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00 P/B 501	HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-41-000-802	EMDP Case Drain Filter Module Removal (P/B 401)
AMM 29-11-41-400-802	EMDP Case Drain Filter Module Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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-7293	Pick - O-Ring, 90-degree Tip Part #: YA145-2 Supplier: 55719

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER	
		D633A109-AKS 29-030-01-01	Page 1 of 9 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01	MECH	INSP

TASK 29-11-41-000-801

1. EMDP Case Drain Filter Element Removal
(Figure 1)

A. Prepare for the Removal

SUBTASK 29-11-41-860-001

WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.

(1) Open these circuit breakers and install safety tags:

Power Distribution Panel Number 1, P91

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	3	C00882	ELEC HYD PUMP SYS B

Power Distribution Panel Number 2, P92

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	3	C00881	ELEC HYD PUMP SYS A

SUBTASK 29-11-41-840-001

(2) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 29-11-41-860-002

(3) Remove pressure from the applicable hydraulic reservoir. To remove it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

SUBTASK 29-11-41-860-013

(4) Disconnect the supply line at the system A EMDP quick-disconnect or the system B EMDP quick-disconnect, as applicable (Figure 1).

B. Procedure

NOTE: If necessary, the filter element can be removed from the filter module after removing the module from the airplane. These are the tasks: EMDP Case Drain Filter Module Removal, AMM TASK 29-11-41-000-802 and EMDP Case Drain Filter Module Installation, AMM TASK 29-11-41-400-802.

SUBTASK 29-11-41-020-001

(1) Remove the lockwire from the filter bowl [13].

(2) Remove the filter bowl [13] from the filter head.

NOTE: Remove the filter [12] with the filter bowl [13].

(a) Put a container below the filter bowl [13] to catch any hydraulic fluid.

SUBTASK 29-11-41-020-002

(3) Remove the filter [12] from the filter bowl [13].

SUBTASK 29-11-41-020-003

(4) Remove the packing [9] from the filter [12].

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-01-01	Page 2 of 9 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01
				MECH INSP
SUBTASK 29-11-41-020-004				
(5) Remove the packing [11], and the backup rings [10] from the filter head. <u>NOTE:</u> An o-ring pick, COM-7293 may be used to remove the packing. Make sure you do not scratch the filter head.				
SUBTASK 29-11-41-210-001				
(6) Examine the filter [12] element, the filter bowl [13], and the fluid in the filter bowl for metal contamination. (a) If you find a small quantity of metal particles that have equal dimensions, then replace the filter and do an operational test of the pump, do this task: HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST, AMM 29-11-00/501. Examine the filter again at the scheduled filter change interval. <u>NOTE:</u> It is not necessary to replace a pump if the quantity of metal particles is small and they have equal dimensions. The filter can have more particles during initial operation of a new pump while mating parts wear away small surface defects. It is not necessary to replace the pump if more small particles are found at the next filter change after installation of a new pump.				
(b) If you find a large quantity of small metal particles, large metal particles that are not of equal dimensions, or a large quantity of steel particles, then replace the pump at the next maintenance opportunity. These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001. <u>NOTE:</u> A large quantity of small metal particles, or large metal particles that are not of equal dimensions, can be an indication of an unsatisfactory pump. The particles are usually bronze mixed with a small quantity of steel. A large quantity of steel particles is an indication of unsatisfactorily worn bearings.				
(c) Write down the results of the filter inspection and give them to the pump overhaul facility. <u>NOTE:</u> The filter inspection results can be used as an aid to find the condition of the pump. A pump with an unsatisfactory bearing can pass the functional test and be returned to service with no fault found. Giving the filter inspection data to the overhaul facility can prevent the return of an unsatisfactory pump to service.				
CAUTION: FLUSH THE HYDRAULIC LINES TO REMOVE METAL CONTAMINATION. IF A LARGE QUANTITY OF METAL CONTAMINATION STAYS IN THE LINES, THE FILTER CAN BECOME BLOCKED. A BLOCKED FILTER CAN CAUSE DAMAGE TO THE PUMP.				
(d) If a pump is removed because metal contamination is found in the filter, then flush the hydraulic lines and replace the related filter elements, do this task: (Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801).				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-01-01	Page 3 of 9 Feb 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01
SUBTASK 29-11-41-140-001 (7) Clean the filter bowl [13].				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-01-01		
				Page 4 of 9 Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01																				
TASK 29-11-41-400-801				MECH INSP																				
2. EMDP Case Drain Filter Element Installation (Figure 1)																								
A. Expendables/Parts																								
<table border="1"><thead><tr><th>AMM Item</th><th>Description</th><th>AIPC Reference</th><th>AIPC Effectivity</th><th></th></tr></thead><tbody><tr><td>9</td><td>Packing</td><td>29-11-41-03-045 29-11-41-04-045</td><td>AKS ALL</td><td></td></tr><tr><td>11</td><td>Packing</td><td>29-11-41-03-050 29-11-41-04-050</td><td>AKS ALL</td><td></td></tr><tr><td>12</td><td>Filter</td><td>29-11-41-03-040 29-11-41-04-040</td><td>AKS ALL</td><td></td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity		9	Packing	29-11-41-03-045 29-11-41-04-045	AKS ALL		11	Packing	29-11-41-03-050 29-11-41-04-050	AKS ALL		12	Filter	29-11-41-03-040 29-11-41-04-040	AKS ALL		
AMM Item	Description	AIPC Reference	AIPC Effectivity																					
9	Packing	29-11-41-03-045 29-11-41-04-045	AKS ALL																					
11	Packing	29-11-41-03-050 29-11-41-04-050	AKS ALL																					
12	Filter	29-11-41-03-040 29-11-41-04-040	AKS ALL																					
B. Procedure																								
SUBTASK 29-11-41-640-001																								
(1) Lubricate the two backup rings [10] and the new packing [11] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																								
SUBTASK 29-11-41-420-001																								
(2) Install the two backup rings [10] and the new packing [11] in the filter head.																								
SUBTASK 29-11-41-640-002																								
(3) Lubricate the new packing [9] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																								
SUBTASK 29-11-41-420-002																								
(4) Install the new packing [9] in the filter [12].																								
SUBTASK 29-11-41-020-005																								
(5) Put the filter [12] in the filter bowl [13].																								
SUBTASK 29-11-41-640-003																								
(6) Lubricate the threads of the filter bowl [13] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																								
SUBTASK 29-11-41-420-003																								
(7) Put the filter bowl [13] and filter [12] under the filter assembly [6].																								
(a) Raise the filter [12] from the filter bowl [13] and push it onto the filter assembly outlet.																								
SUBTASK 29-11-41-020-006																								
(8) Install the filter bowl [13] on the filter head.																								
(a) Tighten the filter bowl [13] to 96-120 pound-inches (10.8-13.5 newton-meters) pound-inches.																								
SUBTASK 29-11-41-420-010																								
(9) Install lockwire on the filter bowl [13]. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.																								

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-01-01	Page 5 of 9 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01
				MECH INSP
C. EMDP Case Drain Filter Element Installation Test				
SUBTASK 29-11-41-860-014				
CAUTION: MAKE SURE THE DISCONNECT POPPET IS STRAIGHT BEFORE YOU INSTALL THE HOSE HALF OF THE SELF-SEAL DISCONNECT. IF TOO MUCH TORQUE IS NECESSARY TO DO THE INSTALLATION, DISCONNECT THE SELF-SEAL DISCONNECT AND AGAIN MAKE SURE THE POPPET IS STRAIGHT. AFTER THE INSTALLATION, MAKE SURE THE INDICATOR PINS EXTEND A MINIMUM OF 0.06 INCH. IF THE INDICATOR PINS ARE NOT CORRECTLY EXTENDED, FLUID FLOW WILL BE DECREASED OR STOPPED. THIS CAN CAUSE DAMAGE TO THE RESERVOIR OR THE PUMP.				
(1) Connect the supply line at the system A EMDP quick-disconnect or the system B EMDP quick-disconnect, as applicable (Figure 1).				
SUBTASK 29-11-41-600-001				
(2) If it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-11-41-860-003				
(3) Pressurize the applicable hydraulic reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-11-41-860-004				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(4) Remove the safety tags and close these circuit breakers:				
Power Distribution Panel Number 1, P91				
Row Col Number Name				
F 3 C00882 ELEC HYD PUMP SYS B				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
F 3 C00881 ELEC HYD PUMP SYS A				
SUBTASK 29-11-41-860-005				
(5) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-41-860-006				
(6) Pressurize the applicable hydraulic system with the EMDP. To pressurize the system, do this task: Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP), AMM TASK 29-11-00-860-803.				
SUBTASK 29-11-41-210-002				
(7) Make sure the applicable EMDP operates.				
SUBTASK 29-11-41-210-003				
(8) Make sure the case drain filter assembly [6] does not have leaks.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER	
		D633A109-AKS 29-030-01-01	Page 6 of 9 Jun 15/2015

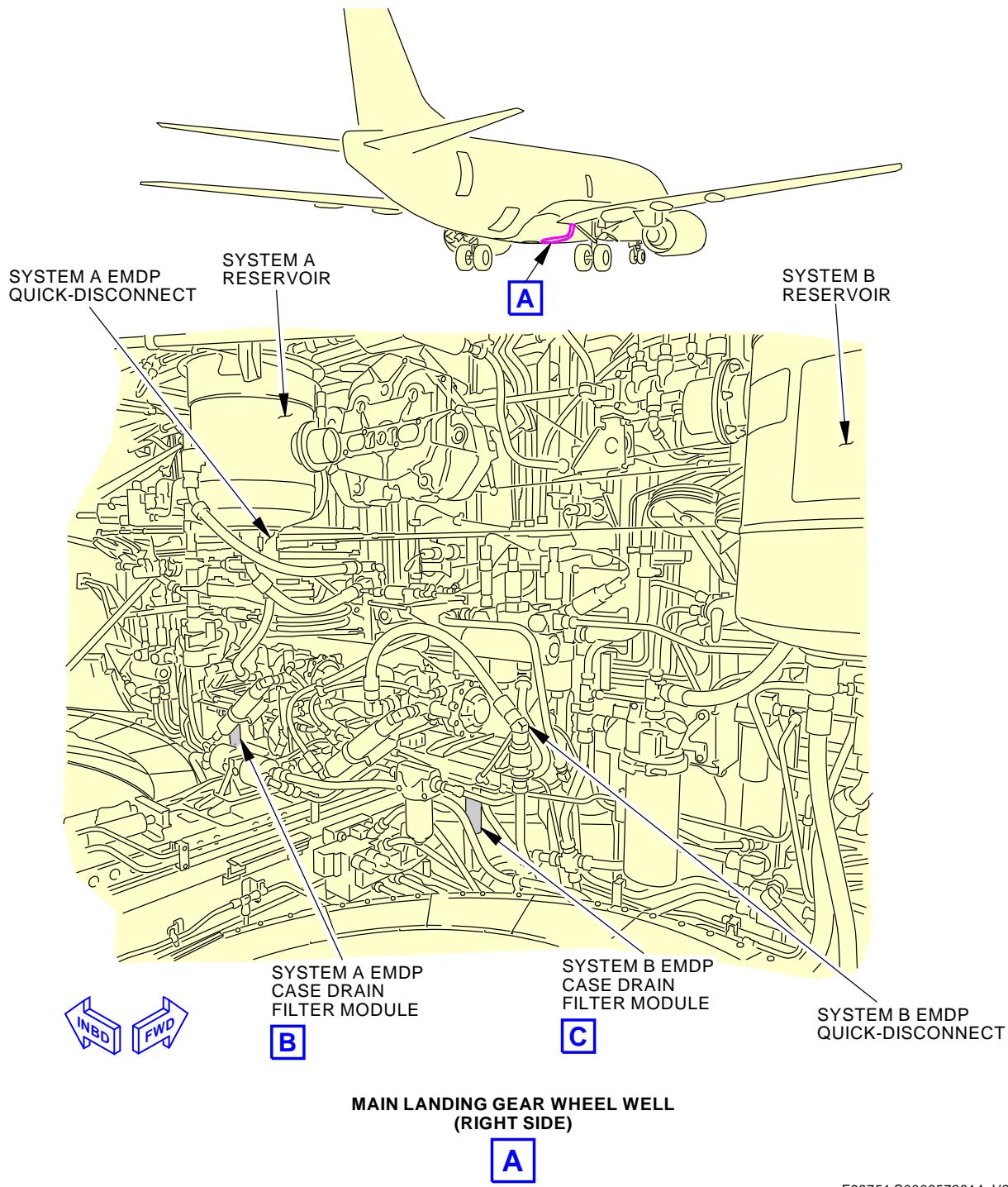
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-030-01-01

F93751 S0006572814_V2

**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-01-01

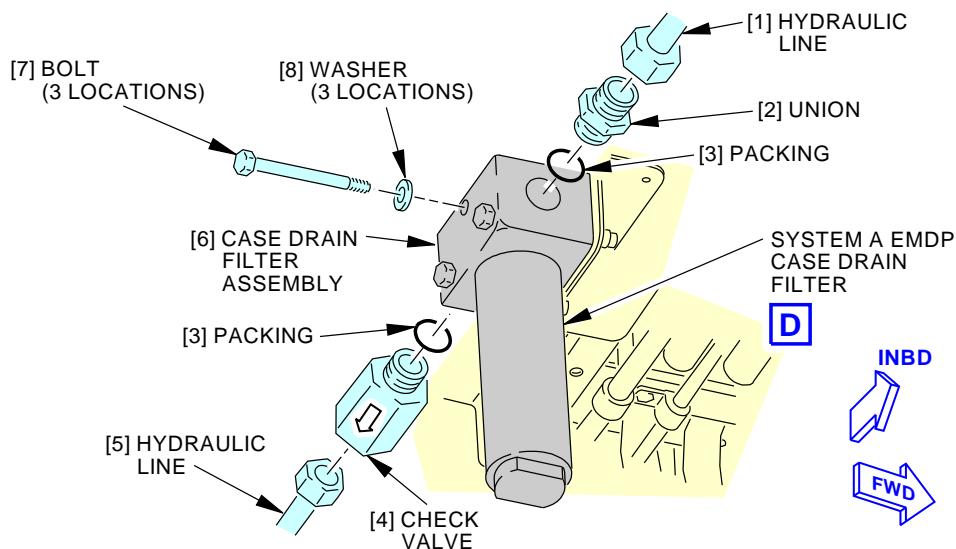
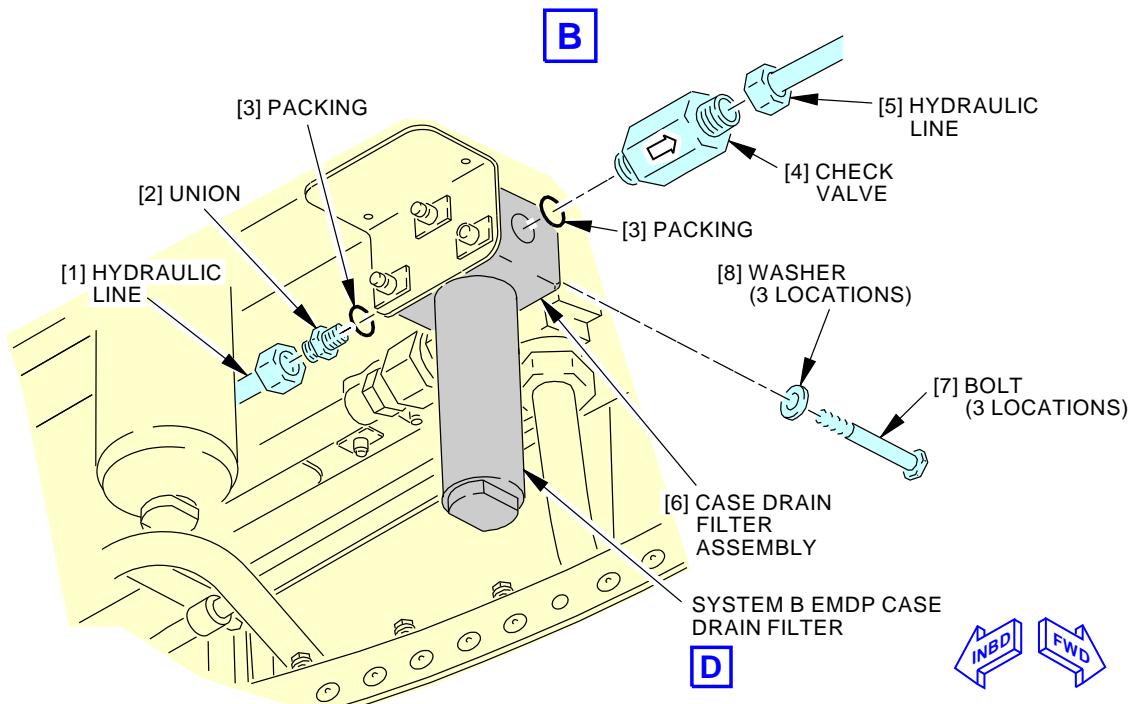
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-030-01-01**SYSTEM A EMDP CASE DRAIN FILTER MODULE****SYSTEM B EMDP CASE DRAIN FILTER MODULE**

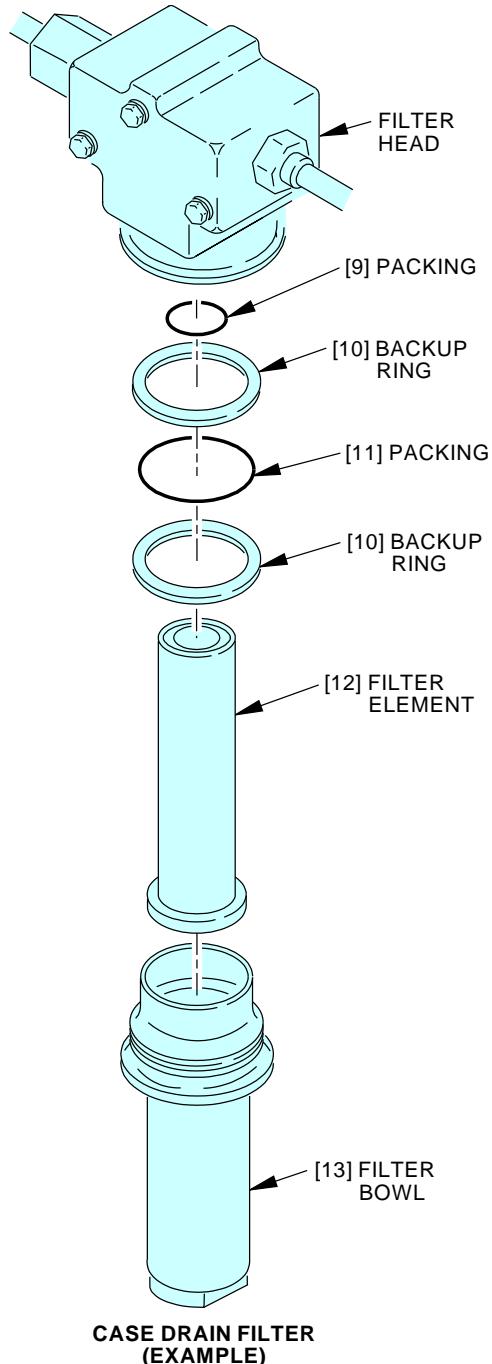
F93757 S0006572815_V2

**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-01-01
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**CASE DRAIN FILTER
(EXAMPLE)****D**

G15107 S0006572816_V2

**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-01-01

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Jun 15/2015

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

AIRLINE CARD NO		TITLE EMDP CASE DRAIN FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-030-02-01
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 600 FH	REPEAT 600 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 134

Replace the "B" hydraulic system electric motor driven pump (EMDP) case drain filter.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00 P/B 501	HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-41-000-802	EMDP Case Drain Filter Module Removal (P/B 401)
AMM 29-11-41-400-802	EMDP Case Drain Filter Module Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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-7293	Pick - O-Ring, 90-degree Tip Part #: YA145-2 Supplier: 55719

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER	
		D633A109-AKS 29-030-02-01	Page 1 of 9 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01	MECH	INSP

TASK 29-11-41-000-801

1. EMDP Case Drain Filter Element Removal
(Figure 1)

A. Prepare for the Removal

SUBTASK 29-11-41-860-001

WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.

(1) Open these circuit breakers and install safety tags:

Power Distribution Panel Number 1, P91

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	3	C00882	ELEC HYD PUMP SYS B

Power Distribution Panel Number 2, P92

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	3	C00881	ELEC HYD PUMP SYS A

SUBTASK 29-11-41-840-001

(2) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 29-11-41-860-002

(3) Remove pressure from the applicable hydraulic reservoir. To remove it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

SUBTASK 29-11-41-860-013

(4) Disconnect the supply line at the system A EMDP quick-disconnect or the system B EMDP quick-disconnect, as applicable (Figure 1).

B. Procedure

NOTE: If necessary, the filter element can be removed from the filter module after removing the module from the airplane. These are the tasks: EMDP Case Drain Filter Module Removal, AMM TASK 29-11-41-000-802 and EMDP Case Drain Filter Module Installation, AMM TASK 29-11-41-400-802.

SUBTASK 29-11-41-020-001

(1) Remove the lockwire from the filter bowl [13].

(2) Remove the filter bowl [13] from the filter head.

NOTE: Remove the filter [12] with the filter bowl [13].

(a) Put a container below the filter bowl [13] to catch any hydraulic fluid.

SUBTASK 29-11-41-020-002

(3) Remove the filter [12] from the filter bowl [13].

SUBTASK 29-11-41-020-003

(4) Remove the packing [9] from the filter [12].

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01
				MECH INSP
SUBTASK 29-11-41-020-004				
(5) Remove the packing [11], and the backup rings [10] from the filter head. <u>NOTE:</u> An o-ring pick, COM-7293 may be used to remove the packing. Make sure you do not scratch the filter head.				
SUBTASK 29-11-41-210-001				
(6) Examine the filter [12] element, the filter bowl [13], and the fluid in the filter bowl for metal contamination. (a) If you find a small quantity of metal particles that have equal dimensions, then replace the filter and do an operational test of the pump, do this task: HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST, AMM 29-11-00/501. Examine the filter again at the scheduled filter change interval. <u>NOTE:</u> It is not necessary to replace a pump if the quantity of metal particles is small and they have equal dimensions. The filter can have more particles during initial operation of a new pump while mating parts wear away small surface defects. It is not necessary to replace the pump if more small particles are found at the next filter change after installation of a new pump.				
(b) If you find a large quantity of small metal particles, large metal particles that are not of equal dimensions, or a large quantity of steel particles, then replace the pump at the next maintenance opportunity. These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001. <u>NOTE:</u> A large quantity of small metal particles, or large metal particles that are not of equal dimensions, can be an indication of an unsatisfactory pump. The particles are usually bronze mixed with a small quantity of steel. A large quantity of steel particles is an indication of unsatisfactorily worn bearings.				
(c) Write down the results of the filter inspection and give them to the pump overhaul facility. <u>NOTE:</u> The filter inspection results can be used as an aid to find the condition of the pump. A pump with an unsatisfactory bearing can pass the functional test and be returned to service with no fault found. Giving the filter inspection data to the overhaul facility can prevent the return of an unsatisfactory pump to service.				
CAUTION: FLUSH THE HYDRAULIC LINES TO REMOVE METAL CONTAMINATION. IF A LARGE QUANTITY OF METAL CONTAMINATION STAYS IN THE LINES, THE FILTER CAN BECOME BLOCKED. A BLOCKED FILTER CAN CAUSE DAMAGE TO THE PUMP.				
(d) If a pump is removed because metal contamination is found in the filter, then flush the hydraulic lines and replace the related filter elements, do this task: (Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801).				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-02-01	Page 3 of 9 Feb 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01
SUBTASK 29-11-41-140-001 (7) Clean the filter bowl [13].				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER D633A109-AKS 29-030-02-01		
				Page 4 of 9 Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01																																			
TASK 29-11-41-400-801				MECH INSP																																			
2. EMDP Case Drain Filter Element Installation (Figure 1)																																							
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AMM Item	Description	AIPC Reference	AIPC Effectivity																																				
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11	Packing	29-11-41-03-050	AKS ALL																																				
		29-11-41-04-050	AKS ALL																																				
12	Filter	29-11-41-03-040	AKS ALL																																				
		29-11-41-04-040	AKS ALL																																				
B. Procedure																																							
SUBTASK 29-11-41-640-001																																							
(1) Lubricate the two backup rings [10] and the new packing [11] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																																							
SUBTASK 29-11-41-420-001																																							
(2) Install the two backup rings [10] and the new packing [11] in the filter head.																																							
SUBTASK 29-11-41-640-002																																							
(3) Lubricate the new packing [9] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																																							
SUBTASK 29-11-41-420-002																																							
(4) Install the new packing [9] in the filter [12].																																							
SUBTASK 29-11-41-020-005																																							
(5) Put the filter [12] in the filter bowl [13].																																							
SUBTASK 29-11-41-640-003																																							
(6) Lubricate the threads of the filter bowl [13] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																																							
SUBTASK 29-11-41-420-003																																							
(7) Put the filter bowl [13] and filter [12] under the filter assembly [6].																																							
(a) Raise the filter [12] from the filter bowl [13] and push it onto the filter assembly outlet.																																							
SUBTASK 29-11-41-020-006																																							
(8) Install the filter bowl [13] on the filter head.																																							
(a) Tighten the filter bowl [13] to 96-120 pound-inches (10.8-13.5 newton-meters) pound-inches.																																							
SUBTASK 29-11-41-420-010																																							
(9) Install lockwire on the filter bowl [13]. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.																																							

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER	
		D633A109-AKS 29-030-02-01	Page 5 of 9 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01
				MECH INSP
C. EMDP Case Drain Filter Element Installation Test				
SUBTASK 29-11-41-860-014				
CAUTION: MAKE SURE THE DISCONNECT POPPET IS STRAIGHT BEFORE YOU INSTALL THE HOSE HALF OF THE SELF-SEAL DISCONNECT. IF TOO MUCH TORQUE IS NECESSARY TO DO THE INSTALLATION, DISCONNECT THE SELF-SEAL DISCONNECT AND AGAIN MAKE SURE THE POPPET IS STRAIGHT. AFTER THE INSTALLATION, MAKE SURE THE INDICATOR PINS EXTEND A MINIMUM OF 0.06 INCH. IF THE INDICATOR PINS ARE NOT CORRECTLY EXTENDED, FLUID FLOW WILL BE DECREASED OR STOPPED. THIS CAN CAUSE DAMAGE TO THE RESERVOIR OR THE PUMP.				
(1) Connect the supply line at the system A EMDP quick-disconnect or the system B EMDP quick-disconnect, as applicable (Figure 1).				
SUBTASK 29-11-41-600-001				
(2) If it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-11-41-860-003				
(3) Pressurize the applicable hydraulic reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-11-41-860-004				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(4) Remove the safety tags and close these circuit breakers:				
Power Distribution Panel Number 1, P91				
Row Col Number Name				
F 3 C00882 ELEC HYD PUMP SYS B				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
F 3 C00881 ELEC HYD PUMP SYS A				
SUBTASK 29-11-41-860-005				
(5) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-41-860-006				
(6) Pressurize the applicable hydraulic system with the EMDP. To pressurize the system, do this task: Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP), AMM TASK 29-11-00-860-803.				
SUBTASK 29-11-41-210-002				
(7) Make sure the applicable EMDP operates.				
SUBTASK 29-11-41-210-003				
(8) Make sure the case drain filter assembly [6] does not have leaks.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER	
		D633A109-AKS 29-030-02-01	Page 6 of 9 Jun 15/2015

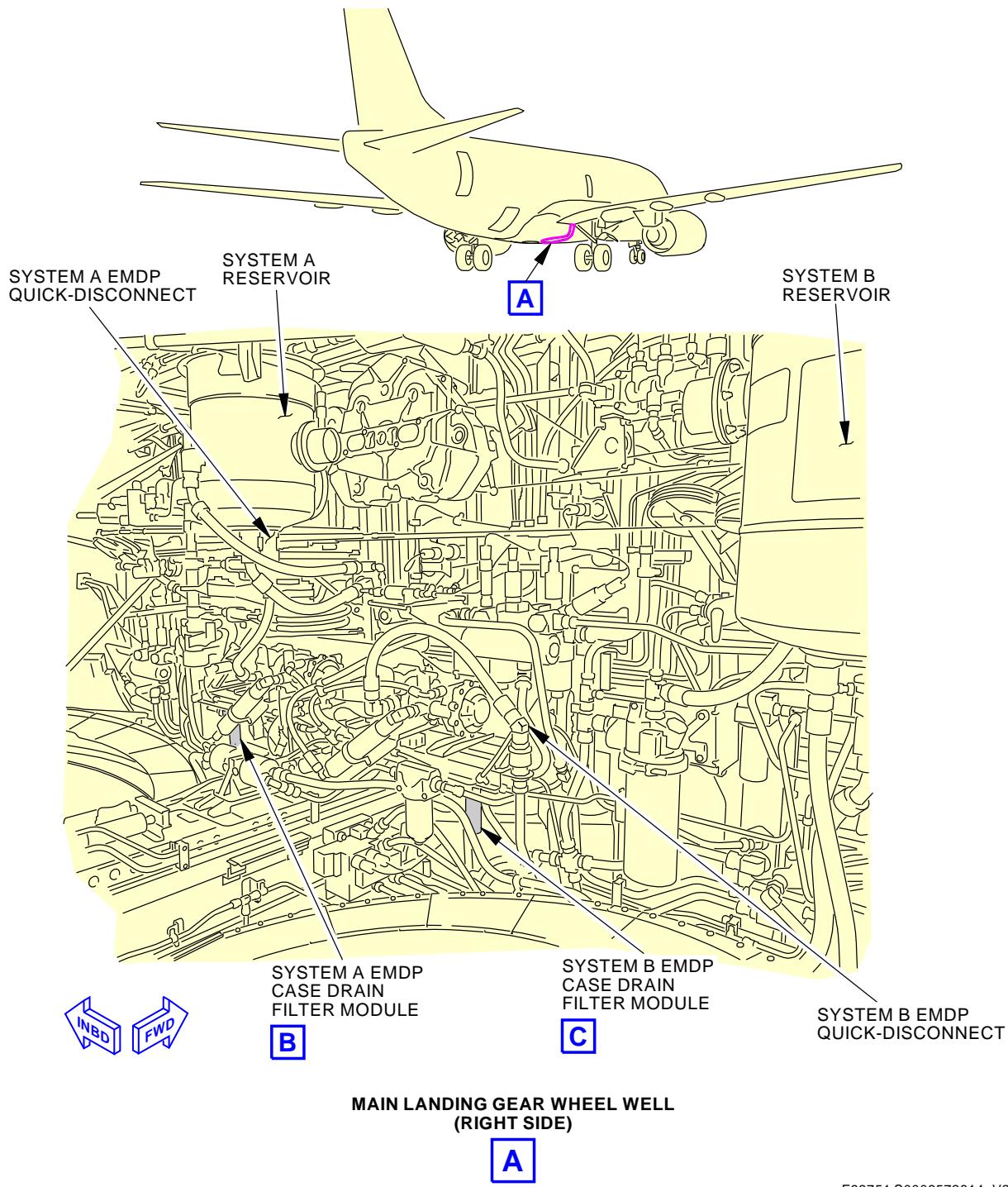
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-030-02-01

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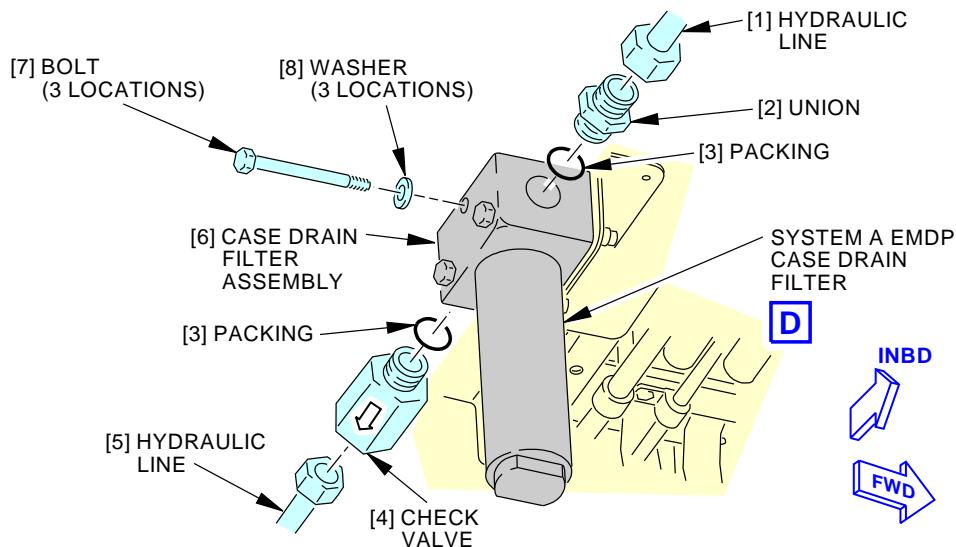
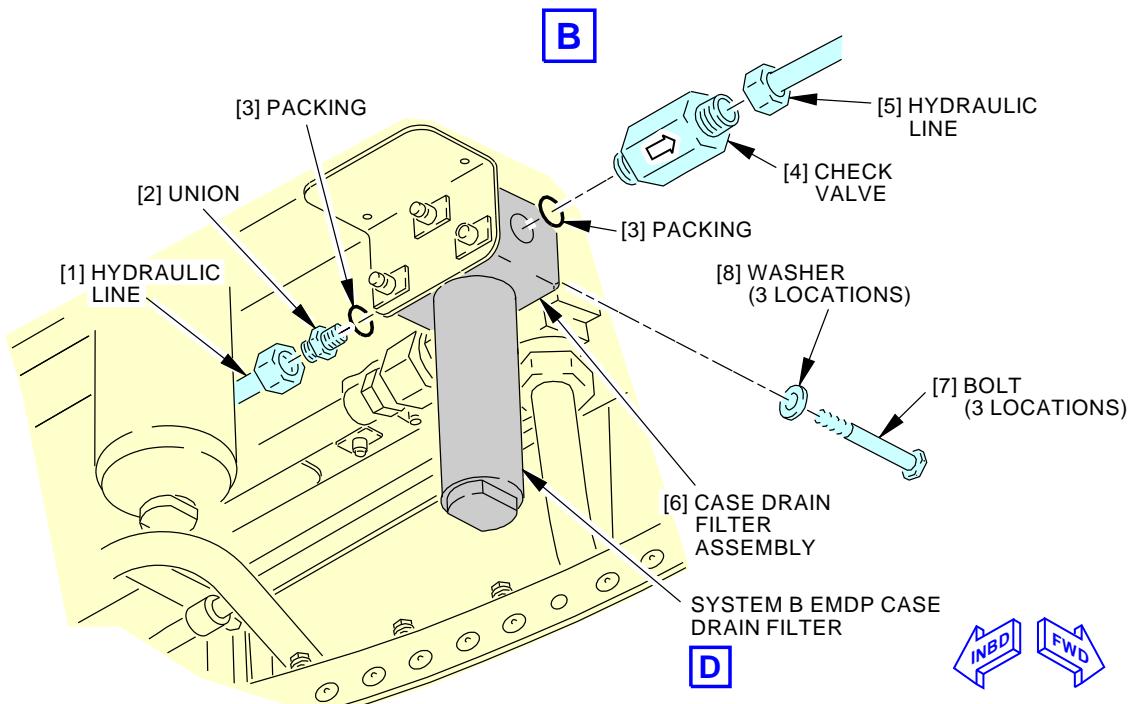
**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-02-01

Page 7 of 9
Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01
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**SYSTEM A EMDP CASE DRAIN FILTER MODULE****SYSTEM B EMDP CASE DRAIN FILTER MODULE**

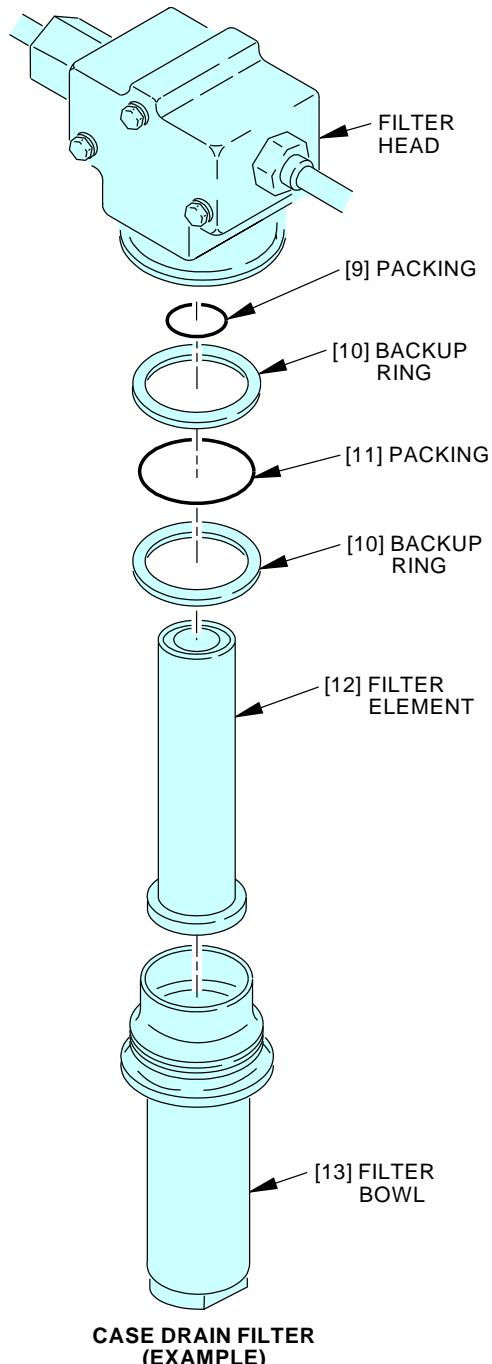
F93757 S0006572815_V2

**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-030-02-01
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**CASE DRAIN FILTER
(EXAMPLE)****D**

G15107 S0006572816_V2

**Systems A and B Electric Motor-Driven Pump (EMDP) Case Drain Filter Installation
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP CASE DRAIN FILTER
		D633A109-AKS 29-030-02-01

Page 9 of 9
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)			BOEING CARD NO.
DATE	TASK REPLACE				29-040-00-01
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 8000 FH	REPEAT 8000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the hydraulic system "A" pressure filter elements for engine driven pumps (EDP).

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11-000-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal (P/B 401)
AMM 29-11-11-400-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation (P/B 401)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-27-000-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal (P/B 401)
AMM 29-11-27-400-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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.

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-01	Page 1 of 12 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-01

Reference	Description
STD-3907	Mirror - Dental

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-01	Page 2 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-01
TASK 29-11-71-000-802				MECH INSP
1. Hydraulic Systems A and B Pressure Module Filter Element Removal (Figure 1)				
A. General (1) There is one pressure modules for each hydraulic system. Each pressure module has two filter assemblies, one filter is for the electric motor driven pump and the other filter is for the engine driven pump. The procedure to remove and install each filter is similiar.				
B. Prepare for the Removal SUBTASK 29-11-71-860-010 (1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. SUBTASK 29-11-71-860-011 (2) Depressurize the applicable hydraulic reservoir. To depressurize, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
C. Procedure SUBTASK 29-11-71-020-016 (1) Remove the lockwire from the filter bowl [16]. SUBTASK 29-11-71-020-017 CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT. (2) Disconnect the self-seal (quick) disconnect hose from the applicable hydraulic system reservoir. (See Figure 401 in Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801.) SUBTASK 29-11-71-020-008 (3) Remove the filter bowl [16]. (a) Put a container under the filter bowl [16] to catch any hydraulic fluid. SUBTASK 29-11-71-020-009 (4) Remove the filter [47]. SUBTASK 29-11-71-160-002 (5) Clean the filter bowl [16]. SUBTASK 29-11-71-020-010 (6) Discard the packing [43] and packing [45]. SUBTASK 29-11-71-210-004 (7) Use a dental mirror, STD-3907 to examine the filter [47] for metal contamination. (a) If the filter [47] for EMDP contains metal contamination, These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001.				

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS) D633A109-AKS 29-040-00-01	Page 3 of 12 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-01
(b) If the filter [47] for the EDP contains metal contamination, These are the tasks: Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal, AMM TASK 29-11-11-000-801-001, Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation, AMM TASK 29-11-11-400-801-001. (c) If metal contamination is found in the pressure filter, flush the hydraulic lines between the pressure module [57] and the hydraulic pump that was removed. (d) If metal contamination is found in the EMDP pressure filter, examine the EMDP acoustic filter: 1) These are the tasks: Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801, Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation, AMM TASK 29-11-27-400-801			MECH	INSP

SUBTASK 29-11-71-020-011

- (8) Discard the filter [47].

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

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Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-01																											
TASK 29-11-71-400-802				MECH INSP																											
2. Hydraulic Systems A and B Pressure Module Filter Element Installation (Figure 1)																															
A. 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>43</td><td>Packing</td><td>29-11-71-04-190</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-190</td><td>AKS ALL</td></tr> <tr> <td>45</td><td>Packing</td><td>29-11-71-04-225</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-225</td><td>AKS ALL</td></tr> <tr> <td>47</td><td>Filter</td><td>29-11-71-04-230</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-11-71-05-230</td><td>AKS ALL</td></tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	43	Packing	29-11-71-04-190	AKS ALL			29-11-71-05-190	AKS ALL	45	Packing	29-11-71-04-225	AKS ALL			29-11-71-05-225	AKS ALL	47	Filter	29-11-71-04-230	AKS ALL			29-11-71-05-230	AKS ALL
AMM Item	Description	AIPC Reference	AIPC Effectivity																												
43	Packing	29-11-71-04-190	AKS ALL																												
		29-11-71-05-190	AKS ALL																												
45	Packing	29-11-71-04-225	AKS ALL																												
		29-11-71-05-225	AKS ALL																												
47	Filter	29-11-71-04-230	AKS ALL																												
		29-11-71-05-230	AKS ALL																												
B. Procedure <p>SUBTASK 29-11-71-640-002</p> <p>(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [45] and the backup rings [46].</p> <p>SUBTASK 29-11-71-420-007</p> <p>(2) Install the new packing [45] and the backup rings [46] in the groove in the pressure module [57].</p> <p>(a) Make sure that you set the new packing [45] and the backup rings [46] correctly or they can cause a leak.</p> <p>SUBTASK 29-11-71-640-003</p> <p>(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [43] and the backup ring [44].</p> <p>SUBTASK 29-11-71-420-008</p> <p>(4) Install the new packing [43] and the backup ring [44] in the groove at the top of the filter [47] with the packing [43] at the top.</p> <p>SUBTASK 29-11-71-640-004</p> <p>(5) Lightly apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [16].</p> <p>SUBTASK 29-11-71-610-002</p> <p>(6) Fill the filter bowl [16] approximately one third full with hydraulic fluid, D00153.</p> <p>SUBTASK 29-11-71-420-009</p> <p>(7) Put the filter [47] in the pressure module [57].</p> <p>SUBTASK 29-11-71-420-010</p> <p>(8) Tighten the filter bowl [16] 350 to 375 pound-inches (40 to 42 newton-meters).</p> <p>SUBTASK 29-11-71-420-011</p> <p>(9) Install a lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.</p>																															

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-01	Page 5 of 12 Feb 15/2015

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-01
				MECH INSP
SUBTASK 29-11-71-420-022				
<p>CAUTION: PULL DOWN ON THE KNURLED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.</p> <p>(10) Reconnect the self-seal (quick) disconnect hose.</p>				
<p>C. Hydraulic System A and B Pressure Module Filter Element Installation Test</p> <p>SUBTASK 29-11-71-600-001</p> <p>(1) If it is necessary to service the applicable hydraulic system, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.</p> <p>SUBTASK 29-11-71-860-012</p> <p>(2) Supply electrical power, do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.</p> <p>SUBTASK 29-11-71-860-013</p> <p>(3) Pressurize the applicable hydraulic reservoir, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.</p> <p>SUBTASK 29-11-71-860-014</p> <p>WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(4) Pressurize the applicable hydraulic system with the hydraulic pump that is associated with the installed filter element:</p> <p>NOTE: The hydraulic pressure module has separate hydraulic circuits and separate filter elements for the electric motor driven pump (EMDP) and the engine driven pump (EDP). The correct pump must be operated to do the leakage check.</p> <p>(a) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.</p> <p>SUBTASK 29-11-71-790-001</p> <p>(5) Examine the pressure module filter for leaks.</p> <p>SUBTASK 29-11-71-860-015</p> <p>(6) Remove hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.</p> <p>SUBTASK 29-11-71-860-016</p> <p>(7) Remove electrical power, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p>				
———— END OF TASK ————				

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

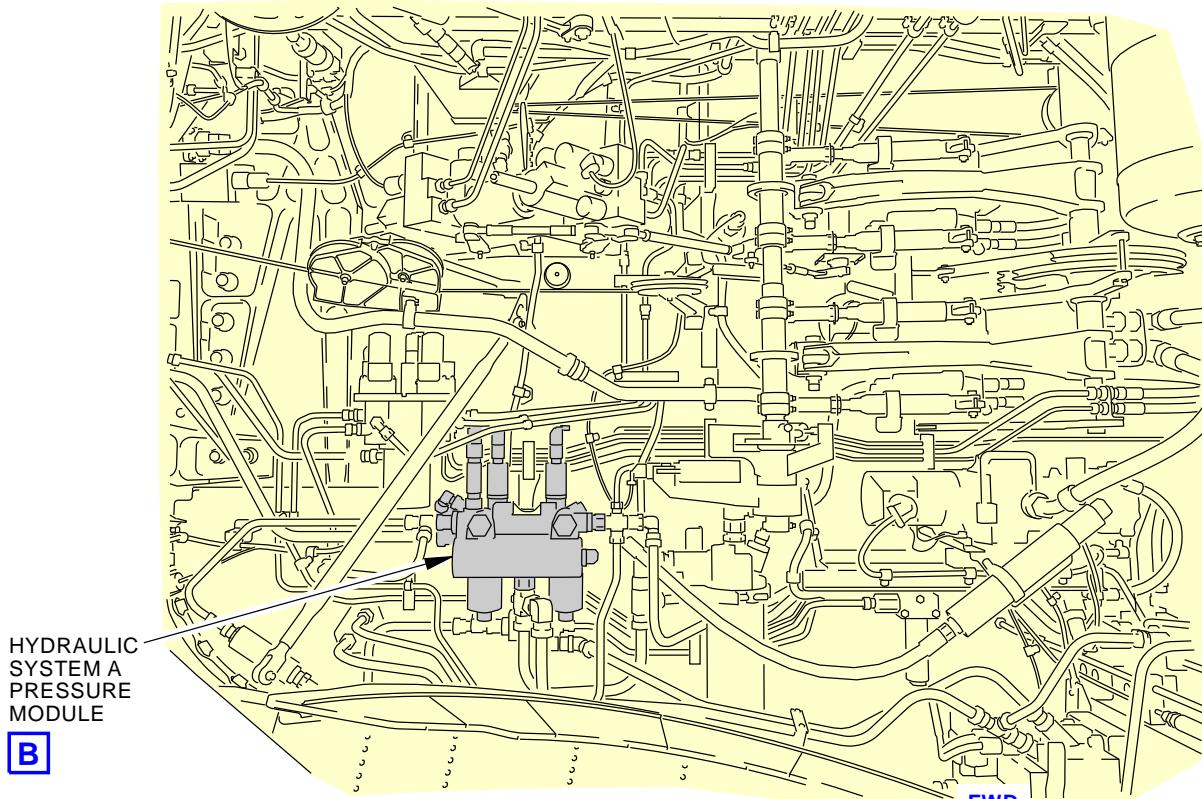
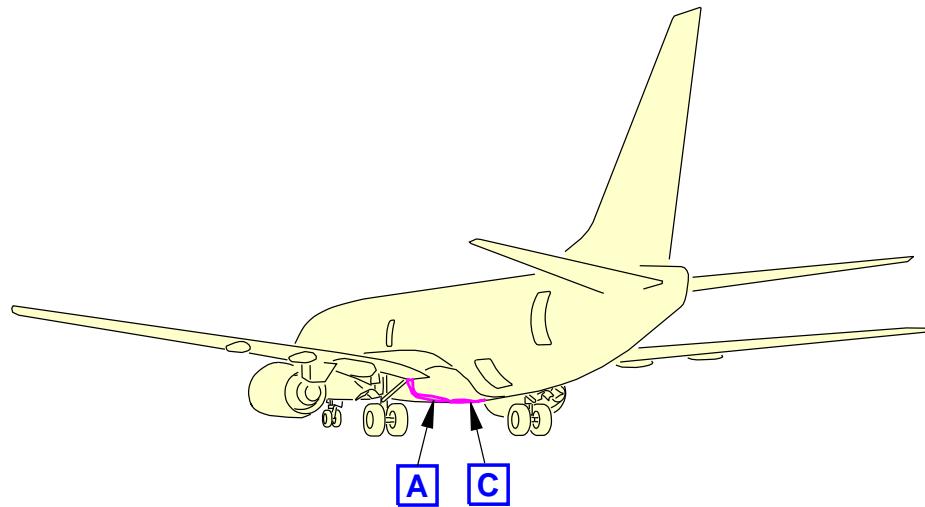
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-040-00-01

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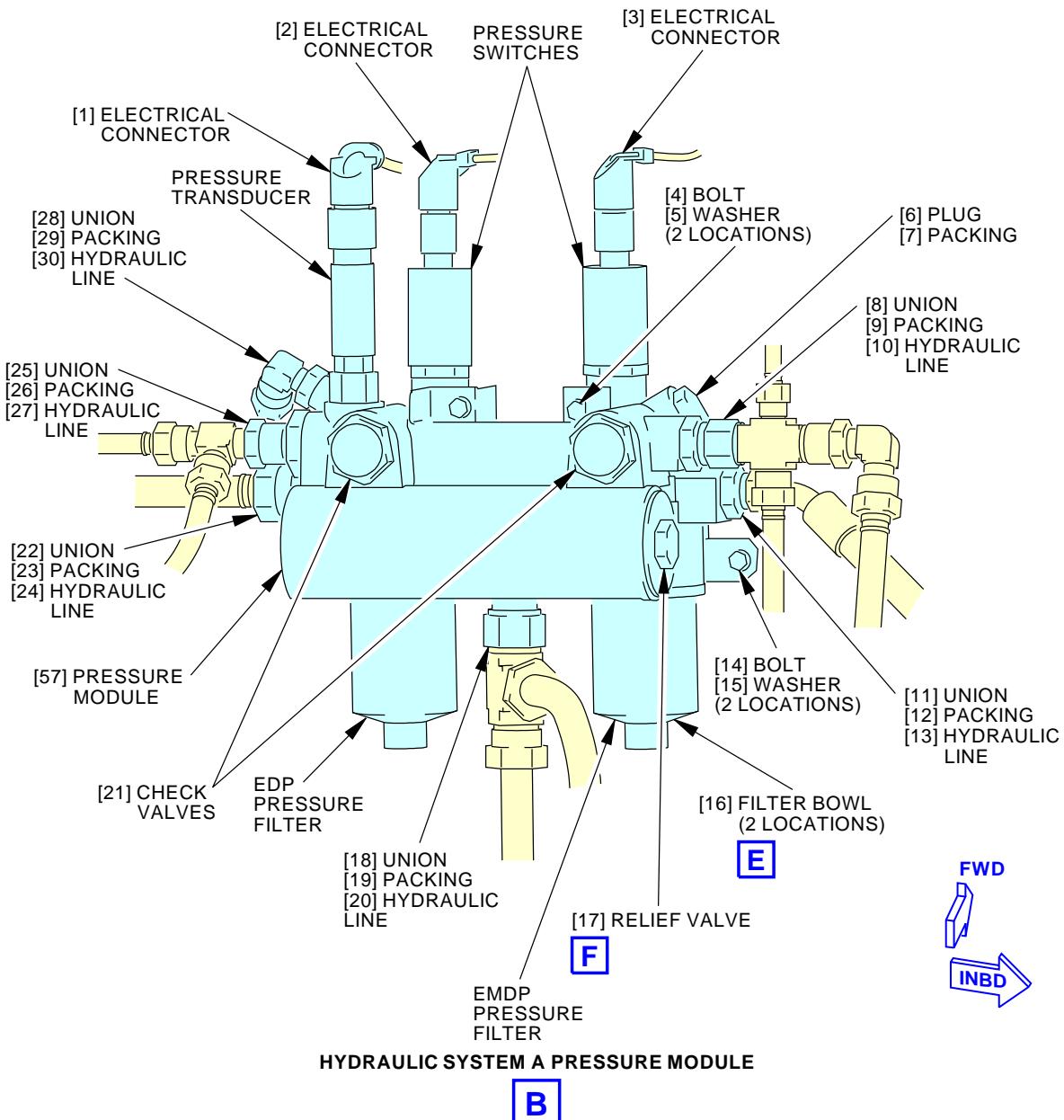
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 1 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

Page 7 of 12
Jun 15/2015

AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-01
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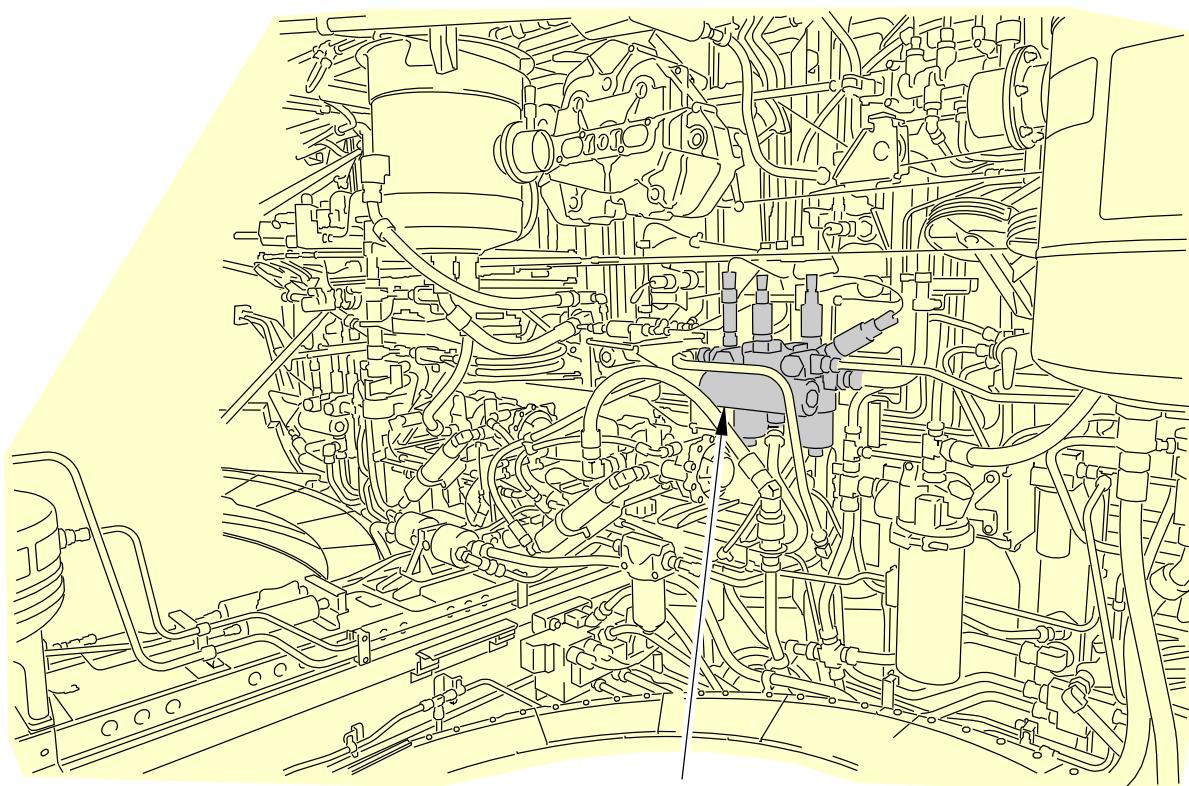
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Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 2 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-01

**HYDRAULIC
SYSTEM B
PRESSURE
MODULE****D****MAIN LANDING GEAR WHEEL WELL
(RIGHT SIDE)****C**

F74106 S0006572846_V2

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 3 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-01	Page 9 of 12 Jun 15/2015

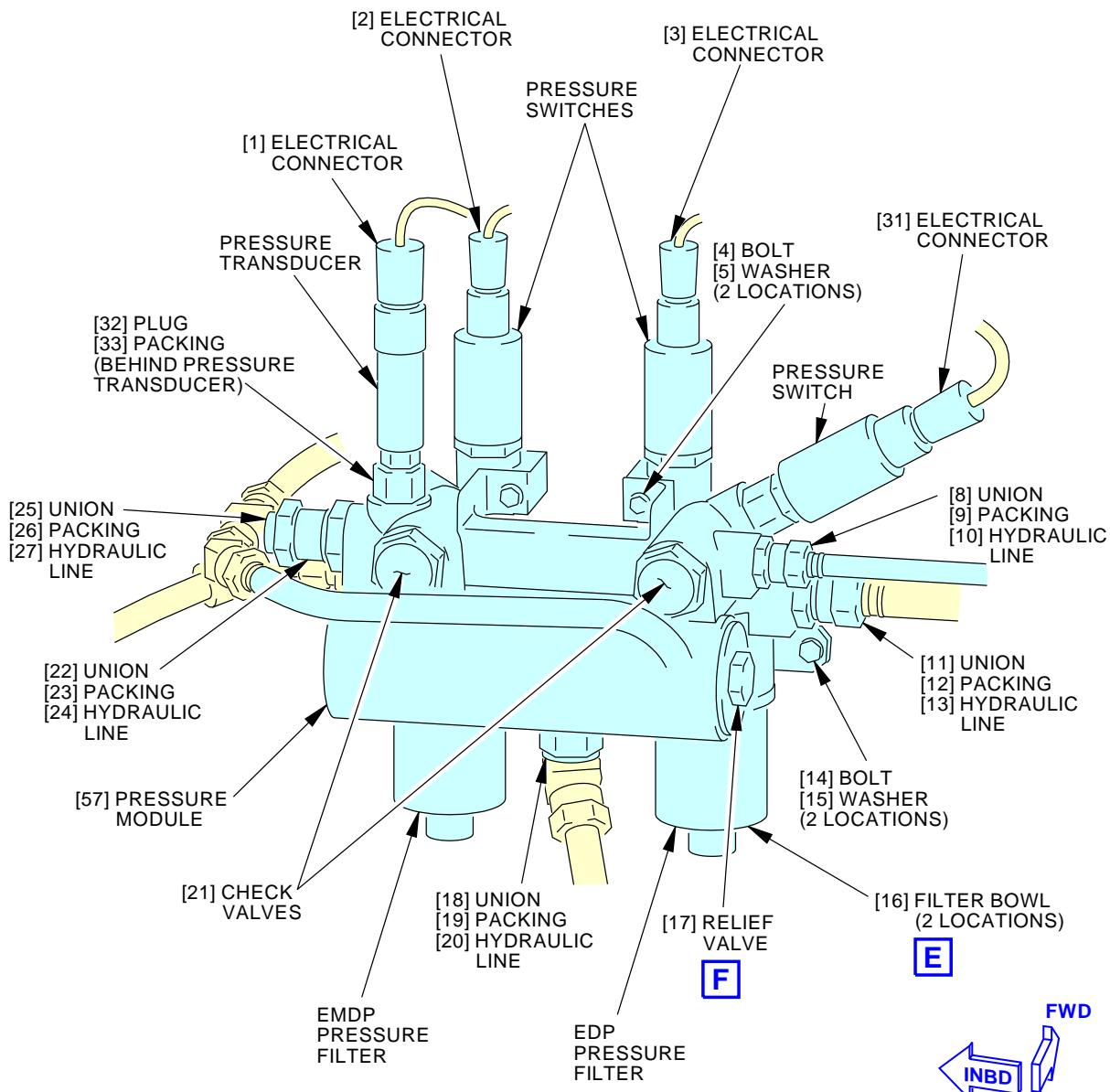
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-040-00-01**HYDRAULIC SYSTEM B PRESSURE MODULE**

F74920 S0006572847_V2

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 4 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

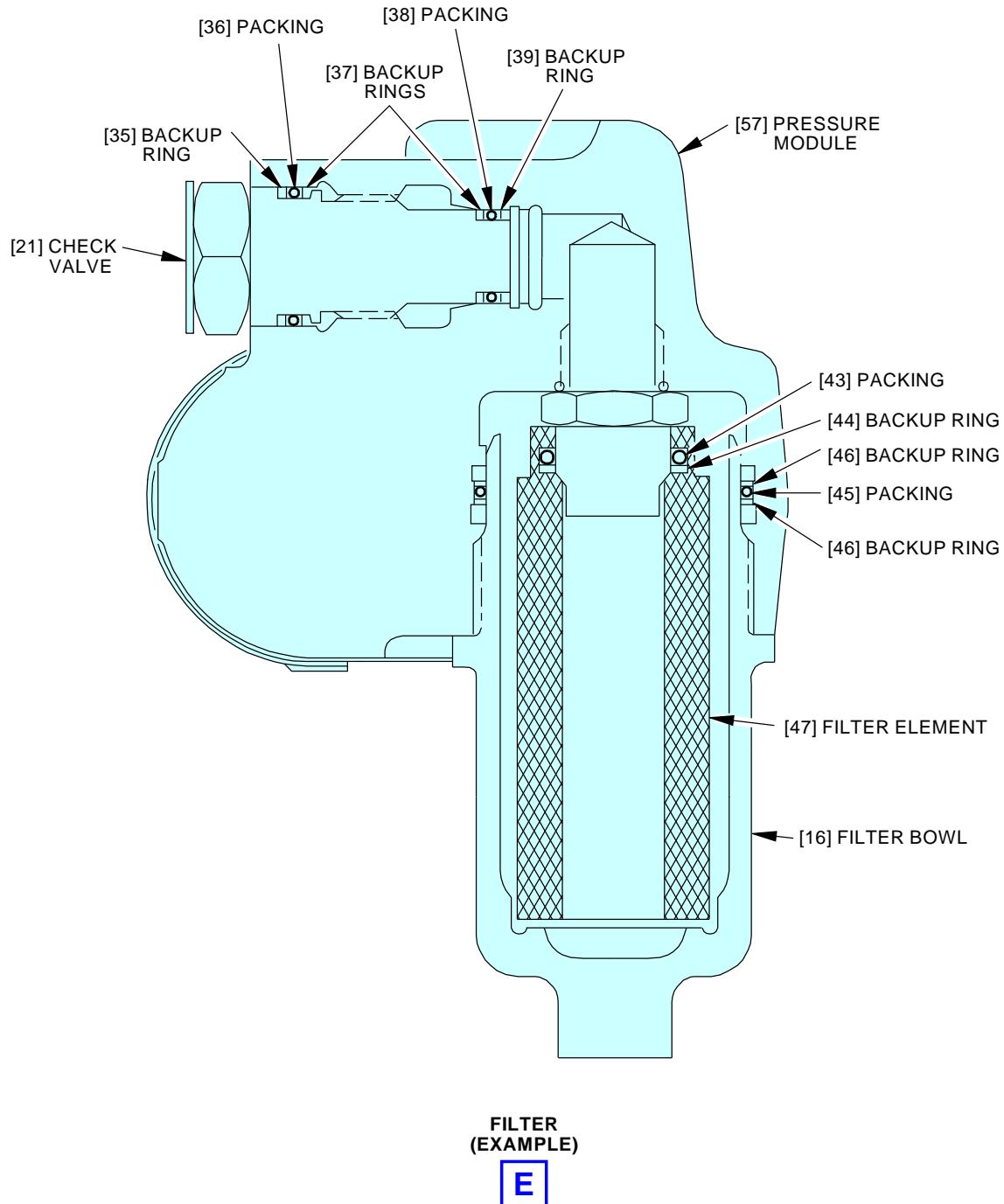
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-040-00-01

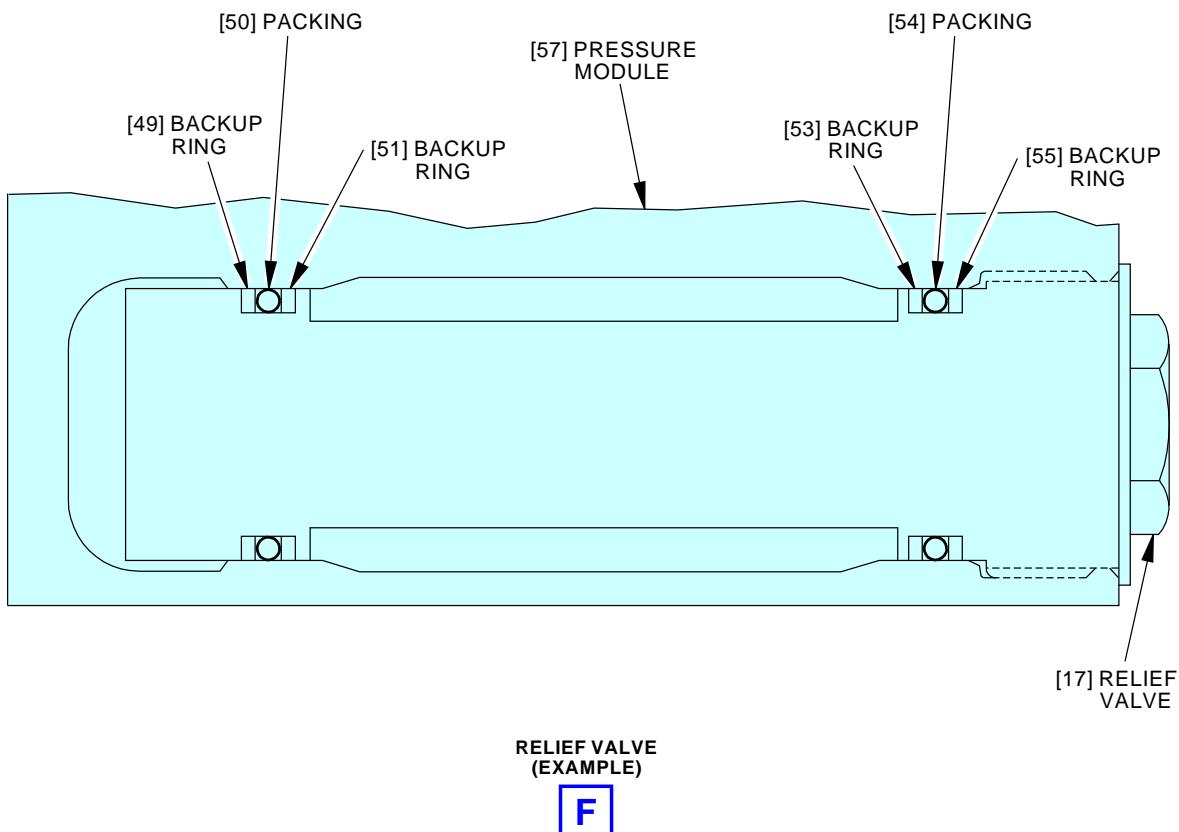
F76849 S0006572848_V3

**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 5 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-01



F76851 S0006572849_V2
Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 6 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "A" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)			BOEING CARD NO.
DATE	TASK REPLACE				29-040-00-02
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 8000 FH	REPEAT 8000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the hydraulic system "B" pressure filter elements for engine driven pumps (EDP).

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11-000-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal (P/B 401)
AMM 29-11-11-400-801-001	Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation (P/B 401)
AMM 29-11-21-000-801-001	Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-11-21-400-801-001	Electric Motor-Driven Pump (EMDP) Installation (P/B 401)
AMM 29-11-27-000-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal (P/B 401)
AMM 29-11-27-400-801	Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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.

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-02	Page 1 of 12 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-02

Reference	Description
STD-3907	Mirror - Dental

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-02	Page 2 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
TASK 29-11-71-000-802				MECH INSP
1. Hydraulic Systems A and B Pressure Module Filter Element Removal (Figure 1)				
A. General (1) There is one pressure modules for each hydraulic system. Each pressure module has two filter assemblies, one filter is for the electric motor driven pump and the other filter is for the engine driven pump. The procedure to remove and install each filter is similiar.				
B. Prepare for the Removal SUBTASK 29-11-71-860-010 (1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. SUBTASK 29-11-71-860-011 (2) Depressurize the applicable hydraulic reservoir. To depressurize, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
C. Procedure SUBTASK 29-11-71-020-016 (1) Remove the lockwire from the filter bowl [16]. SUBTASK 29-11-71-020-017 CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT. (2) Disconnect the self-seal (quick) disconnect hose from the applicable hydraulic system reservoir. (See Figure 401 in Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801.) SUBTASK 29-11-71-020-008 (3) Remove the filter bowl [16]. (a) Put a container under the filter bowl [16] to catch any hydraulic fluid. SUBTASK 29-11-71-020-009 (4) Remove the filter [47]. SUBTASK 29-11-71-160-002 (5) Clean the filter bowl [16]. SUBTASK 29-11-71-020-010 (6) Discard the packing [43] and packing [45]. SUBTASK 29-11-71-210-004 (7) Use a dental mirror, STD-3907 to examine the filter [47] for metal contamination. (a) If the filter [47] for EMDP contains metal contamination, These are the tasks: Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-11-21-000-801-001, Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-11-21-400-801-001.				

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS) D633A109-AKS 29-040-00-02	Page 3 of 12 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
(b) If the filter [47] for the EDP contains metal contamination, These are the tasks: Hydraulic Systems A and B Engine-Driven Pump (EDP) Removal, AMM TASK 29-11-11-000-801-001, Hydraulic Systems A and B Engine-Driven Pump (EDP) Installation, AMM TASK 29-11-11-400-801-001. (c) If metal contamination is found in the pressure filter, flush the hydraulic lines between the pressure module [57] and the hydraulic pump that was removed. (d) If metal contamination is found in the EMDP pressure filter, examine the EMDP acoustic filter: 1) These are the tasks: Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Removal, AMM TASK 29-11-27-000-801, Hydraulic Systems A and B Electric Motor-Driven Pump (EMDP) Acoustic Filter Installation, AMM TASK 29-11-27-400-801			MECH	INSP

SUBTASK 29-11-71-020-011

- (8) Discard the filter [47].

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02																
TASK 29-11-71-400-802				MECH INSP																
2. Hydraulic Systems A and B Pressure Module Filter Element Installation (Figure 1)																				
A. 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>43</td> <td>Packing</td> <td>29-11-71-04-190 29-11-71-05-190</td> <td>AKS ALL</td> </tr> <tr> <td>45</td> <td>Packing</td> <td>29-11-71-04-225 29-11-71-05-225</td> <td>AKS ALL</td> </tr> <tr> <td>47</td> <td>Filter</td> <td>29-11-71-04-230 29-11-71-05-230</td> <td>AKS ALL</td> </tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	43	Packing	29-11-71-04-190 29-11-71-05-190	AKS ALL	45	Packing	29-11-71-04-225 29-11-71-05-225	AKS ALL	47	Filter	29-11-71-04-230 29-11-71-05-230	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity																	
43	Packing	29-11-71-04-190 29-11-71-05-190	AKS ALL																	
45	Packing	29-11-71-04-225 29-11-71-05-225	AKS ALL																	
47	Filter	29-11-71-04-230 29-11-71-05-230	AKS ALL																	
B. Procedure <p>SUBTASK 29-11-71-640-002</p> <p>(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [45] and the backup rings [46].</p> <p>SUBTASK 29-11-71-420-007</p> <p>(2) Install the new packing [45] and the backup rings [46] in the groove in the pressure module [57].</p> <p>(a) Make sure that you set the new packing [45] and the backup rings [46] correctly or they can cause a leak.</p> <p>SUBTASK 29-11-71-640-003</p> <p>(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [43] and the backup ring [44].</p> <p>SUBTASK 29-11-71-420-008</p> <p>(4) Install the new packing [43] and the backup ring [44] in the groove at the top of the filter [47] with the packing [43] at the top.</p> <p>SUBTASK 29-11-71-640-004</p> <p>(5) Lightly apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [16].</p> <p>SUBTASK 29-11-71-610-002</p> <p>(6) Fill the filter bowl [16] approximately one third full with hydraulic fluid, D00153.</p> <p>SUBTASK 29-11-71-420-009</p> <p>(7) Put the filter [47] in the pressure module [57].</p> <p>SUBTASK 29-11-71-420-010</p> <p>(8) Tighten the filter bowl [16] 350 to 375 pound-inches (40 to 42 newton-meters).</p> <p>SUBTASK 29-11-71-420-011</p> <p>(9) Install a lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.</p>																				

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-02	Page 5 of 12 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
SUBTASK 29-11-71-420-022				MECH INSP
<p>CAUTION: PULL DOWN ON THE KNURLLED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.</p>				
(10) Reconnect the self-seal (quick) disconnect hose.				
C. Hydraulic System A and B Pressure Module Filter Element Installation Test				
SUBTASK 29-11-71-600-001				
(1) If it is necessary to service the applicable hydraulic system, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-11-71-860-012				
(2) Supply electrical power, do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-71-860-013				
(3) Pressurize the applicable hydraulic reservoir, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-11-71-860-014				
<p>WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p>				
(4) Pressurize the applicable hydraulic system with the hydraulic pump that is associated with the installed filter element:				
<p>NOTE: The hydraulic pressure module has separate hydraulic circuits and separate filter elements for the electric motor driven pump (EMDP) and the engine driven pump (EDP). The correct pump must be operated to do the leakage check.</p>				
(a) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 29-11-71-790-001				
(5) Examine the pressure module filter for leaks.				
SUBTASK 29-11-71-860-015				
(6) Remove hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-71-860-016				
(7) Remove electrical power, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)	D633A109-AKS 29-040-00-02	Page 6 of 12 Oct 15/2015
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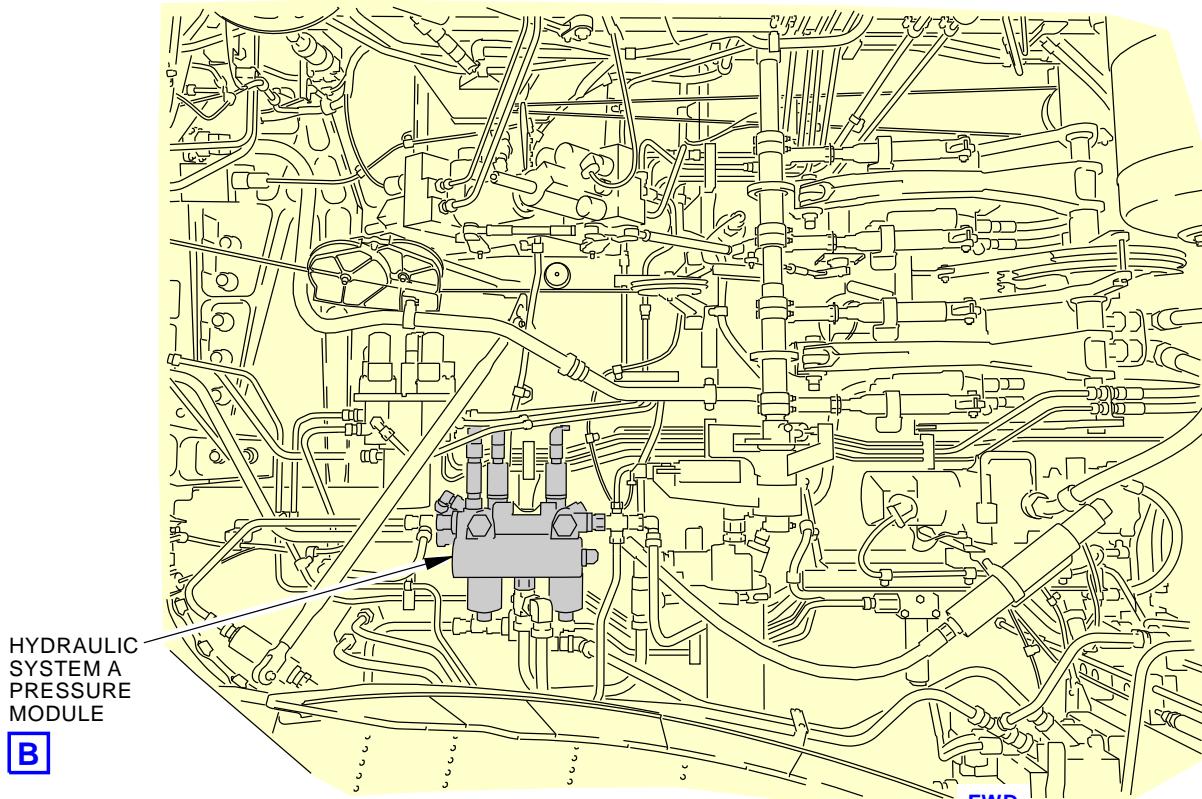
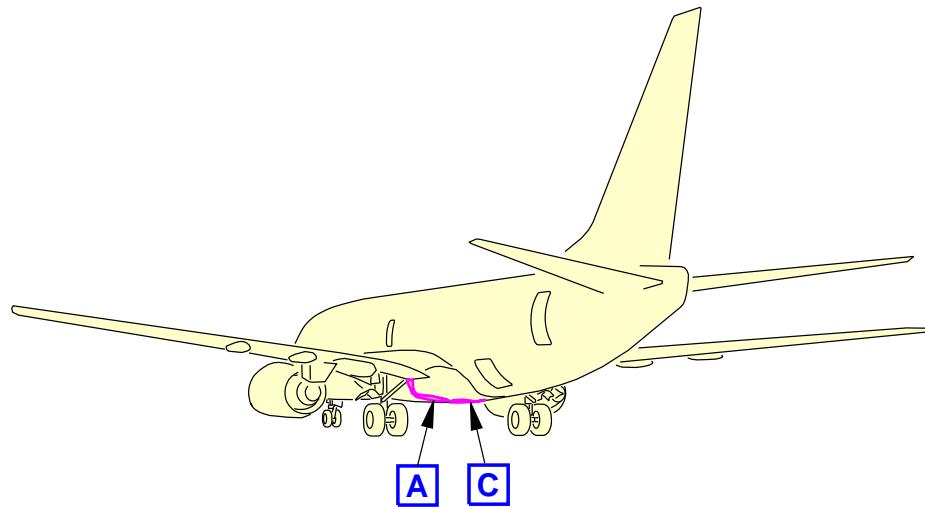
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-040-00-02

F73903 S0006572844_V2

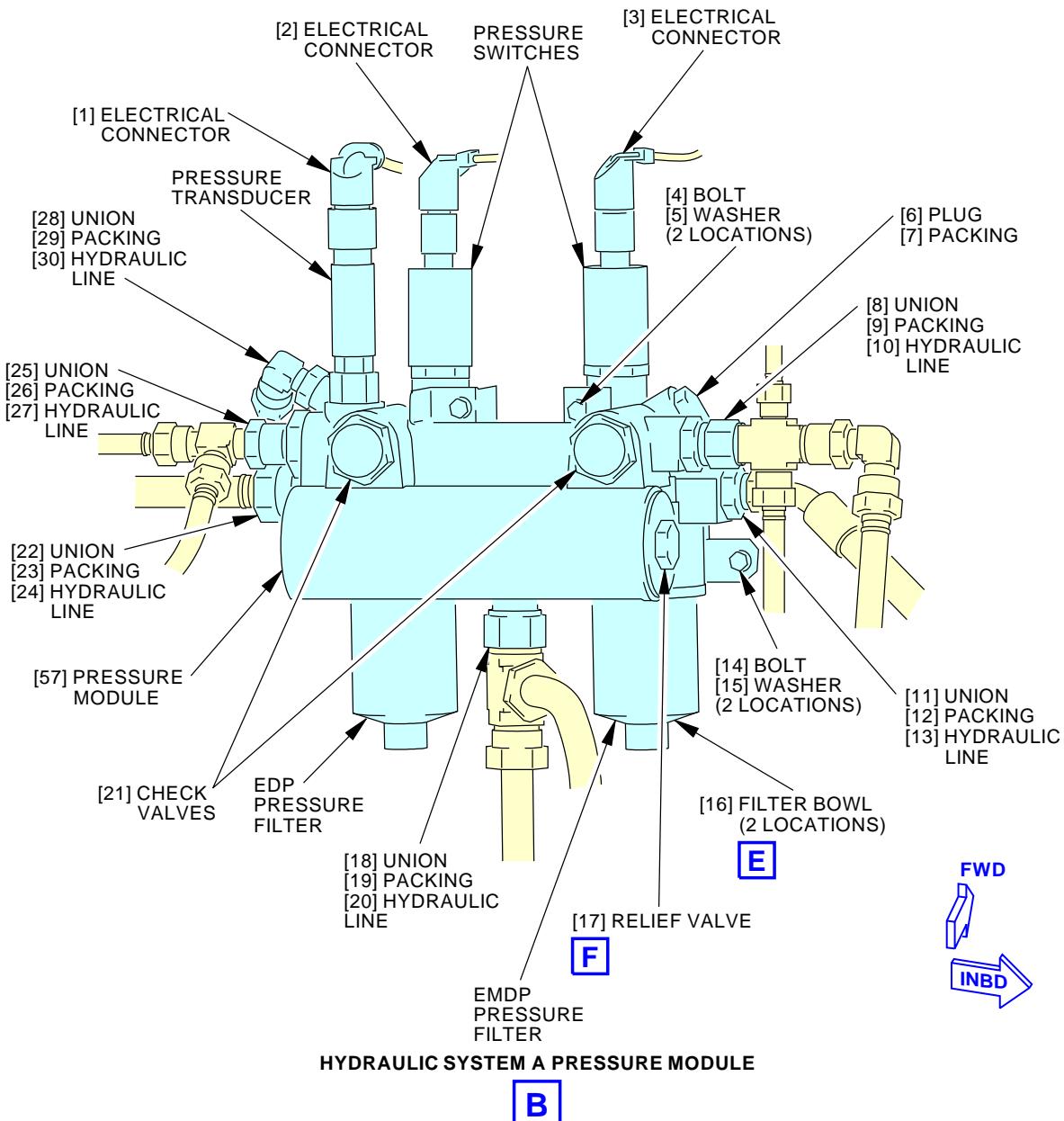
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 1 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
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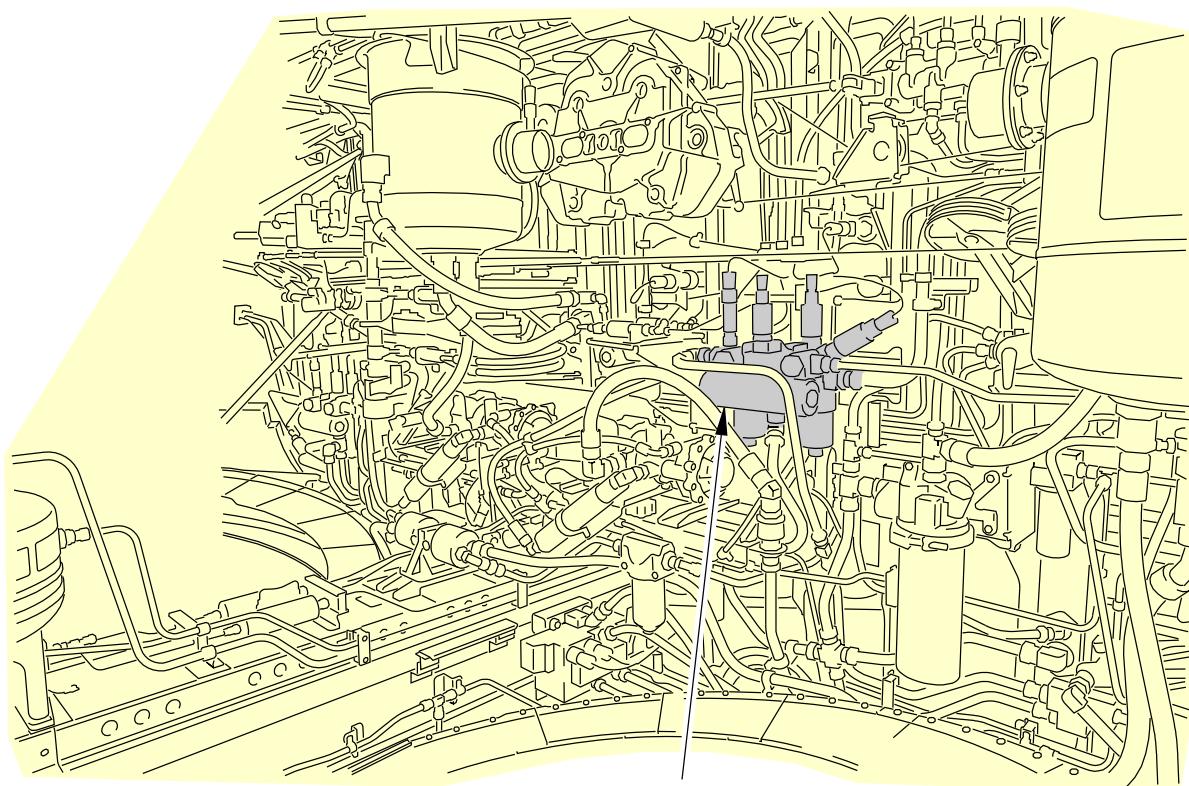
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Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 2 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-02

**HYDRAULIC
SYSTEM B
PRESSURE
MODULE****D****MAIN LANDING GEAR WHEEL WELL
(RIGHT SIDE)****C**

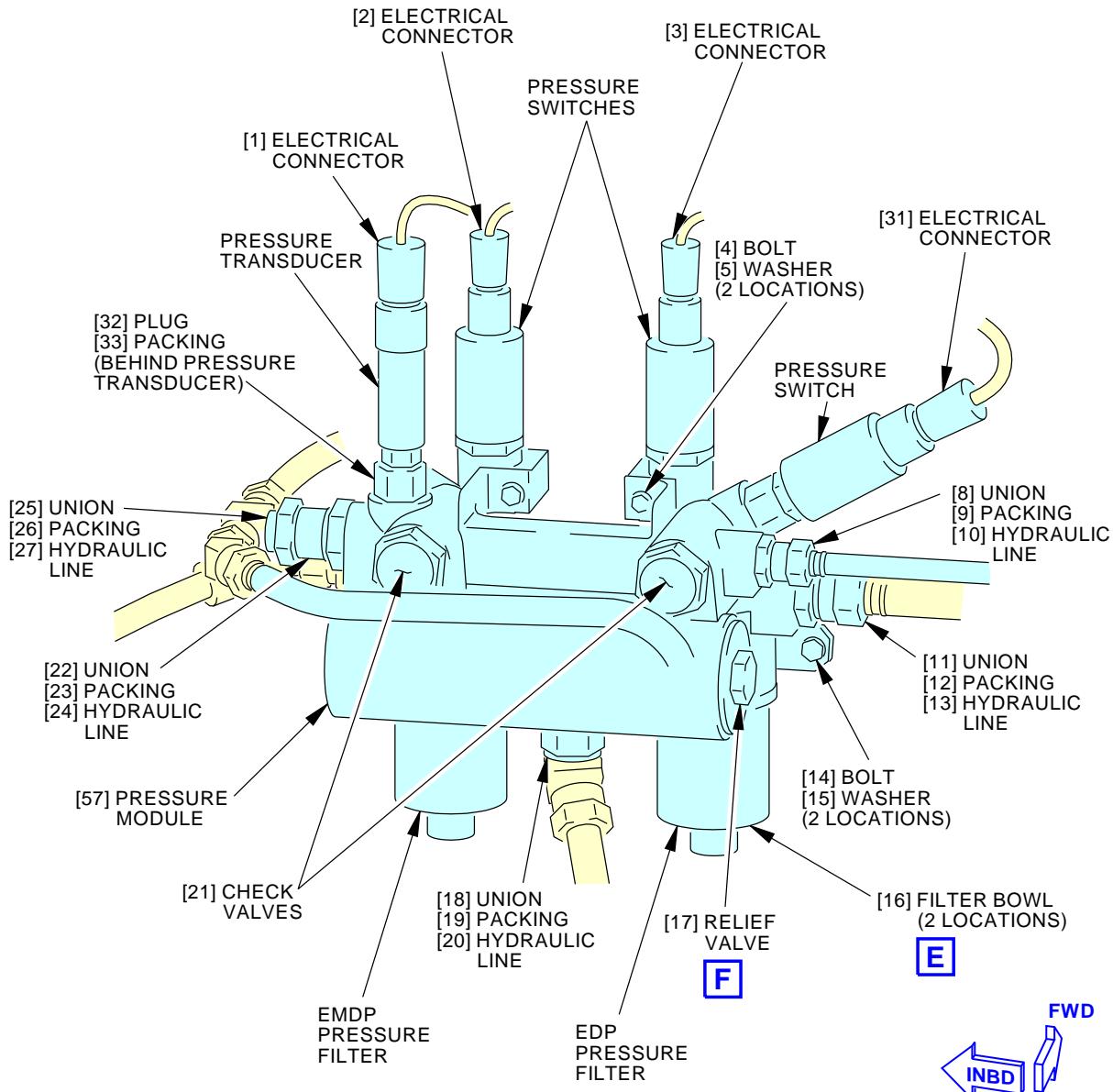
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**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 3 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)	
		D633A109-AKS 29-040-00-02	Page 9 of 12 Jun 15/2015

AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
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HYDRAULIC SYSTEM B PRESSURE MODULE



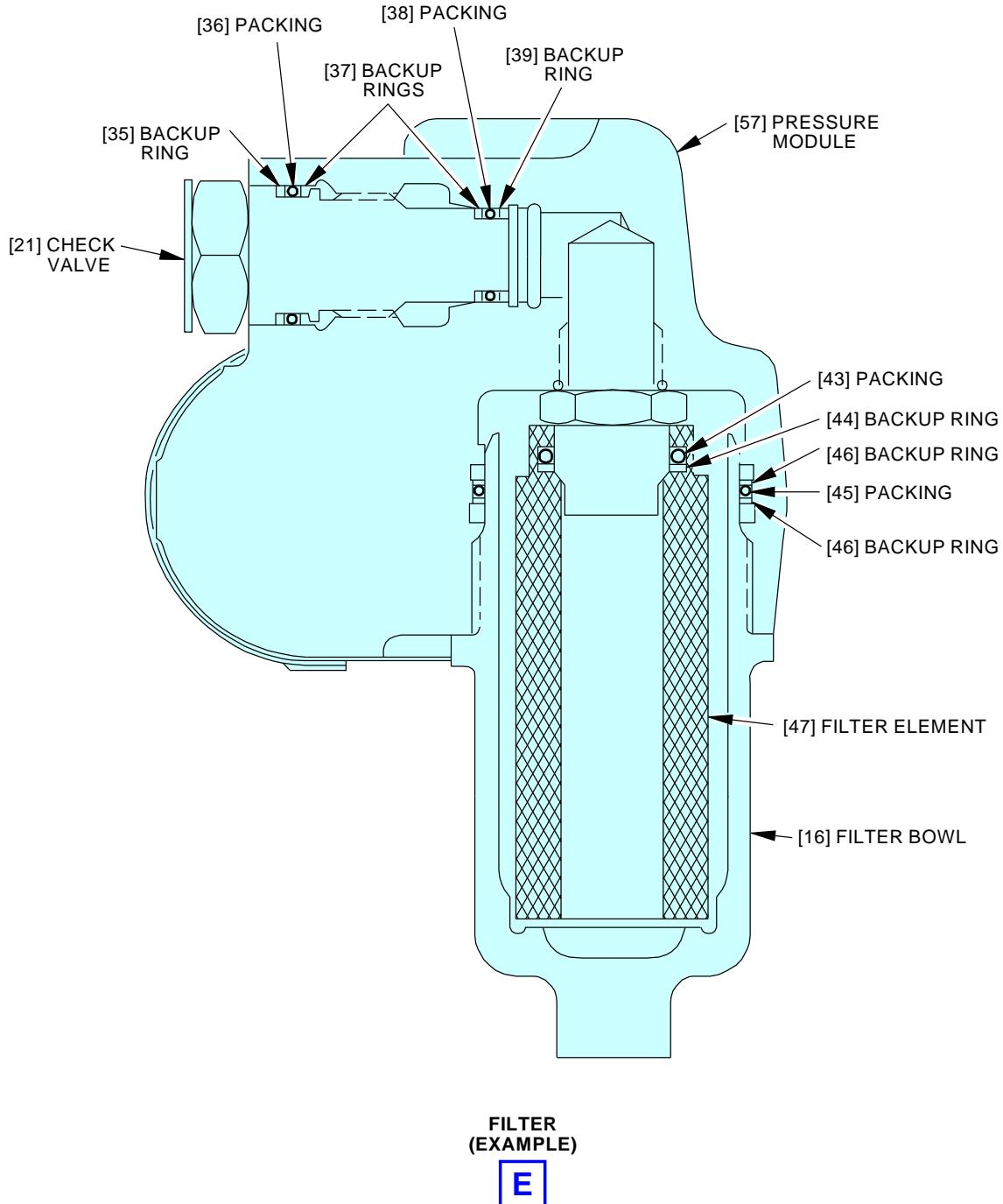
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Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 4 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-040-00-02
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F76849 S0006572848_V3

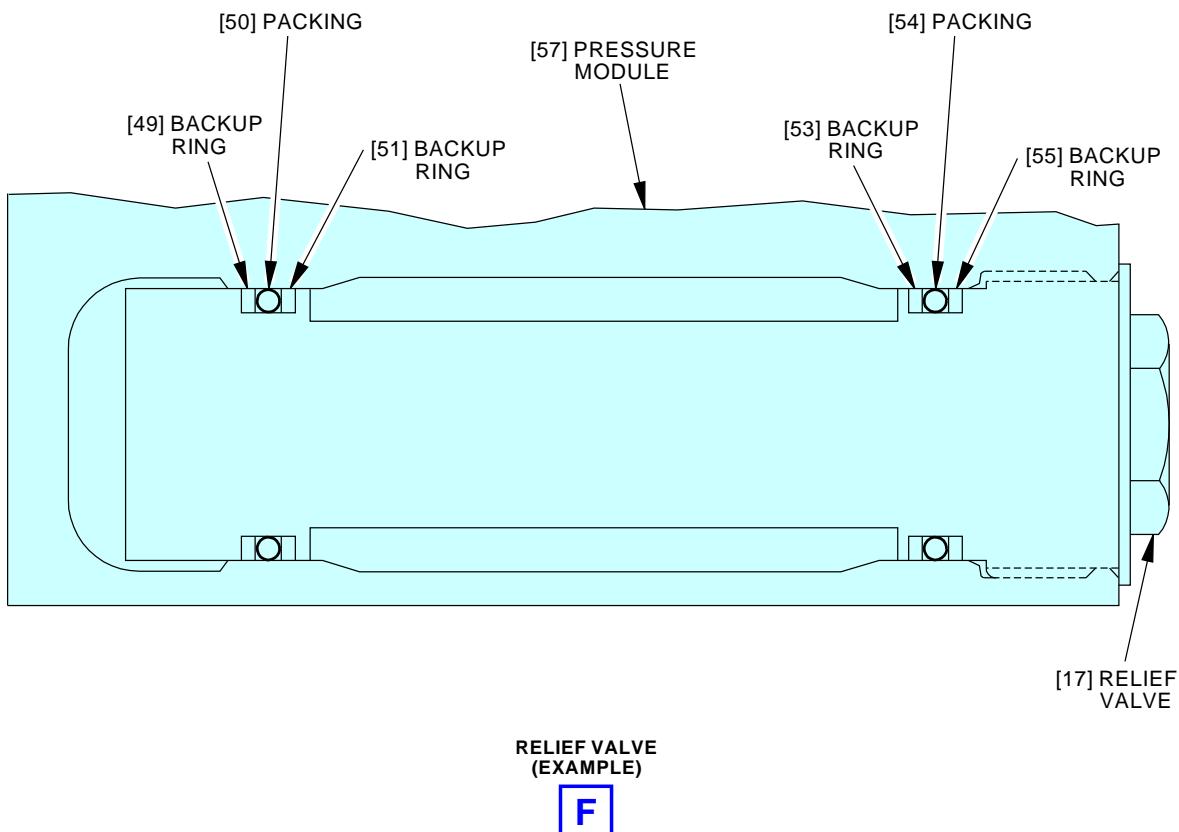
**Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 5 of 6)**

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-040-00-02



F76851 S0006572849_V2
Hydraulic Systems A and B Pressure Module and Components Installation
Figure 1 (Sheet 6 of 6)

EFFECTIVITY AKS ALL	SOURCE MRB	HYDRAULIC SYSTEM "B" PRESSURE FILTER ELEMENTS (EDP PUMPS)
		D633A109-AKS 29-040-00-02

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

AIRLINE CARD NO		TITLE EDP CASE DRAIN FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-050-01-01
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 2400 FH	REPEAT 2400 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 413			ZONE 411

Replace the "A" system EDP case drain filters.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00 P/B 501	HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11 P/B 401	HYDRAULIC SYSTEMS A AND B ENGINE-DRIVEN PUMP (EDP) - REMOVAL/INSTALLATION
AMM 29-11-51-000-802	EDP Case Drain Filter Module Removal (P/B 401)
AMM 29-11-51-400-802	EDP Case Drain Filter Module Installation (P/B 401)
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
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-01-01	Page 1 of 8 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-01-01
				MECH INSP
TASK 29-11-51-000-801				
1. EDP Case Drain Filter Element Removal				
(Figure 1)				
A. General				
(1) Each engine has one case drain filter for each engine-driven pump located at the 11 o'clock position.				
(2) The case drain filter module on Engine 1 is for hydraulic system A. The case drain filter module on Engine 2 is for hydraulic system B.				
B. Prepare for the Removal				
SUBTASK 29-11-51-860-001				
(1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-51-860-002				
(2) Remove pressure from the applicable hydraulic reservoir. To remove it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 29-11-51-860-003				
(3) To get access to the case drain filter, open the left fan cowl panel as follows: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.				
C. Procedure				
SUBTASK 29-11-51-020-001				
NOTE: If necessary, the filter element can be removed from the filter module after removing the module from the airplane. These are the tasks: EDP Case Drain Filter Module Removal, AMM TASK 29-11-51-000-802, EDP Case Drain Filter Module Installation, AMM TASK 29-11-51-400-802.				
(1) Remove the filter bowl [8] from the filter head.				
(a) Remove the filter bowl [8] with the filter [7].				
(b) Drain the hydraulic fluid into a container				
SUBTASK 29-11-51-020-012				
(2) Remove the filter [7].				
SUBTASK 29-11-51-020-013				
(3) Remove the packing [6] from the filter [7].				
SUBTASK 29-11-51-020-014				
(4) Remove the packing [10], and the backup rings [5] from the filter head.				
SUBTASK 29-11-51-210-003				
(5) Examine the filter [7] element, the filter bowl [8], and the fluid in the filter bowl for metal contamination.				

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-01-01	Page 2 of 8 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-01-01
				MECH INSP
(a)	If you find a small quantity of metal particles that have equal dimensions, then replace the filter and do an operational test of the pump, do this task: (HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST, AMM 29-11-00/501). Examine the filter again at the scheduled filter change interval. <u>NOTE:</u> It is not necessary to replace a pump if the quantity of metal particles is small and they have equal dimensions. The filter can have more particles during initial operation of a new pump while mating parts wear away small surface defects. It is not necessary to replace the pump if more small particles are found at the next filter change after installation of a new pump.			
(b)	If you find a large quantity of small metal particles, large metal particles that are not of equal dimensions, or a large quantity of steel particles, then replace the pump at the next maintenance opportunity, do this task: (HYDRAULIC SYSTEMS A AND B ENGINE-DRIVEN PUMP (EDP) - REMOVAL/INSTALLATION, AMM 29-11-11/401). <u>NOTE:</u> A large quantity of small metal particles, or large metal particles that are not of equal dimensions, can be an indication of an unsatisfactory pump. The particles are usually bronze mixed with a small quantity of steel. A large quantity of steel particles is an indication of unsatisfactorily worn bearings.			
(c)	Write down the results of the filter inspection and give them to the pump overhaul facility. <u>NOTE:</u> The filter inspection results can be used as an aid to find the condition of the pump. A pump with an unsatisfactory bearing can pass the functional test and be returned to service with no fault found. Giving the filter inspection data to the overhaul facility can prevent the return of an unsatisfactory pump to service.			
(d)	CAUTION: FLUSH THE HYDRAULIC LINES TO REMOVE METAL CONTAMINATION. IF A LARGE QUANTITY OF METAL CONTAMINATION STAYS IN THE LINES, THE FILTER CAN BECOME BLOCKED. A BLOCKED FILTER CAN CAUSE DAMAGE TO THE PUMP. If a pump is removed because metal contamination is found in the filter, then flush the hydraulic lines and replace the related filter elements, do this task: (Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801).			

SUBTASK 29-11-51-160-001

- (6) Clean the filter bowl [8].

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER D633A109-AKS 29-050-01-01	Page 3 of 8 Oct 15/2014
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-01-01																
				MECH INSP																
TASK 29-11-51-400-801																				
2. EDP Case Drain Filter Element Installation																				
(Figure 1)																				
A. 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>6</td> <td>Packing</td> <td>29-11-51-01A-200</td> <td>AKS 001-019</td> </tr> <tr> <td>7</td> <td>Filter</td> <td>29-11-51-01A-195</td> <td>AKS ALL</td> </tr> <tr> <td>10</td> <td>Packing</td> <td>29-11-51-01A-205</td> <td>AKS 001-019</td> </tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	6	Packing	29-11-51-01A-200	AKS 001-019	7	Filter	29-11-51-01A-195	AKS ALL	10	Packing	29-11-51-01A-205	AKS 001-019	
AMM Item	Description	AIPC Reference	AIPC Effectivity																	
6	Packing	29-11-51-01A-200	AKS 001-019																	
7	Filter	29-11-51-01A-195	AKS ALL																	
10	Packing	29-11-51-01A-205	AKS 001-019																	
B. Procedure																				
SUBTASK 29-11-51-640-001																				
(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the backup rings [5], and new packing [10].																				
SUBTASK 29-11-51-420-001																				
(2) Install the backup rings [5] and the new packing [10] in the filter head groove.																				
SUBTASK 29-11-51-640-002																				
(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [6].																				
SUBTASK 29-11-51-420-002																				
(4) Install the new packing [6] in the filter element groove.																				
SUBTASK 29-11-51-420-003																				
(5) Install the filter [7] in the filter bowl [8].																				
SUBTASK 29-11-51-640-003																				
(6) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [8].																				
SUBTASK 29-11-51-420-004																				
(7) Install the filter bowl [8] into the filter head.																				
(a) Tighten the filter bowl [8] to 96-120 pound-inches (10.8-13.6 newton-meters).																				
(b) Install lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.																				
C. EDP Case Drain Filter Element Installation Test																				
SUBTASK 29-11-51-860-004																				
(1) Pressurize the applicable hydraulic reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.																				
SUBTASK 29-11-51-860-005																				
(2) Pressurize the applicable system with the engine driven pump. To pressurize the system, do this task: Dry Motor the Engine, AMM TASK 71-00-00-700-821-F00.																				
SUBTASK 29-11-51-860-006																				
(3) Make sure the hydraulic pressure becomes stable between 2800 and 3200 psi.																				
SUBTASK 29-11-51-790-001																				
(4) Make sure the case drain filter assembly does not have a leak.																				

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-01-01	Page 4 of 8 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-01-01
				MECH INSP
SUBTASK 29-11-51-410-001				
(5) For the engine left fan cowl panel, do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.				
SUBTASK 29-11-51-860-007				
(6) Remove the hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-51-600-001				
(7) If it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-01-01

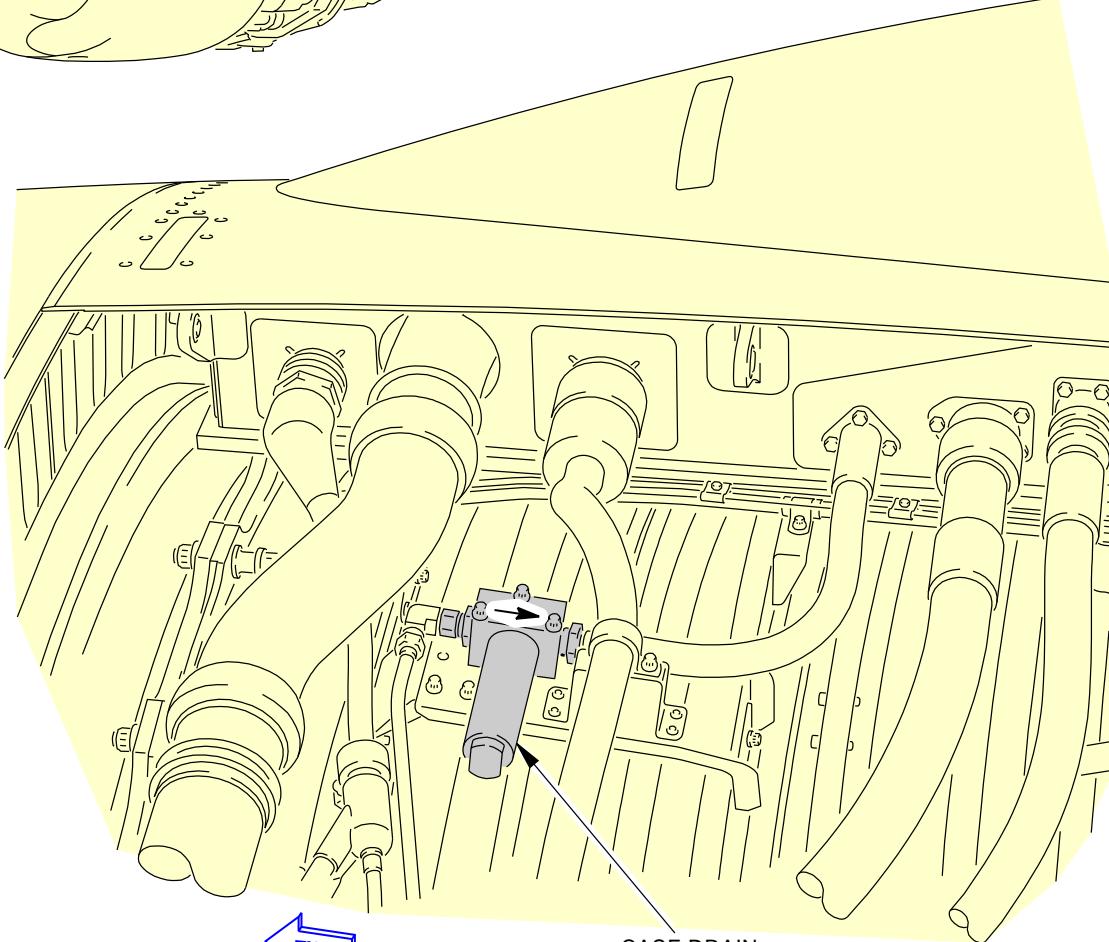
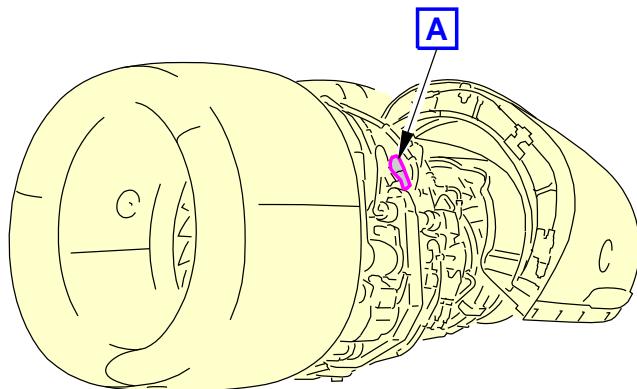
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-050-01-01**A**

F99624 S0006572827_V2

Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 1 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**EDP CASE DRAIN FILTER****D633A109-AKS**
29-050-01-01**Page 6 of 8**
Jun 15/2015

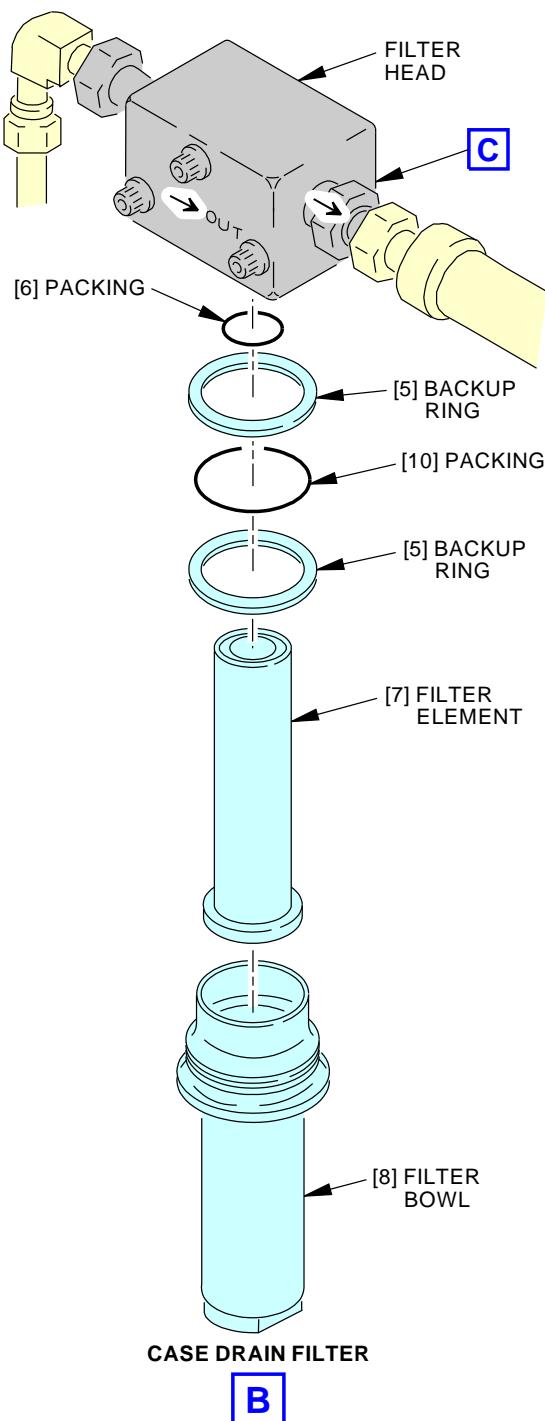
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-050-01-01

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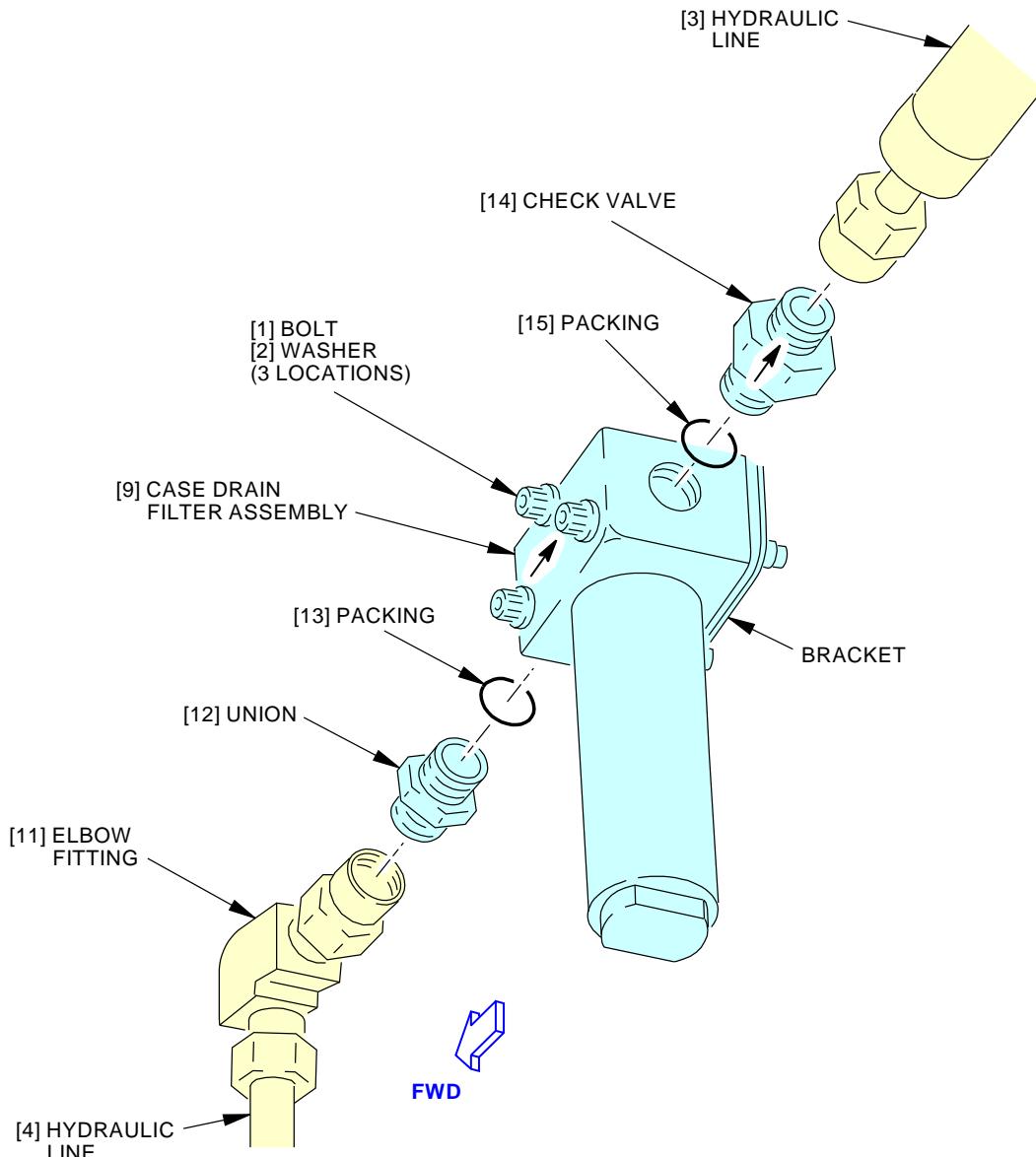
**Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-01-01
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G04247 S0006572829_V2

**Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-01-01

Page 8 of 8
Jun 15/2015

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

AIRLINE CARD NO		TITLE EDP CASE DRAIN FILTER			BOEING CARD NO. 29-050-02-01
DATE	TASK REPLACE				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 2400 FH	REPEAT 2400 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 423			ZONE 421

Replace the "B" system EDP case drain filters.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00 P/B 501	HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-11-11 P/B 401	HYDRAULIC SYSTEMS A AND B ENGINE-DRIVEN PUMP (EDP) - REMOVAL/INSTALLATION
AMM 29-11-51-000-802	EDP Case Drain Filter Module Removal (P/B 401)
AMM 29-11-51-400-802	EDP Case Drain Filter Module Installation (P/B 401)
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
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-02-01	Page 1 of 8 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-02-01
				MECH INSP
TASK 29-11-51-000-801				
1. EDP Case Drain Filter Element Removal				
(Figure 1)				
A. General				
(1) Each engine has one case drain filter for each engine-driven pump located at the 11 o'clock position.				
(2) The case drain filter module on Engine 1 is for hydraulic system A. The case drain filter module on Engine 2 is for hydraulic system B.				
B. Prepare for the Removal				
SUBTASK 29-11-51-860-001				
(1) Remove hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-51-860-002				
(2) Remove pressure from the applicable hydraulic reservoir. To remove it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 29-11-51-860-003				
(3) To get access to the case drain filter, open the left fan cowl panel as follows: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.				
C. Procedure				
SUBTASK 29-11-51-020-001				
NOTE: If necessary, the filter element can be removed from the filter module after removing the module from the airplane. These are the tasks: EDP Case Drain Filter Module Removal, AMM TASK 29-11-51-000-802, EDP Case Drain Filter Module Installation, AMM TASK 29-11-51-400-802.				
(1) Remove the filter bowl [8] from the filter head.				
(a) Remove the filter bowl [8] with the filter [7].				
(b) Drain the hydraulic fluid into a container				
SUBTASK 29-11-51-020-012				
(2) Remove the filter [7].				
SUBTASK 29-11-51-020-013				
(3) Remove the packing [6] from the filter [7].				
SUBTASK 29-11-51-020-014				
(4) Remove the packing [10], and the backup rings [5] from the filter head.				
SUBTASK 29-11-51-210-003				
(5) Examine the filter [7] element, the filter bowl [8], and the fluid in the filter bowl for metal contamination.				

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-02-01	Page 2 of 8 Oct 15/2015

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-02-01
				MECH INSP
(a)	If you find a small quantity of metal particles that have equal dimensions, then replace the filter and do an operational test of the pump, do this task: (HYDRAULIC SYSTEMS A AND B - ADJUSTMENT/TEST, AMM 29-11-00/501). Examine the filter again at the scheduled filter change interval. <u>NOTE:</u> It is not necessary to replace a pump if the quantity of metal particles is small and they have equal dimensions. The filter can have more particles during initial operation of a new pump while mating parts wear away small surface defects. It is not necessary to replace the pump if more small particles are found at the next filter change after installation of a new pump.			
(b)	If you find a large quantity of small metal particles, large metal particles that are not of equal dimensions, or a large quantity of steel particles, then replace the pump at the next maintenance opportunity, do this task: (HYDRAULIC SYSTEMS A AND B ENGINE-DRIVEN PUMP (EDP) - REMOVAL/INSTALLATION, AMM 29-11-11/401). <u>NOTE:</u> A large quantity of small metal particles, or large metal particles that are not of equal dimensions, can be an indication of an unsatisfactory pump. The particles are usually bronze mixed with a small quantity of steel. A large quantity of steel particles is an indication of unsatisfactorily worn bearings.			
(c)	Write down the results of the filter inspection and give them to the pump overhaul facility. <u>NOTE:</u> The filter inspection results can be used as an aid to find the condition of the pump. A pump with an unsatisfactory bearing can pass the functional test and be returned to service with no fault found. Giving the filter inspection data to the overhaul facility can prevent the return of an unsatisfactory pump to service.			
(d)	CAUTION: FLUSH THE HYDRAULIC LINES TO REMOVE METAL CONTAMINATION. IF A LARGE QUANTITY OF METAL CONTAMINATION STAYS IN THE LINES, THE FILTER CAN BECOME BLOCKED. A BLOCKED FILTER CAN CAUSE DAMAGE TO THE PUMP. If a pump is removed because metal contamination is found in the filter, then flush the hydraulic lines and replace the related filter elements, do this task: (Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801).			

SUBTASK 29-11-51-160-001

- (6) Clean the filter bowl [8].

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER D633A109-AKS 29-050-02-01	Page 3 of 8 Oct 15/2014
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-02-01																
				MECH INSP																
TASK 29-11-51-400-801																				
2. EDP Case Drain Filter Element Installation																				
(Figure 1)																				
A. 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>6</td> <td>Packing</td> <td>29-11-51-01A-200</td> <td>AKS 001-019</td> </tr> <tr> <td>7</td> <td>Filter</td> <td>29-11-51-01A-195</td> <td>AKS ALL</td> </tr> <tr> <td>10</td> <td>Packing</td> <td>29-11-51-01A-205</td> <td>AKS 001-019</td> </tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	6	Packing	29-11-51-01A-200	AKS 001-019	7	Filter	29-11-51-01A-195	AKS ALL	10	Packing	29-11-51-01A-205	AKS 001-019	
AMM Item	Description	AIPC Reference	AIPC Effectivity																	
6	Packing	29-11-51-01A-200	AKS 001-019																	
7	Filter	29-11-51-01A-195	AKS ALL																	
10	Packing	29-11-51-01A-205	AKS 001-019																	
B. Procedure																				
SUBTASK 29-11-51-640-001																				
(1) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the backup rings [5], and new packing [10].																				
SUBTASK 29-11-51-420-001																				
(2) Install the backup rings [5] and the new packing [10] in the filter head groove.																				
SUBTASK 29-11-51-640-002																				
(3) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [6].																				
SUBTASK 29-11-51-420-002																				
(4) Install the new packing [6] in the filter element groove.																				
SUBTASK 29-11-51-420-003																				
(5) Install the filter [7] in the filter bowl [8].																				
SUBTASK 29-11-51-640-003																				
(6) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [8].																				
SUBTASK 29-11-51-420-004																				
(7) Install the filter bowl [8] into the filter head.																				
(a) Tighten the filter bowl [8] to 96-120 pound-inches (10.8-13.6 newton-meters).																				
(b) Install lockwire. To install it, do this task: Lockwire, Cotter Pins, and Lockrings - Installation, AMM TASK 20-10-44-400-801.																				
C. EDP Case Drain Filter Element Installation Test																				
SUBTASK 29-11-51-860-004																				
(1) Pressurize the applicable hydraulic reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.																				
SUBTASK 29-11-51-860-005																				
(2) Pressurize the applicable system with the engine driven pump. To pressurize the system, do this task: Dry Motor the Engine, AMM TASK 71-00-00-700-821-F00.																				
SUBTASK 29-11-51-860-006																				
(3) Make sure the hydraulic pressure becomes stable between 2800 and 3200 psi.																				
SUBTASK 29-11-51-790-001																				
(4) Make sure the case drain filter assembly does not have a leak.																				

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER	
		D633A109-AKS 29-050-02-01	Page 4 of 8 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-02-01
				MECH INSP
SUBTASK 29-11-51-410-001				
(5) For the engine left fan cowl panel, do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.				
SUBTASK 29-11-51-860-007				
(6) Remove the hydraulic power from the applicable system. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-11-51-600-001				
(7) If it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-02-01

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Oct 15/2015**

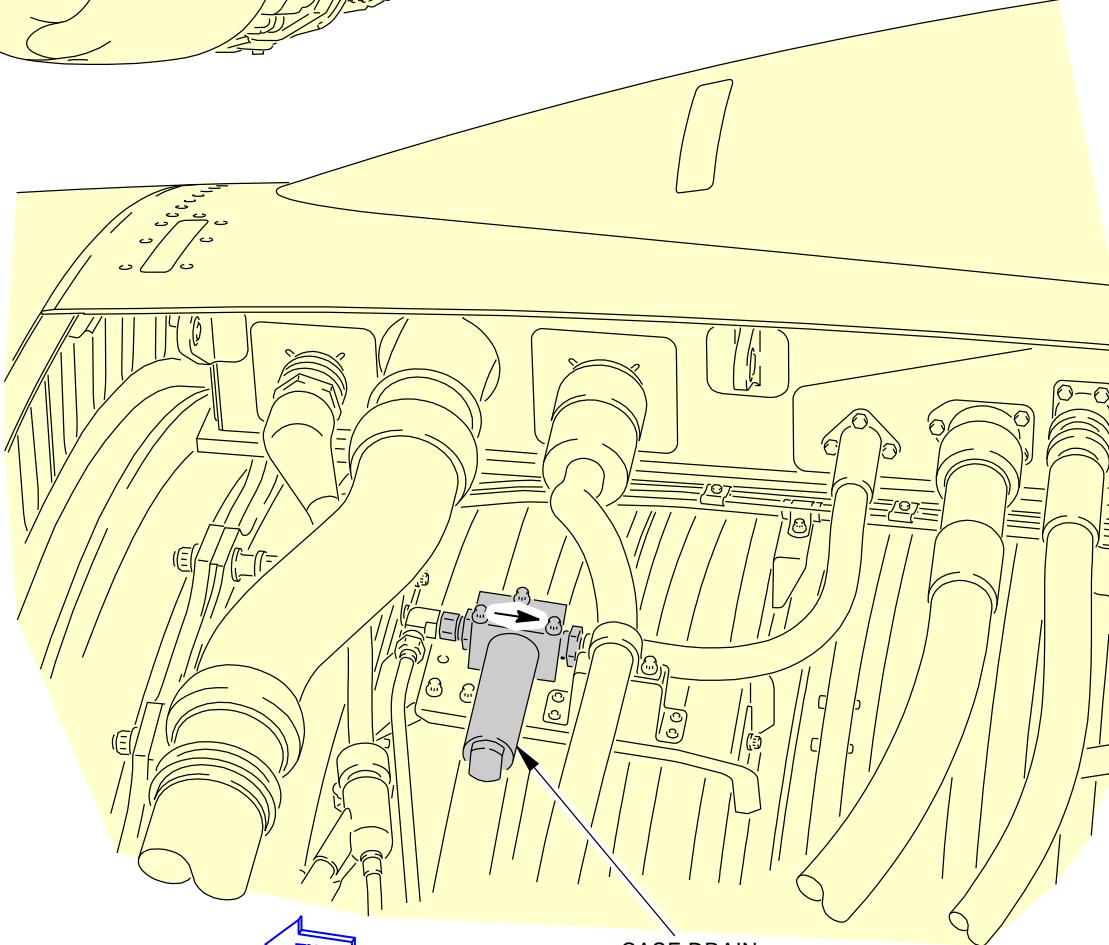
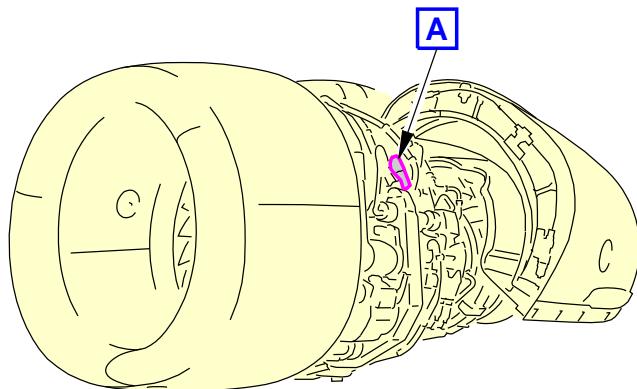
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-050-02-01**A**

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Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 1 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**EDP CASE DRAIN FILTER****D633A109-AKS**
29-050-02-01**Page 6 of 8**
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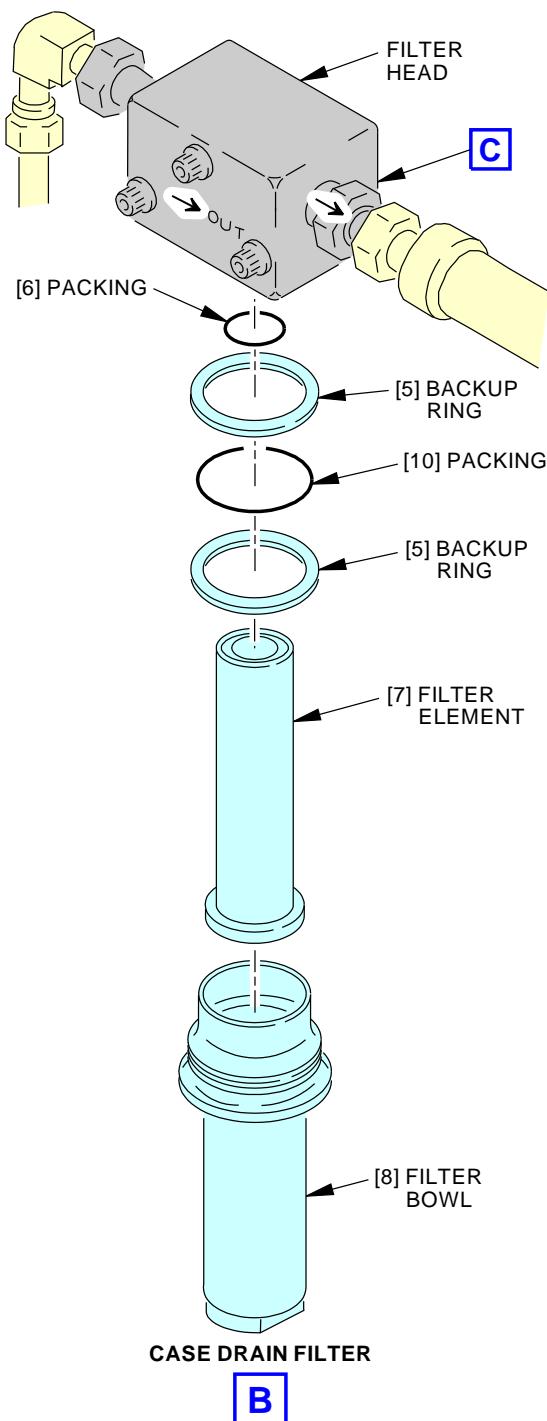
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-050-02-01

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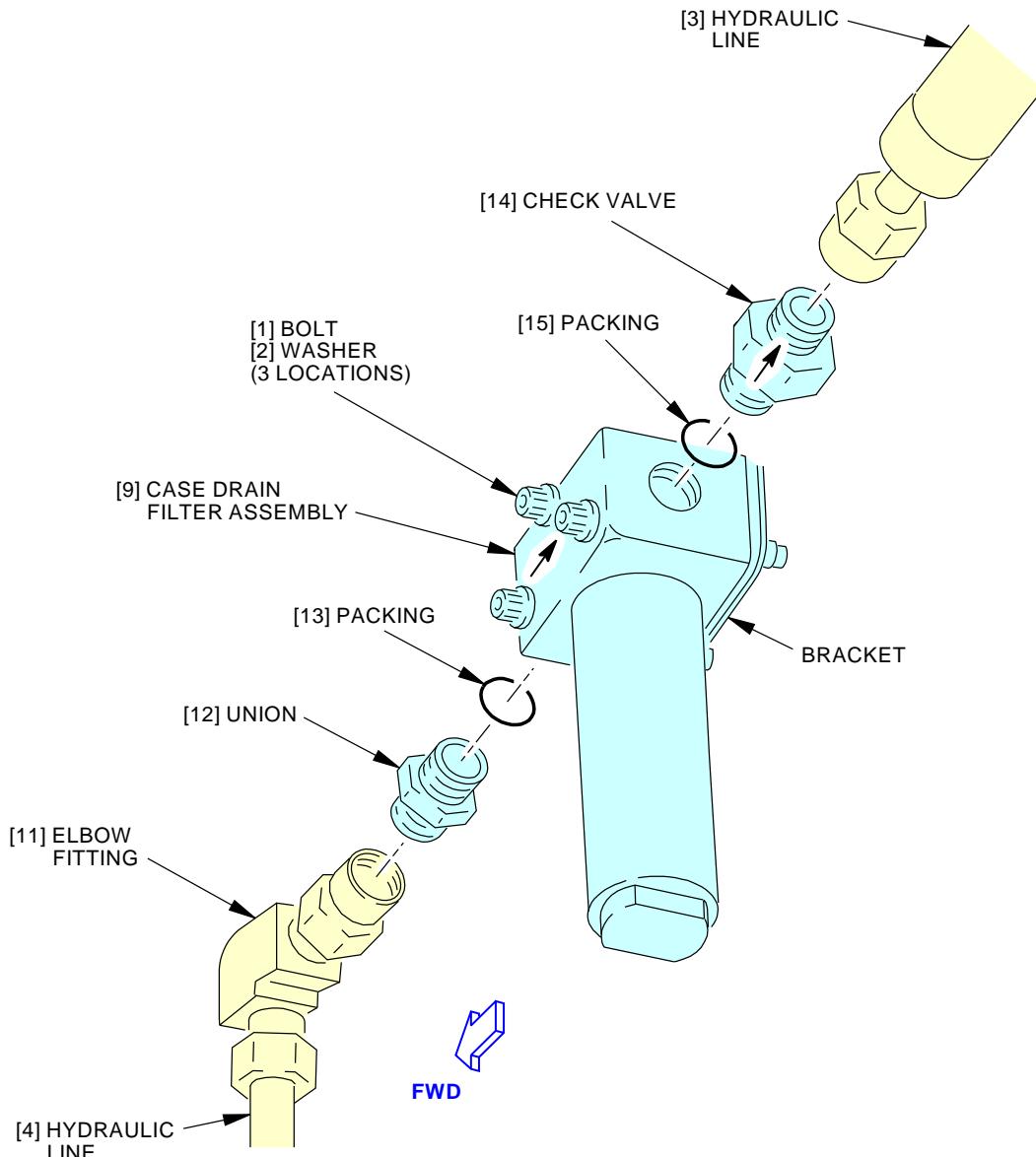
**Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-050-02-01
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**Hydraulic Systems A and B Engine-Driven Pump (EDP) Case Drain Filter Installation
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	EDP CASE DRAIN FILTER
		D633A109-AKS 29-050-02-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE RESERVOIR PRESSURIZATION MODULE FILTER			BOEING CARD NO.
DATE	TASK RESTORE				29-070-00-02
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 4000 FH	REPEAT 4000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY
		ACCESS 192CL 192CR			AIRPLANE ALL ENGINE ALL
					ZONE 192

Clean the reservoir pressurization filter assembly.

Airplane note: This task is applicable to airplane line number 1345 and on, or line number 1-1344 that have incorporated Boeing Service Bulletin 737-29-1106.

A. References

Reference	Title
AMM 20-30-80-910-801	General Cleaning of Metal (Series 80) (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Consumable Materials

Reference	Description	Specification
B01000	Solvent - General Cleaning Of Metal (AMM 20-30-80)	
D50232	Compound - Release (Dow Corning 7)	

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
TASK 29-09-01-000-803				MECH INSP
1. Air Pressure Filter Element Removal (Figure 1 or Figure 2)				
A. General (1) This task has instructions for removal/cleaning of the filter element. To remove/clean the filter element, it is not necessary to remove the air pressure filter assembly.				
B. Prepare for Removal SUBTASK 29-09-01-840-001 (1) Do these tasks to remove hydraulic power if supplied to the airplane: (a) For the main hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805 (b) For the standby hydraulic system, do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802				
SUBTASK 29-09-01-864-001 WARNING: REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT. (2) Do this task: Remove Pressure from the Pneumatic System, AMM TASK 36-00-00-860-806.				
SUBTASK 29-09-01-864-002 (3) Do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 29-09-01-010-003 (4) Get access to the air pressure filter assembly [1] in the left/right ECS bay: NOTE: The air pressure filter assembly is adjacent to the pneumatic system's crossover manifold duct. For the left air pressure filter assembly, open the Number Name/Location 192CL ECS Access Door For the right air pressure filter assembly, open the Number Name/Location 192CR ECS Access Door				
SUBTASK 29-09-01-010-004 (5) Do not touch the air pressure filter assembly [1] until it has cooled. NOTE: If the pneumatic system was in operation previously, allow time for the crossover manifold duct and air pressure filter assembly to become cool before you touch it.				
C. Filter Element Removal (for cleaning) SUBTASK 29-09-01-030-001 (1) Cut and remove the lockwire from the filter case [2].				

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER D633A109-AKS 29-070-00-02	Page 2 of 11 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
				MECH INSP
SUBTASK 29-09-01-020-012				
(2) Unscrew the filter case [2].				
SUBTASK 29-09-01-020-013				
(3) Remove the metal element [3].				
SUBTASK 29-09-01-020-014				
(4) Remove and discard o-ring [4] and o-ring [5].				
SUBTASK 29-09-01-130-002				
(5) Clean the metal element [3] with Series 80 solvent, B01000 (General Cleaning of Metal (Series 80), AMM TASK 20-30-80-910-801) and fully dry it.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
TASK 29-09-01-400-803				MECH INSP
2. Air Pressure Filter Element Installation (Figure 1 or Figure 2)				
A. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
3	Metal element	29-11-52-20E-065	AKS ALL	
		29-11-61-10-295	AKS ALL	
4	O-ring	29-11-52-20E-080	AKS ALL	
		29-11-61-10-310	AKS ALL	
5	O-ring	29-11-52-20E-075	AKS ALL	
		29-11-61-10-305	AKS ALL	
B. Filter Element Installation (replacement)				
SUBTASK 29-09-01-640-002				
(1) Lightly lubricate with a thin film over the entire surfaces of the new o-ring [4], new o-ring [5], and a thin film over the filter case [2] threads with Dow Corning 7 release compound, D50232.				
SUBTASK 29-09-01-420-012				
(2) Install the new o-ring [4] and new o-ring [5] in the filter head [6] (housing).				
SUBTASK 29-09-01-420-013				
(3) Install a clean, serviceable, or new metal element [3] into the filter head [6] (housing) and the filter case [2].				
AKS ALL; AIRPLANES WITH FILTER ASSEMBLY PART NUMBER 7595270-103				
SUBTASK 29-09-01-420-014				
CAUTION: DO NOT TORQUE MORE THAN THE APPROVED TORQUE VALUES. THIS WILL HELP PREVENT DAMAGE TO THE EQUIPMENT.				
(4) Install the filter case [2] to the filter head [6] (housing) and tighten the filter case [2] to 100-150 pound-inches (11.3-17.0 Newton-meters).				
<u>NOTE:</u> The torque value is dependent on the filter case part number.				
AKS ALL; AIRPLANES WITH FILTER ASSEMBLY PART NUMBER 1732030-01				
SUBTASK 29-09-01-420-017				
CAUTION: DO NOT TORQUE MORE THAN THE APPROVED TORQUE VALUES. THIS WILL HELP PREVENT DAMAGE TO THE EQUIPMENT.				
(5) Install the filter case [2] to the filter head [6] (housing) and tighten the filter case [2] to 75 pound-inches (8.4 Newton-meters).				
<u>NOTE:</u> The torque value is dependent on the filter case part number.				
AKS ALL				
SUBTASK 29-09-01-420-015				
(6) Install a new lockwire to the filter case [2] and filter head [6] (housing).				

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER	
		D633A109-AKS 29-070-00-02	Page 4 of 11 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
C. Post-Installation Leakage Check SUBTASK 29-09-01-863-001 (1) Pressurize the pneumatic crossover manifold duct. SUBTASK 29-09-01-790-003 (2) Use a solution of soap and water to check that no air leaks at the filter case or swivel nut connections on the air pressure filter assembly [1]. SUBTASK 29-09-01-863-002 (3) Depressurize the pneumatic cross manifold duct. SUBTASK 29-09-01-864-003 (4) If necessary, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802 D. Put the Airplane Back to Its Usual Condition SUBTASK 29-09-01-410-003 (1) Close the access to the air pressure filter assembly [1] in the left/right ECS bay: For the left air pressure filter assembly, close this access panel: <u>Number</u> <u>Name/Location</u> 192CL ECS Access Door For the right air pressure filter assembly, close this access panel: <u>Number</u> <u>Name/Location</u> 192CR ECS Access Door			MECH	INSP

———— END OF TASK ——

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

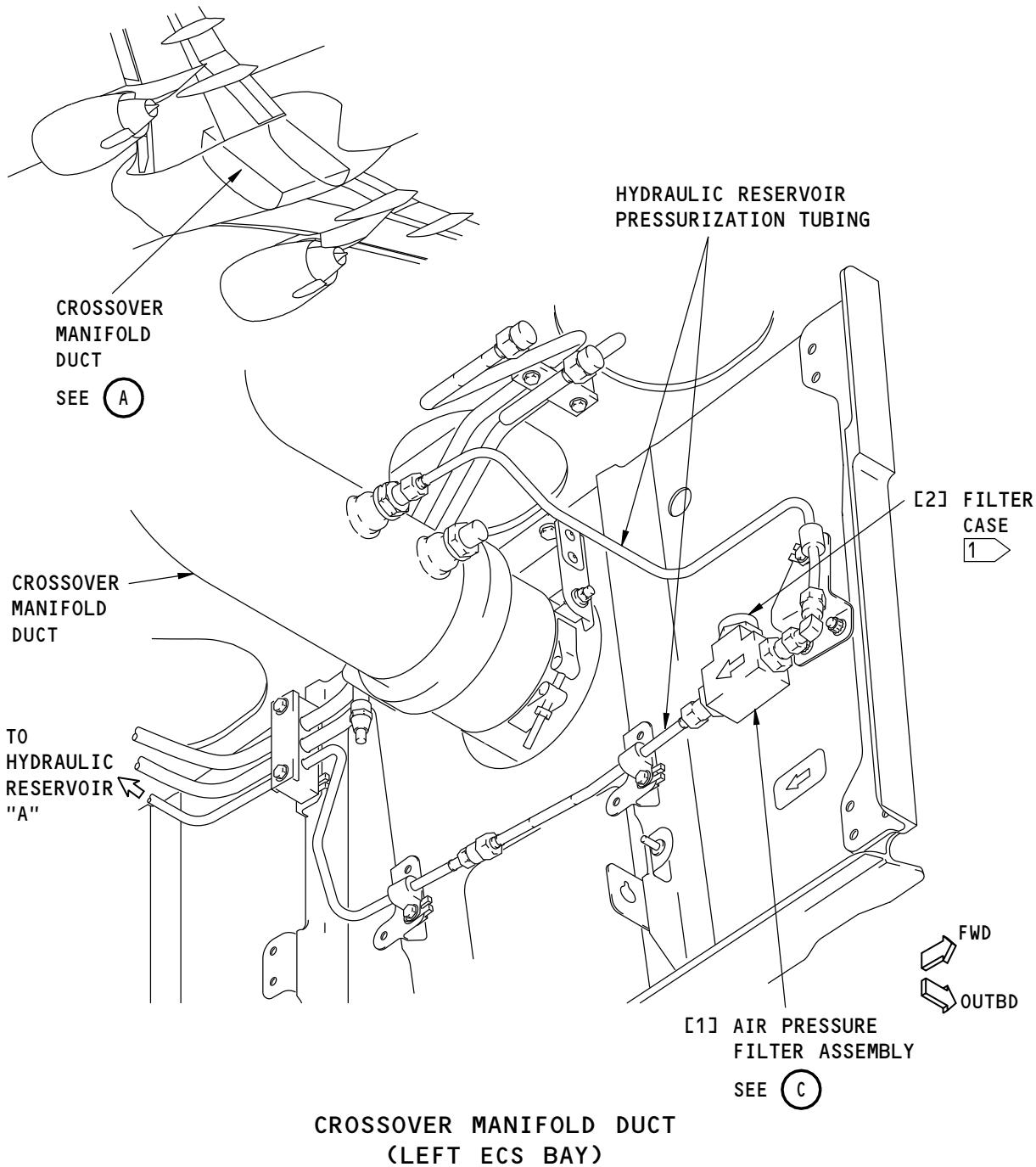
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-070-00-02

Air Pressure Filter Assembly - Maintenance Practices
Figure 1 (Sheet 1 of 3)

W22537 S0006572643_V1

EFFECTIVITY
**AKS ALL; AIRPLANES WITH FILTER
ASSEMBLY PART NUMBER 7595270-103**

SOURCE
MRB

RESERVOIR PRESSURIZATION MODULE FILTER

**D633A109-AKS
29-070-00-02**

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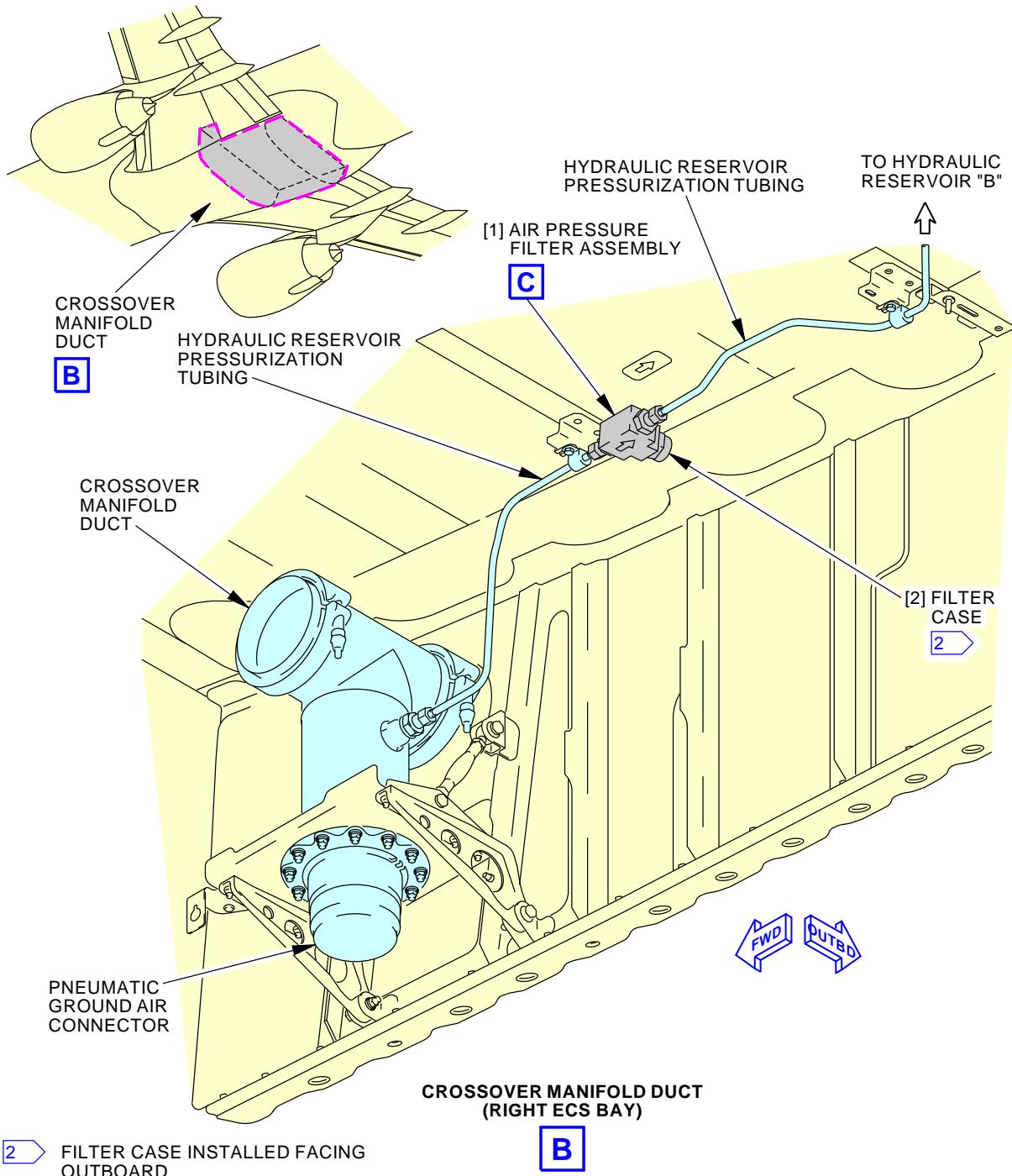
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

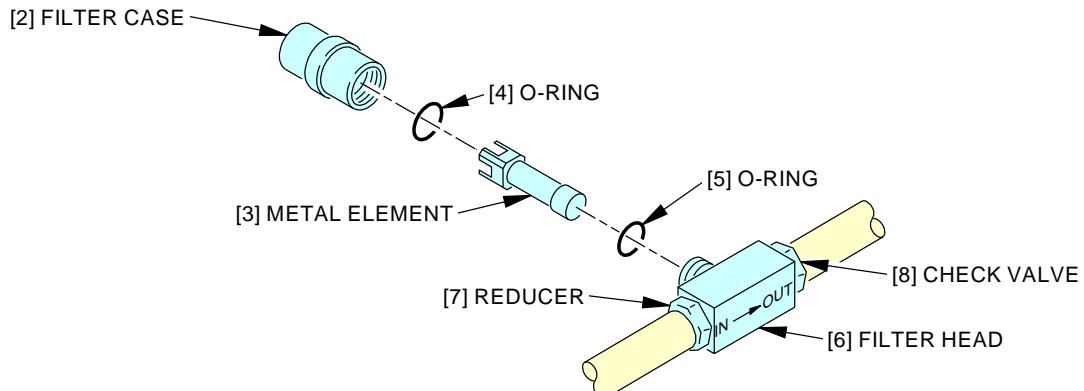
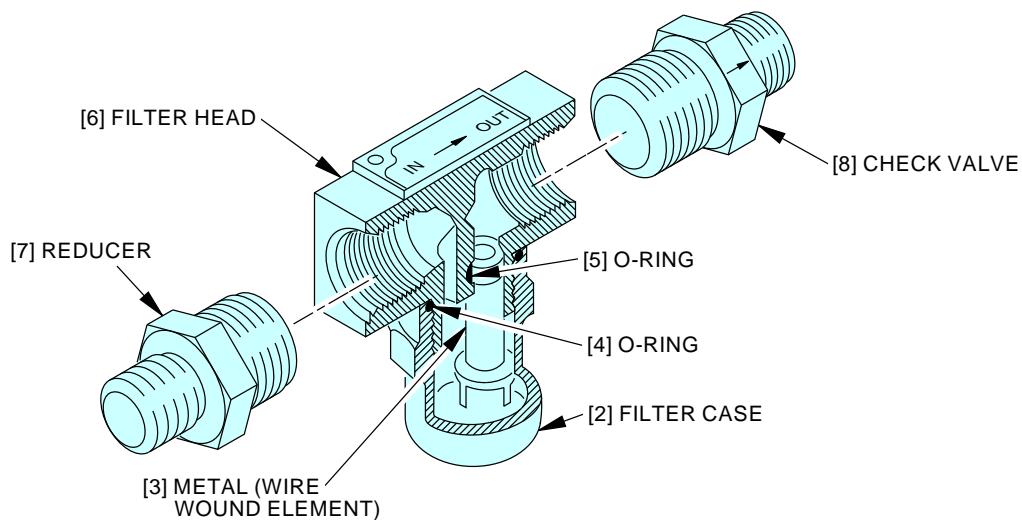
BOEING CARD NO.
29-070-00-02Air Pressure Filter Assembly - Maintenance Practices
Figure 1 (Sheet 2 of 3)

W22566 S0006572644_V2

EFFECTIVITY AKS ALL; AIRPLANES WITH FILTER ASSEMBLY PART NUMBER 7595270-103	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
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**AIR PRESSURE FILTER ASSEMBLY
(EXPLODED)****C****AIR PRESSURE FILTER ASSEMBLY
(CUTAWAY)****C**

D48389 S0000158048_V2

**Air Pressure Filter Assembly - Maintenance Practices
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL; AIRPLANES WITH SECONDARY CHECK VALVE	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

**Page 8 of 11
Jun 15/2015**

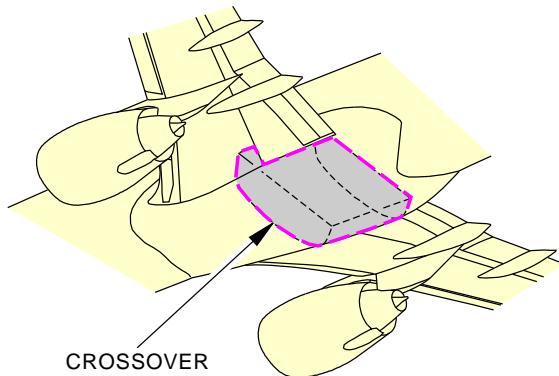
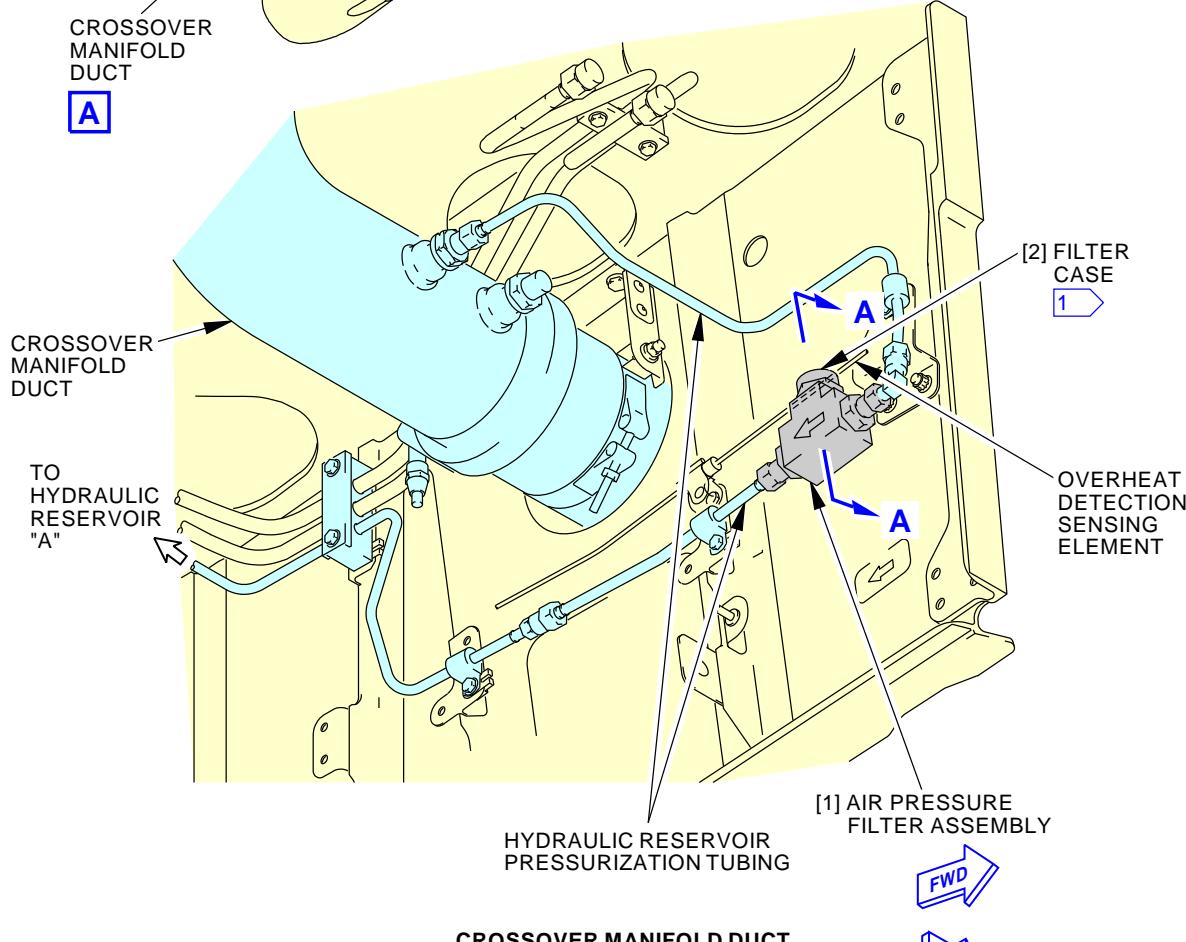
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-070-00-02CROSSOVER
MANIFOLD
DUCT**A****1** FILTER CASE INSTALLED UP

1843405 S0000326431_V3

Air Pressure Filter Assembly - Maintenance Practices
Figure 2 (Sheet 1 of 3)

EFFECTIVITY AKS ALL; AIRPLANES WITH FILTER ASSEMBLY PART NUMBER 1732030-01	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

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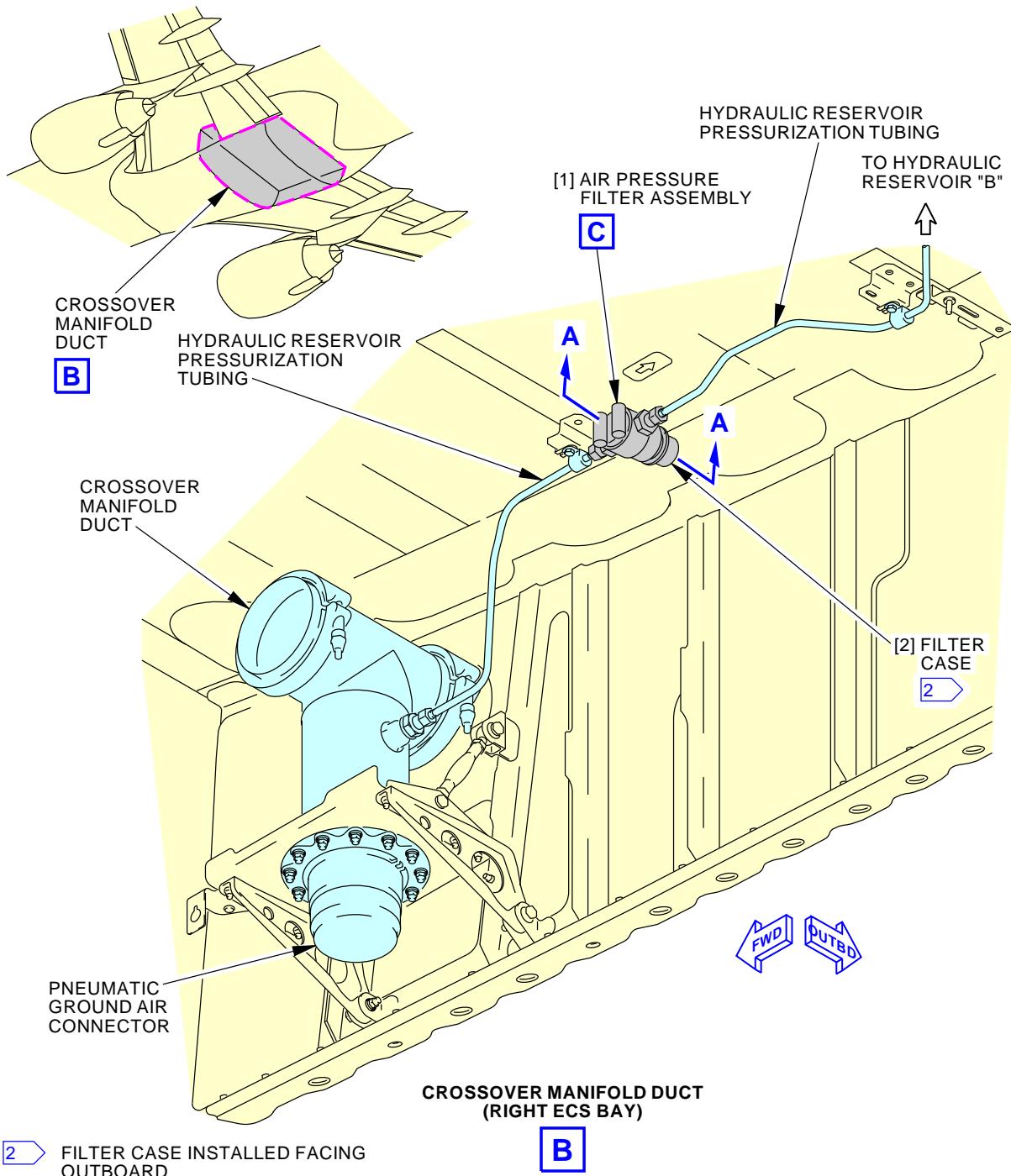
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

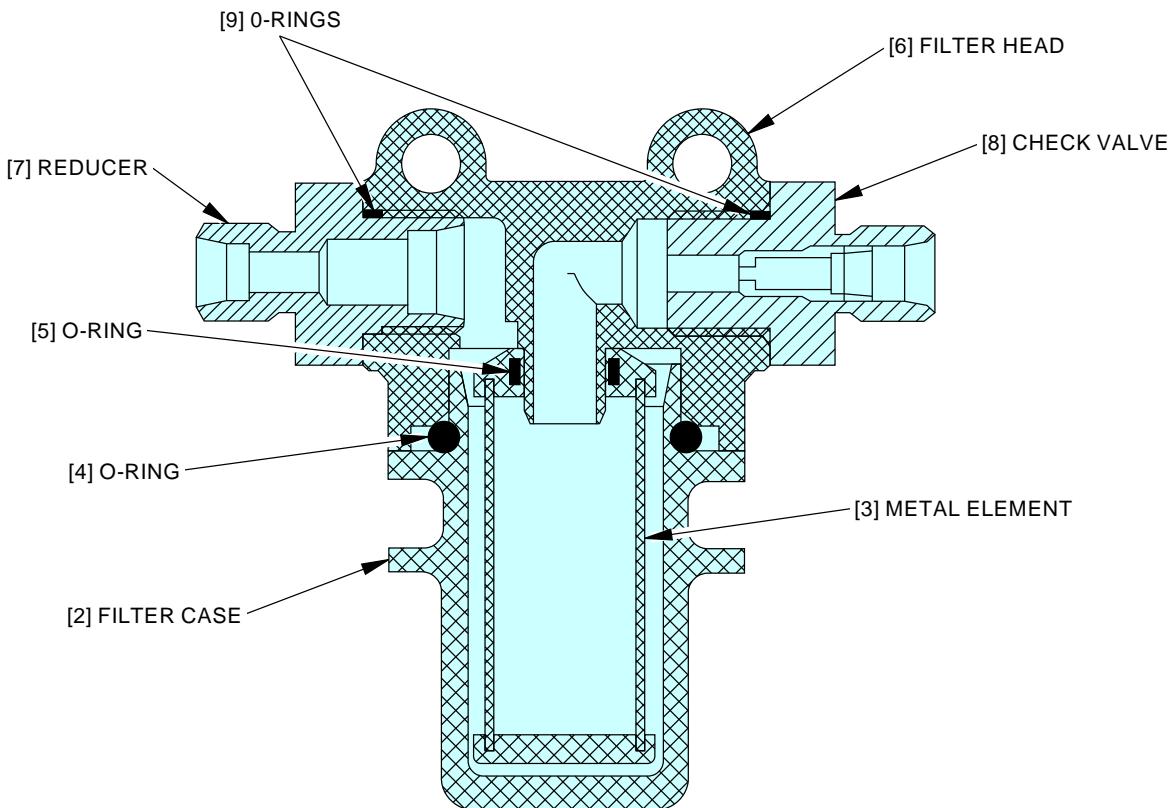
BOEING CARD NO.
29-070-00-02

1843470 S0000326432_V2

**Air Pressure Filter Assembly - Maintenance Practices
Figure 2 (Sheet 2 of 3)**EFFECTIVITY
**AKS ALL; AIRPLANES WITH FILTER
ASSEMBLY PART NUMBER 1732030-01**SOURCE
MRB**RESERVOIR PRESSURIZATION MODULE FILTER****D633A109-AKS
29-070-00-02****Page 10 of 11
Jun 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-070-00-02
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**AIR PRESSURE FILTER ASSEMBLY
(EXAMPLE)****A-A**

1843740 S0000326430_V2

**Air Pressure Filter Assembly - Maintenance Practices
Figure 2 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL; AIRPLANES WITH FILTER ASSEMBLY PART NUMBER 1732030-01	SOURCE MRB	RESERVOIR PRESSURIZATION MODULE FILTER
		D633A109-AKS 29-070-00-02

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EMDP GROUND FAULT PROTECTION SYSTEM			BOEING CARD NO.
DATE	TASK OPERATIONAL				29-080-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 5000 FH	REPEAT 5000 FH	RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS 117A			ZONE 133 134 211 212

Operational check of EMDP ground fault protection system.

A. References

Reference	Title
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-11-21-700-801	Electric Motor-Driven Pump (EMDP) Test (P/B 501)
SWPM 20-60-03	Special Protection of Electrical Connectors

B. Consumable Materials

Reference	Description	Specification
G50170	Compound - Corrosion Inhibiting Compound, Soft Film, Exterior Use - AV25	
G50171	Compound - Corrosion Inhibiting Compound, Interior Application - D5026NS or ZC-026	

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-1792	GFCI Tester - Hydraulic Pump (For 747-8 engines 2 & 3 use G29015 -2 & -4, for 747-8 engines 1 & 4 and all other airplanes use G29015-2 & -3 & -4) Part #: G29015-1 Supplier: 81205 Opt Part #: F72917-19 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP GROUND FAULT PROTECTION SYSTEM
		D633A109-AKS 29-080-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-080-00-01
TASK 29-11-21-700-802				MECH INSP
1. Ground Fault Protection System Test				
A. Prepare for the Test				
SUBTASK 29-11-21-860-036				
(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-21-860-037				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(2) For hydraulic system A, open these circuit breakers and install safety tags:				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
C 8 C00767 ELEC HYD PUMP CONTROL SYS A				
F 3 C00881 ELEC HYD PUMP SYS A				
SUBTASK 29-11-21-860-038				
(3) For hydraulic system B, open these circuit breakers and install safety tags:				
Power Distribution Panel Number 1, P91				
Row Col Number Name				
C 8 C00768 ELEC HYD PUMP CONTROL SYS B				
F 3 C00882 ELEC HYD PUMP SYS B				
SUBTASK 29-11-21-860-039				
(4) Make sure the reset switch for the system B electric 1 hydraulic pump ground fault detector (M1106), in the P91 panel and the system A electric 2 hydraulic pump ground fault detector (M1105), in the P92 panel are reset.				
SUBTASK 29-11-21-860-040				
(5) Make sure these switches on the forward overhead panel, P5, are set to the OFF position:				
(a) For the hydraulic system A; HYD PUMPS A ELEC 2				
(b) For the hydraulic system B; HYD PUMPS B ELEC 1				
B. System A Ground Fault Detector Test				
SUBTASK 29-11-21-020-013				
WARNING: YOU MUST CONNECT THE GROUNDING CABLE FOR THE TEST EQUIPMENT TO THE AIRPLANE GROUND BEFORE YOU CONNECT THE ELECTRICAL CONNECTOR FOR THE PUMP TO THE TEST EQUIPMENT. INJURY TO PERSONS CAN OCCUR.				
(1) Disconnect the electrical connector from the system A EMDP.				
SUBTASK 29-11-21-480-001				
(2) Connect the test hydraulic pump GFCI tester, SPL-1792 ground clip (green) to the ground strap on the EMDP.				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP GROUND FAULT PROTECTION SYSTEM
		D633A109-AKS 29-080-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-080-00-01
				MECH INSP
SUBTASK 29-11-21-480-002	(3) Connect the test hydraulic pump GFCI tester, SPL-1792 conductor return clip (black) to the ground strap on the EMDP.			
SUBTASK 29-11-21-480-003	(4) Connect the test hydraulic pump GFCI tester, SPL-1792 connector to the electrical connector for the EMDP.			
SUBTASK 29-11-21-860-041	WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.			
(5) Remove the safety tags and close these circuit breakers:	Power Distribution Panel Number 2, P92			
	Row Col Number Name			
	C 8 C00767 ELEC HYD PUMP CONTROL SYS A			
	F 3 C00881 ELEC HYD PUMP SYS A			
SUBTASK 29-11-21-860-042	(6) Set the HYD PUMPS A ELEC 2 switch, on the P5 panel, to the ON position.			
SUBTASK 29-11-21-860-043	(7) Set the test switch S2, on the test hydraulic pump GFCI tester, SPL-1792, to the NO TRIP position.			
SUBTASK 29-11-21-860-044	(8) Push and hold the test switch S1, on the test hydraulic pump GFCI tester, SPL-1792.			
	(a) Make sure the light L1 comes on.			
SUBTASK 29-11-21-860-045	(9) Release the test switch S1.			
SUBTASK 29-11-21-860-046	(10) Put the test switch S2 to the TRIP position.			
	(a) Make sure the light L1 goes off.			
SUBTASK 29-11-21-860-047	(11) Put the test switch S2 to the NO TRIP position.			
	(a) Make sure the light L1 stays off.			
SUBTASK 29-11-21-860-048	(12) Momentarily push the reset switch on the ground fault detector for hydraulic system A.			
	<u>NOTE:</u> The reset switch on the ground fault detector (M1105) is located in the equipment center on the P92 panel.			
SUBTASK 29-11-21-860-049	(13) Push and hold the test switch S1.			
	(a) Make sure the light L1 comes on.			
SUBTASK 29-11-21-860-050	(14) Release the test switch S1.			

EFFECTIVITY
AKS ALLSOURCE
MRB**EMDP GROUND FAULT PROTECTION SYSTEM****D633A109-AKS
29-080-00-01****Page 3 of 6
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-080-00-01
				MECH INSP
SUBTASK 29-11-21-860-051	(15) Set the HYD PUMPS A ELEC 2 switch, on the P5 panel, to the OFF position. (a) Make sure the test light L1 goes off.			
SUBTASK 29-11-21-860-052	WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.			
(16) Open these circuit breakers and install safety tags: Power Distribution Panel Number 2, P92 Row Col Number Name	C 8 C00767 ELEC HYD PUMP CONTROL SYS A F 3 C00881 ELEC HYD PUMP SYS A			
SUBTASK 29-11-21-080-001	(17) Disconnect the test hydraulic pump GFCI tester, SPL-1792 connector from the electrical connector for the system A EMDP.			
C. System B Ground Fault Detector Test				
SUBTASK 29-11-21-020-014	WARNING: YOU MUST CONNECT THE GROUNDING CABLE FOR THE TEST EQUIPMENT TO THE AIRPLANE GROUND BEFORE YOU CONNECT THE ELECTRICAL CONNECTOR FOR THE PUMP TO THE TEST EQUIPMENT. INJURY TO PERSONS CAN OCCUR.			
(1) Disconnect the electrical connector from the system B EMDP.				
SUBTASK 29-11-21-480-004	(2) Connect the test hydraulic pump GFCI tester, SPL-1792 connector to the electrical connector for the EMDP.			
SUBTASK 29-11-21-860-053	WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.			
(3) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 1, P91 Row Col Number Name	C 8 C00768 ELEC HYD PUMP CONTROL SYS B F 3 C00882 ELEC HYD PUMP SYS B			
SUBTASK 29-11-21-860-054	(4) Set the HYD PUMPS B ELEC 1 switch, on the P5 panel, to the ON position.			
SUBTASK 29-11-21-860-055	(5) Set the test switch S2, on the test hydraulic pump GFCI tester, SPL-1792, to the NO TRIP position.			

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP GROUND FAULT PROTECTION SYSTEM
		D633A109-AKS 29-080-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-080-00-01												
				MECH INSP												
SUBTASK 29-11-21-860-056	(6) Push and hold the test switch S1, on the test hydraulic pump GFCI tester, SPL-1792. (a) Make sure the light L1 comes on.															
SUBTASK 29-11-21-860-057	(7) Release the test switch S1.															
SUBTASK 29-11-21-860-058	(8) Put the test switch S2 to the TRIP position. (a) Make sure the light L1 goes off.															
SUBTASK 29-11-21-860-059	(9) Put the test switch S2 to the NO TRIP position. (a) Make sure the light L1 stays off.															
SUBTASK 29-11-21-860-060	(10) Momentarily push the reset switch on the ground fault detector for hydraulic system B. <u>NOTE:</u> The reset switch on the ground fault detector (M1106) is located in the equipment center on the P91 panel.															
SUBTASK 29-11-21-860-061	(11) Push and hold the test switch S1. (a) Make sure the light L1 comes on.															
SUBTASK 29-11-21-860-062	(12) Release the test switch S1.															
SUBTASK 29-11-21-860-063	(13) Set the HYD PUMPS B ELEC 1 switch, on the P5 panel, to the OFF position. (a) Make sure the test light L1 goes off.															
SUBTASK 29-11-21-860-064	WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.															
(14) Open these circuit breakers and install safety tags:	Power Distribution Panel Number 1, P91 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00768</td><td>ELEC HYD PUMP CONTROL SYS B</td></tr><tr><td>F</td><td>3</td><td>C00882</td><td>ELEC HYD PUMP SYS B</td></tr></tbody></table>				Row	Col	Number	Name	C	8	C00768	ELEC HYD PUMP CONTROL SYS B	F	3	C00882	ELEC HYD PUMP SYS B
Row	Col	Number	Name													
C	8	C00768	ELEC HYD PUMP CONTROL SYS B													
F	3	C00882	ELEC HYD PUMP SYS B													
SUBTASK 29-11-21-080-002	(15) Disconnect the test hydraulic pump GFCI tester, SPL-1792 connector from the electrical connector for the system B EMDP.															
SUBTASK 29-11-21-080-003	(16) Disconnect the test hydraulic pump GFCI tester, SPL-1792 from the ground strap.															

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP GROUND FAULT PROTECTION SYSTEM
		D633A109-AKS 29-080-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-080-00-01
				MECH INSP
SUBTASK 29-11-21-420-037				
(17) Make an inspection of the electrical contacts of the system B and the system A EMDP electrical connectors. If damaged, repair as necessary.				
(a) Apply the D5026NS or ZC-026 compound, G50171 to the electrical connector (SWPM 20-60-03).				
SUBTASK 29-11-21-420-018				
(18) Reconnect the electrical connectors to the system B and the system A EMDP.				
(a) Apply the AV25 compound, G50170 to the electrical connector (SWPM 20-60-03).				
SUBTASK 29-11-21-860-065				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(19) Remove the safety tags and close these circuit breakers:				
Power Distribution Panel Number 1, P91				
Row Col Number Name				
C 8 C00768 ELEC HYD PUMP CONTROL SYS B				
F 3 C00882 ELEC HYD PUMP SYS B				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
C 8 C00767 ELEC HYD PUMP CONTROL SYS A				
F 3 C00881 ELEC HYD PUMP SYS A				
SUBTASK 29-11-21-720-001				
(20) Do the following task to test the EMDP after the electrical connector has been reconnected to the pump:				
Electric Motor-Driven Pump (EMDP) Test, AMM TASK 29-11-21-700-801				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	EMDP GROUND FAULT PROTECTION SYSTEM
		D633A109-AKS 29-080-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE A & B SYSTEM RETURN FILTER MODULE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				29-090-00-01 RELATED CARD
TAIL NUMBER	WORK AREA WHEELWELL	VERSION 1.1	THRESHOLD 600 FH	REPEAT 600 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ENGINE ALL ALL
		ACCESS			ZONE 133 134

Inspect (General Visual) the Delta "P" indication of A & B system return filter module.

A. References

Reference	Title
AMM 29-11-61-000-801	Return Filter Element Removal (P/B 401)
AMM 29-11-61-400-801	Return Filter Element Installation (P/B 401)

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM RETURN FILTER MODULE
		D633A109-AKS 29-090-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-090-00-01
				MECH INSP
TASK 29-11-61-210-801				
1. Inspection of the Differential Pressure Indicator of the A and B System Return Filter Modules				
Figure 1				
A. Procedure				
SUBTASK 29-11-61-010-001				
(1) Get access to the main wheel well.				
SUBTASK 29-11-61-210-001				
(2) Do a general visual inspection of the differential pressure indication of the A and B system return filter modules.				
(a) Make sure the red differential pressure indicator is not visible.				
(3) If red differential pressure indicator is visible, do this task:Return Filter Element Removal, AMM TASK 29-11-61-000-801, Return Filter Element Installation, AMM TASK 29-11-61-400-801.				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM RETURN FILTER MODULE		
		D633A109-AKS 29-090-00-01	Page 2 of 4 Oct 15/2015	

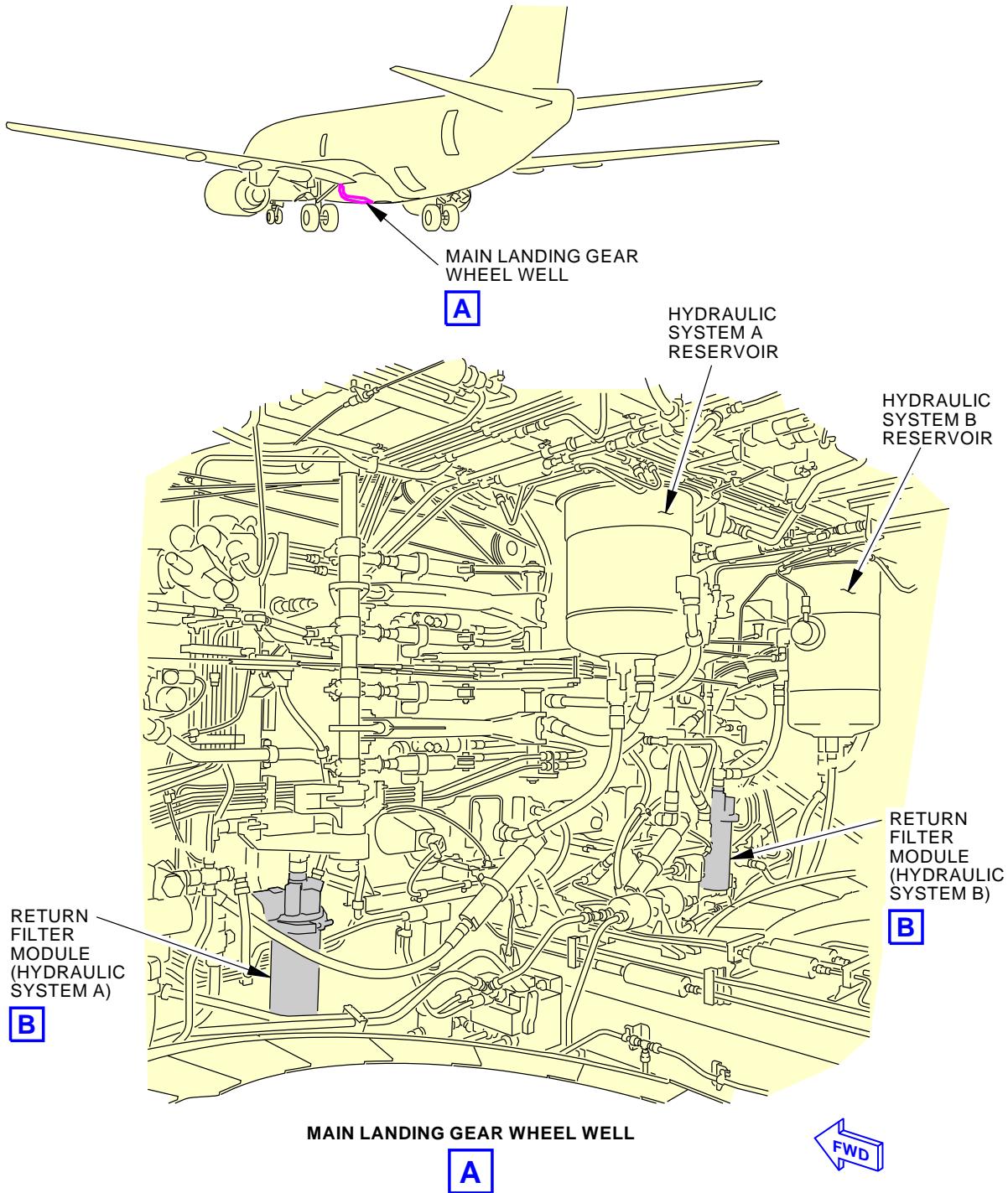
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-090-00-01

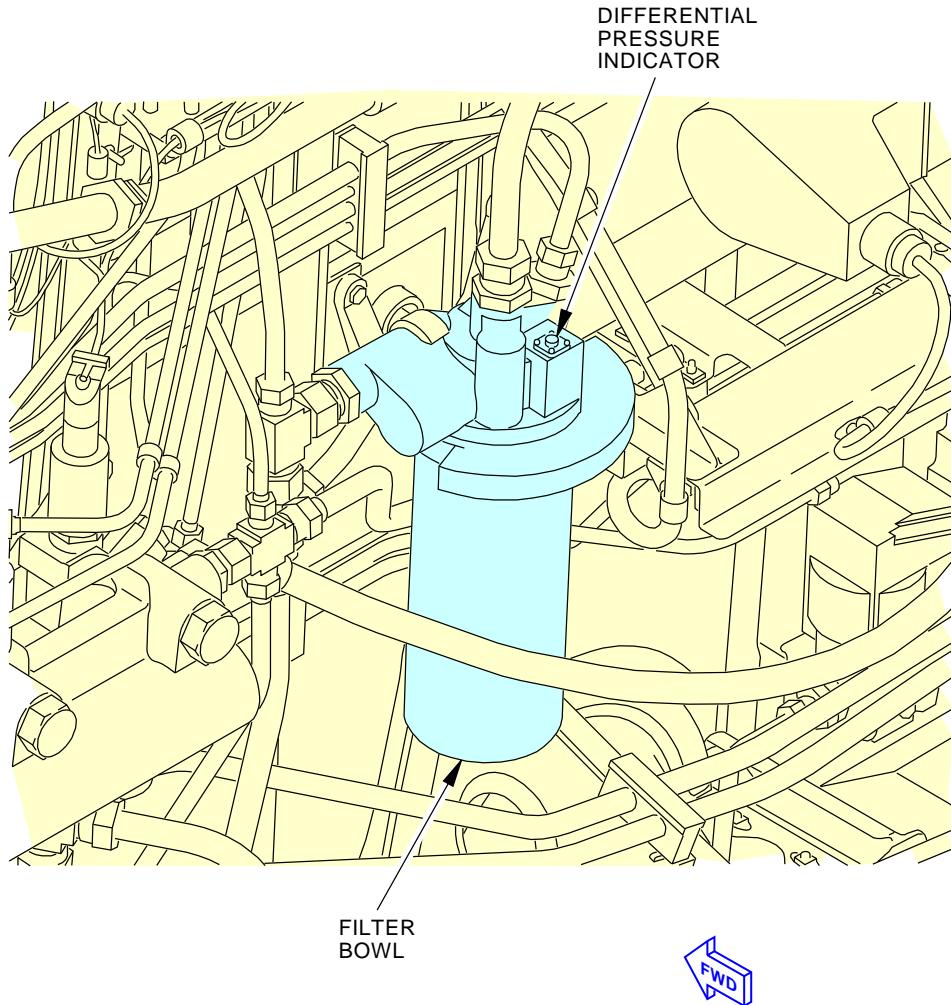
Hydraulic Systems A and B Return Filter Module - Inspection/Check
Figure 1 (Sheet 1 of 2)

2289007 S0000517794_V2

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM RETURN FILTER MODULE
		D633A109-AKS 29-090-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-090-00-01



**RETURN FILTER MODULE
(HYDRAULIC SYSTEM A SHOWN, HYDRAULIC SYSTEM B IS ALMOST THE SAME)**

B

2289027 S0000517795_V2

**Hydraulic Systems A and B Return Filter Module - Inspection/Check
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM RETURN FILTER MODULE
		D633A109-AKS 29-090-00-01

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

AIRLINE CARD NO		TITLE A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES			BOEING CARD NO.
DATE	TASK OPERATIONAL				29-100-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 7500 FH	REPEAT 7500 FH	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134 210

Operational check of the A & B system engine pump (EDP) shutoff valves.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES
		D633A109-AKS 29-100-00-01

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Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-100-00-01
				MECH INSP
TASK 29-11-81-710-801				
1. EDP Supply Shutoff Valve Operational Test				
A. Procedure				
SUBTASK 29-11-81-611-001				
(1) Make sure the hydraulic system is fully operational. If necessary, do this task to service the reservoir: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-11-81-863-001				
(2) Make sure the hydraulic system is fully operational. If necessary, do this task to pressurize the hydraulic reservoir: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-11-81-861-001				
(3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-11-81-865-001				
(4) Make sure that these circuit breakers are closed:				
F/O Electrical System Panel, P6-2				
Row Col Number Name				
C 18 C00348 HYDRAULIC SYSTEM SHUTOFF VALVE ENG 2				
C 19 C00347 HYDRAULIC SYSTEM SHUTOFF VALVE ENG 1				
SUBTASK 29-11-81-865-002				
(5) For Engine NO. 1				
Make sure that this circuit breaker is closed:				
CAPT Electrical System Panel, P18-2				
Row Col Number Name				
B 8 C01103 ENGINE 1 START VALVE				
SUBTASK 29-11-81-865-003				
(6) For Engine NO. 2				
Make sure that this circuit breaker is closed:				
F/O Electrical System Panel, P6-2				
Row Col Number Name				
C 4 C00154 ENGINE 2 START VALVE				
SUBTASK 29-11-81-860-009				
CAUTION: DO NOT TURN THE FIRE HANDLE. IF YOU TURN THE FIRE HANDLE, THE EXTINGUISHING BOTTLES WILL RELEASE THEIR CONTENTS. THIS CAN CAUSE DAMAGE TO THE ENGINE.				
(7) Push the override button behind the fire handle for the applicable engine and pull the handle (on the P-8 panel).				

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES
		D633A109-AKS 29-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-100-00-01
(a) Make sure that the shutoff valve [5] operates by observing that the position indicator arm on the valve actuator moves from OPEN to CLOSED. <u>NOTE:</u> An indicator arm on the output shaft of the electrical actuator assembly aligns with the CLOSED and OPEN markings on the actuator nameplate to indicate the valve position. SUBTASK 29-11-81-860-010 (8) Push in the fire handle for the applicable engine. (a) Make sure that the shutoff valve [5] operates by observing that the position indicator arm on the valve actuator moves from CLOSED to OPEN. (b) Examine the shutoff valve [5] for leaks. SUBTASK 29-11-81-862-001 (9) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.				MECH INSP

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES
		D633A109-AKS 29-100-00-01

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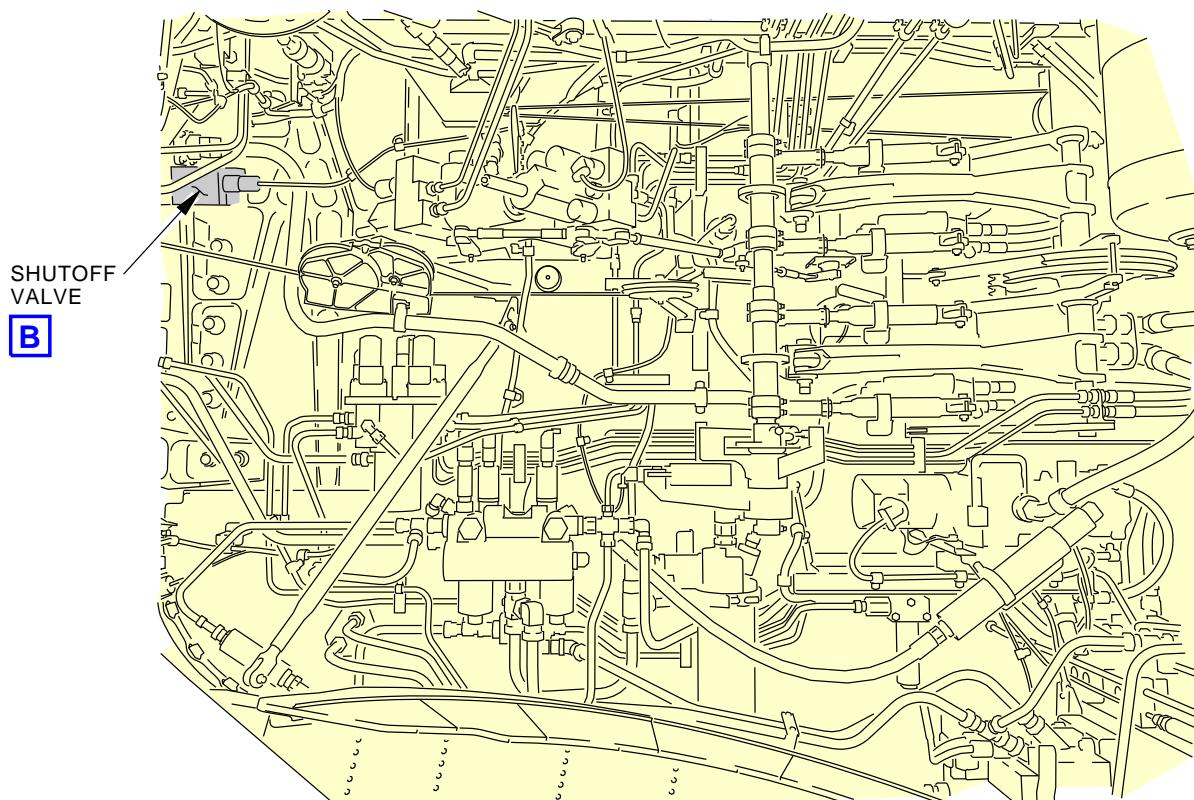
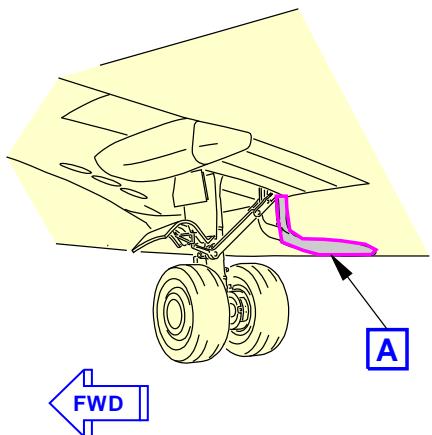
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-100-00-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)**

FWD



F75673 S0006572860_V2

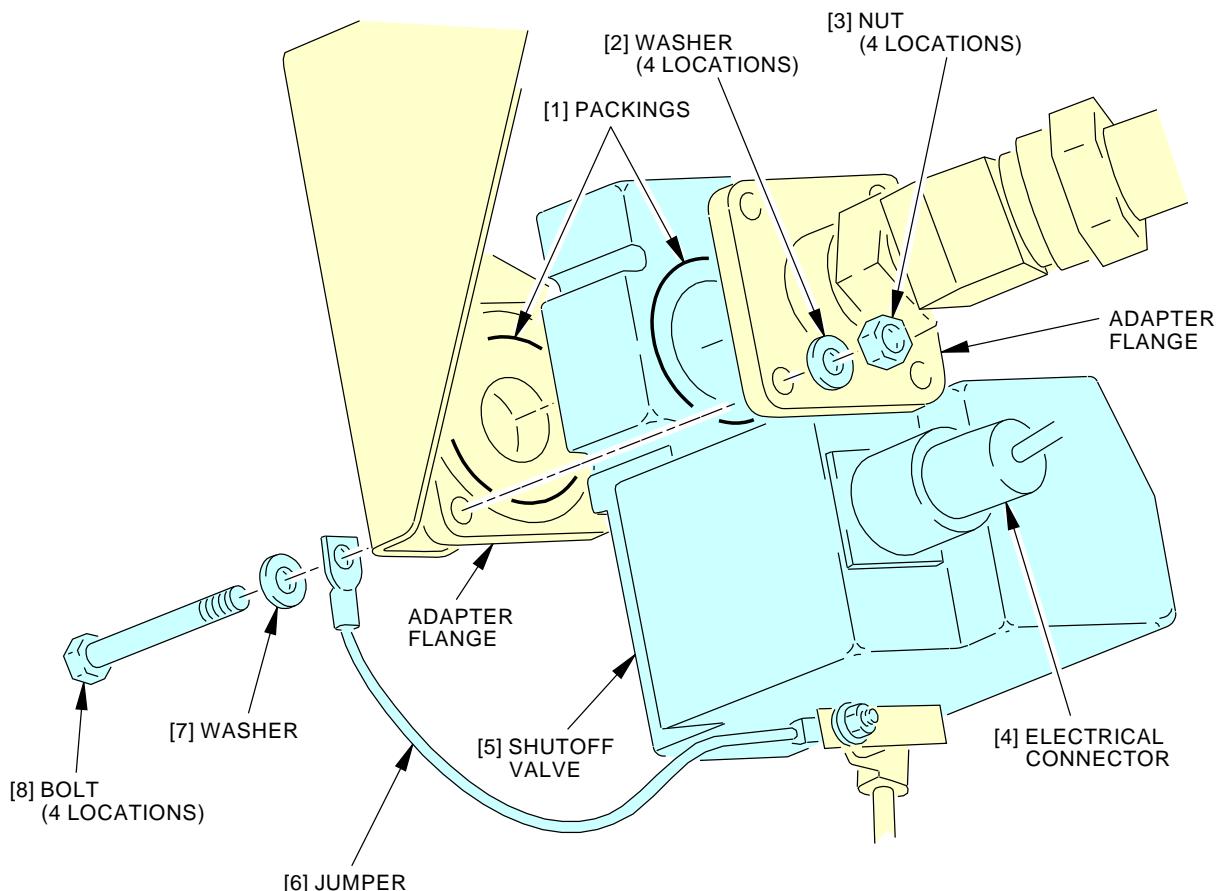
**Engine-Driven Pump (EDP) Supply Shutoff Valve Installation
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES
		D633A109-AKS 29-100-00-01

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Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-100-00-01
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F75803 S0006572861_V2

**Engine-Driven Pump (EDP) Supply Shutoff Valve Installation
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	A & B SYSTEM ENGINE PUMP (EDP) SHUTOFF VALVES
		D633A109-AKS 29-100-00-01

Page 5 of 5
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE NOSE LANDING GEAR (NLG) DOWN LINE FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-110-00-01
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY
		ACCESS			AIRPLANE ALL ENGINE ALL
					ZONE 133

Remove the nose landing gear (NLG) down line fuse for functional test off aircraft.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) DOWN LINE FUSE
		D633A109-AKS 29-110-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-110-00-01
				MECH INSP
TASK 32-33-71-000-803				
1. Removal of the Extend Pressure Fuse for the Nose Gear (Figure 1)				
A. Prepare for the Removal				
SUBTASK 32-33-71-480-004				
WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 32-33-71-860-004				
(2) For hydraulic system A, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 32-33-71-580-002				
(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).				
B. Extend Pressure Fuse Removal				
SUBTASK 32-33-71-020-009				
(1) Loosen the nuts connecting the hydraulic lines to the fuse assembly [25].				
SUBTASK 32-33-71-020-010				
(2) Disconnect the hydraulic lines from the fuse assembly [25].				
SUBTASK 32-33-71-480-005				
(3) Install caps on the hydraulic lines.				
SUBTASK 32-33-71-020-011				
(4) Remove the fuse assembly [25] from the airplane.				
C. Test the Extend Pressure Fuse				
SUBTASK 32-33-71-720-002				
(1) Do the functional test of the extend pressure fuse with the supplier's recommended component maintenance test instructions and test equipment.				
NOTE: The supplier's instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuse. This is an off-airplane bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) DOWN LINE FUSE
		D633A109-AKS 29-110-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-110-00-01								
				MECH INSP								
TASK 32-33-71-400-802												
2. Installation of the Extend Pressure Fuse for the Nose Gear (Figure 1)												
A. 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>25</td><td>Fuse assembly</td><td>29-11-61-07-330</td><td>AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	25	Fuse assembly	29-11-61-07-330	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity									
25	Fuse assembly	29-11-61-07-330	AKS ALL									
B. Extend Pressure Fuse Installation												
SUBTASK 32-33-71-420-009												
(1) Put the fuse assembly [25] in position to align it with the hydraulic lines.												
SUBTASK 32-33-71-080-003												
(2) Remove the cap from the hydraulic line [29] and connect the hydraulic line [29] to the fuse assembly [25].												
SUBTASK 32-33-71-420-012												
(3) Tighten the B-nut on the hydraulic line [29] to a value of 280 ± 14 in-lb (32 ± 2 N·m).												
SUBTASK 32-33-71-420-008												
(4) Tighten the hydraulic lines.												
C. Installation Test of the Extend Pressure Fuse												
SUBTASK 32-33-71-480-006												
WARNING: MAKE SURE YOU INSTALL THE DOWNLOCK PINS IN THE LANDING GEAR TO PREVENT THE ACCIDENTAL OPERATION OF THE GEAR. IF THE LANDING GEARS RETRACT, IT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO STRUCTURE.												
(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.												
SUBTASK 32-33-71-860-005												
(2) For hydraulic system A, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.												
SUBTASK 32-33-71-700-004												
(3) Use the override trigger to move the control lever for the landing gear from the DN position to the UP position.												
SUBTASK 32-33-71-710-002												
(4) Make sure the UP hose of the retract actuator moves to show that hydraulic pressure is applied when the control lever is moved to the UP position.												
SUBTASK 32-33-71-700-005												
(5) Move the control lever to the DN position.												
SUBTASK 32-33-71-700-006												
(6) Make sure the DOWN hose on the retract actuator moves when you move the control lever from the UP position to the DN position.												
SUBTASK 32-33-71-210-004												
(7) Do a check for leakage with the hydraulic pressure applied.												

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) DOWN LINE FUSE	
		D633A109-AKS 29-110-00-01	Page 3 of 5 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) DOWN LINE FUSE
		D633A109-AKS 29-110-00-01

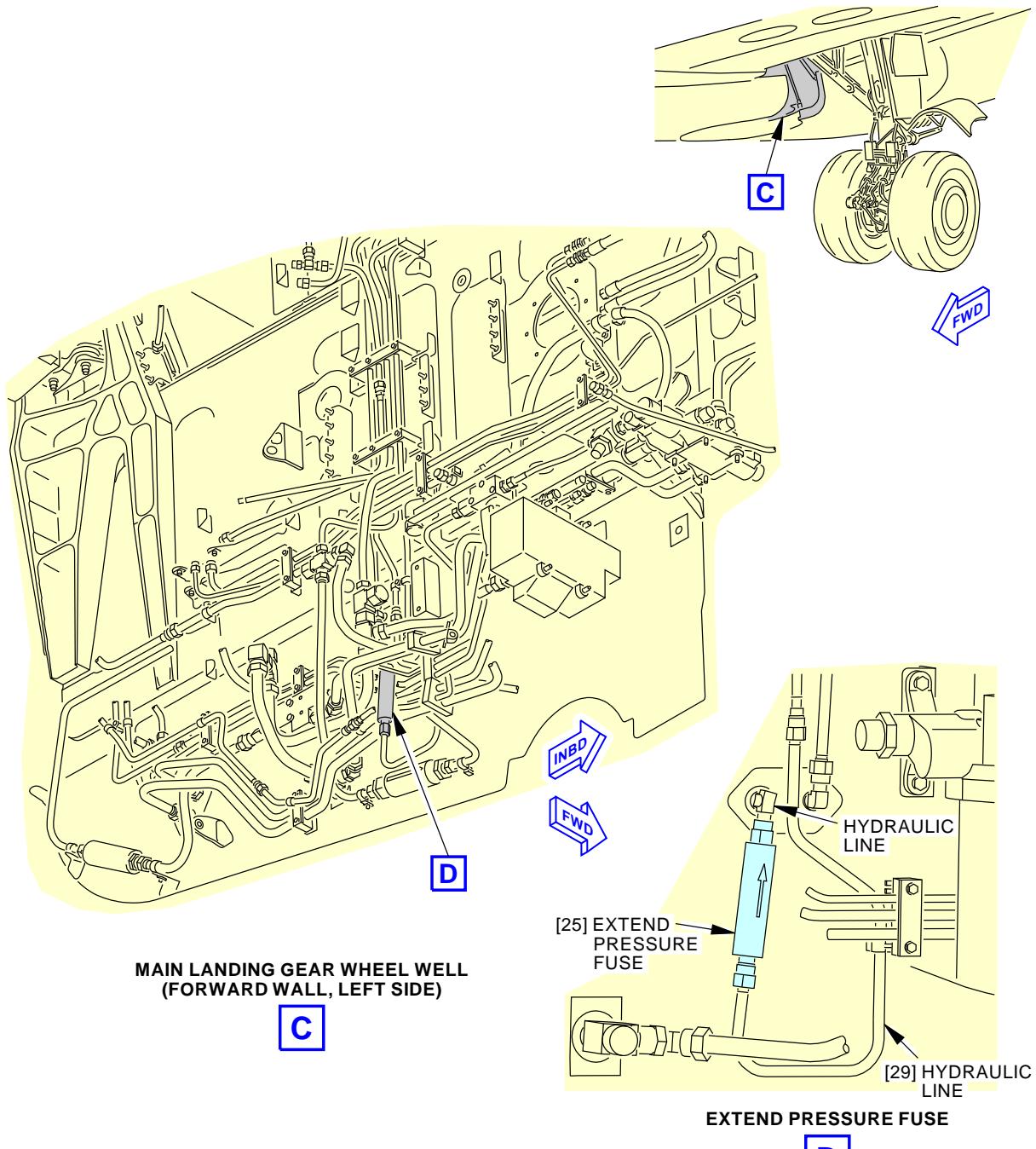
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-110-00-01**Nose Gear Extend Pressure Fuse Installation
Figure 1**

L52554 S0006575331_V5

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) DOWN LINE FUSE
		D633A109-AKS 29-110-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE NOSE LANDING GEAR (NLG) UP LINE FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-120-00-01 RELATED CARD
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133

Remove the nose landing gear (NLG) up line fuse for functional check off aircraft.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) UP LINE FUSE
		D633A109-AKS 29-120-00-01

Page 1 of 5
Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-120-00-01
				MECH INSP
TASK 32-33-71-000-801				
1. Removal of the Retract Pressure Fuse for the Nose Gear (Figure 1)				
A. Prepare for the Removal				
SUBTASK 32-33-71-480-001				
WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 32-33-71-860-001				
(2) For hydraulic system A, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 32-33-71-580-001				
(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).				
B. Retract Pressure Fuse Removal				
SUBTASK 32-33-71-020-007				
(1) Loosen the nuts connecting the hydraulic lines to the fuse assembly [4].				
SUBTASK 32-33-71-020-001				
(2) Remove the screws [1], washers [2], and nuts [3] that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].				
SUBTASK 32-33-71-020-002				
(3) Disconnect the hydraulic lines from the fuse assembly [4].				
SUBTASK 32-33-71-480-002				
(4) Install caps on the hydraulic lines.				
SUBTASK 32-33-71-020-003				
(5) Remove the fuse assembly [4] from the airplane.				
C. Test the Retract Pressure Hydraulic Fuse				
SUBTASK 32-33-71-720-001				
(1) Do the functional test of the pressure hydraulic fuse with the supplier's recommended component maintenance test instructions and test equipment.				
NOTE: The supplier's instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuse. This is an off-airplane bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) UP LINE FUSE	
		D633A109-AKS 29-120-00-01	Page 2 of 5 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-120-00-01								
				MECH INSP								
TASK 32-33-71-400-801												
2. Installation of the Retract Pressure Fuse for the Nose Gear (Figure 1)												
A. 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>4</td><td>Fuse assembly</td><td>29-11-52-25E-285</td><td>AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	4	Fuse assembly	29-11-52-25E-285	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity									
4	Fuse assembly	29-11-52-25E-285	AKS ALL									
B. Retract Pressure Fuse Installation												
SUBTASK 32-33-71-420-001												
(1) Put the fuse assembly [4] in position to align it with the hydraulic lines.												
SUBTASK 32-33-71-080-001												
(2) Remove the caps from the hydraulic lines [26] and connect the hydraulic lines [26] to the fuse assembly [4].												
SUBTASK 32-33-71-420-003												
(3) Install the screws [1], washers [2], and nuts [3] for the clamps that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].												
SUBTASK 32-33-71-420-007												
(4) Tighten the B-nuts of the hydraulic lines [26] to a value of 270 ± 14 in-lb (31 ± 2 N·m).												
C. Installation Test of the Retract Pressure Fuse												
SUBTASK 32-33-71-480-003												
WARNING: MAKE SURE YOU INSTALL THE DOWNLOCK PINS IN THE LANDING GEAR TO PREVENT THE ACCIDENTAL OPERATION OF THE GEAR. IF THE LANDING GEARS RETRACT, IT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO STRUCTURE.												
(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.												
SUBTASK 32-33-71-860-002												
(2) For hydraulic system A, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.												
SUBTASK 32-33-71-700-001												
(3) Use the override trigger to move the control lever for the landing gear from the DN position to the UP position.												
SUBTASK 32-33-71-710-001												
(4) Make sure the UP hose of the retract actuator moves to show that hydraulic pressure is applied when the control lever is moved to the UP position.												
SUBTASK 32-33-71-700-002												
(5) Move the control lever to the DN position.												
SUBTASK 32-33-71-700-003												
(6) Make sure the DOWN hose on the retract actuator moves when you move the control lever from the UP position to the DN position.												

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) UP LINE FUSE	
		D633A109-AKS 29-120-00-01	Page 3 of 5 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-120-00-01
SUBTASK 32-33-71-210-001 (7) Do a check for leakage with the hydraulic pressure applied.	SUBTASK 32-33-71-860-003 (8) For hydraulic system A, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.	SUBTASK 32-33-71-210-002 (9) Make sure there are no leaks in the hydraulic connections.	SUBTASK 32-33-71-840-001 (10) Examine the hydraulic reservoirs for the correct servicing. To do this, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801. (a) Service them if it is necessary.	MECH INSP

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	NOSE LANDING GEAR (NLG) UP LINE FUSE D633A109-AKS 29-120-00-01	Page 4 of 5 Oct 15/2015
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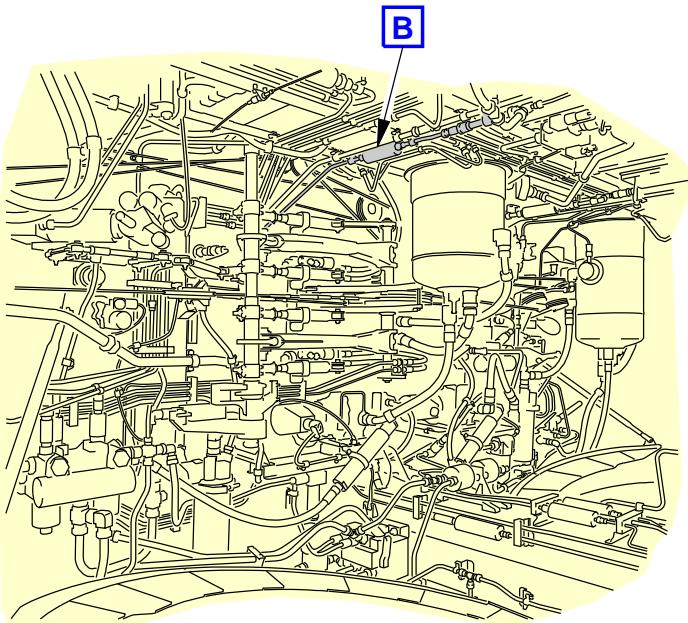
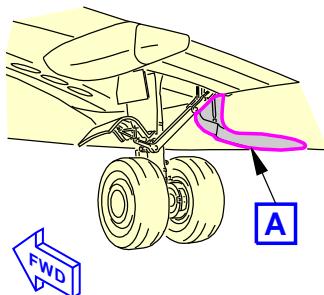
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

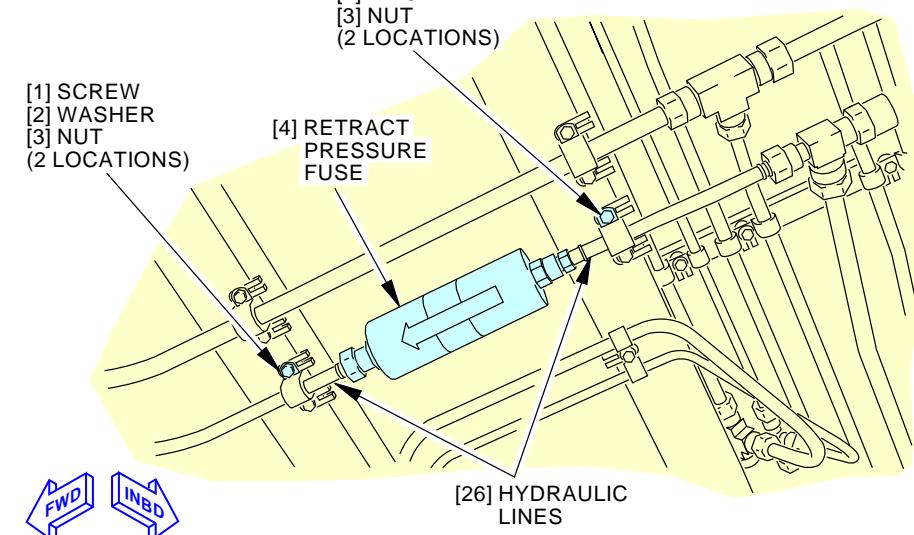
STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-120-00-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)****A**

- [1] SCREW
- [2] WASHER
- [3] NUT
- (2 LOCATIONS)

- [1] SCREW
- [2] WASHER
- [3] NUT
- (2 LOCATIONS)

[4] RETRACT PRESSURE FUSE**[26] HYDRAULIC LINES****B**

G20880 S0006575326_V3

**Nose Gear Retract Pressure Fuse Installation
Figure 1****EFFECTIVITY
AKS ALL****SOURCE
MRB****NOSE LANDING GEAR (NLG) UP LINE FUSE****D633A109-AKS
29-120-00-01****Page 5 of 5
Jun 15/2016**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE THRUST REVERSER A SYSTEM EMDP FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-130-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133

Remove the thrust reverser "A" system EMDP fuse for functional check off aircraft.

A. References

Reference	Title
AMM 29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 78-31-00-700-801-F00	Thrust Reverser Normal Operation Test (P/B 501)

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-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE
		D633A109-AKS 29-130-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-130-00-01
				MECH INSP
TASK 78-34-07-000-803-F00				
1. System A Volumetric Hydraulic Fuse Removal				
(Figure 1)				
A. General				
(1) This task contains these topics:				
(a) The removal of the system A fuse.				
(b) The off-wing functional test of the fuses.				
B. Prepare for the Removal				
SUBTASK 78-34-07-864-003-F00				
(1) Remove power from the hydraulic system A and B.				
(a) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 78-34-07-864-004-F00				
(2) Do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
C. System A Fuse Removal				
SUBTASK 78-34-07-020-004-F00				
WARNING: DO NOT GET THIS MATERIAL IN YOUR MOUTH, EYES, OR ON YOUR SKIN. PUT ON EYE PROTECTION (GOOGLES, OR OTHER APPROVED PROTECTION) AND GLOVES WHEN YOU USE THIS MATERIAL. MAKE SURE THAT THERE IS SUFFICIENT AIRFLOW. KEEP THIS MATERIAL AWAY FROM SPARKS, FLAME, AND HEAT. THIS MATERIAL CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.				
(1) Do these steps to remove the system A fuse [24] :				
(a) Remove the screw [21] and the washer [22] from the loop clamp [23] at two locations.				
(b) Use a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 to catch the hydraulic fluid.				
(c) Disconnect the tube coupling nuts at each end of the fuse [24].				
(d) Remove the fuse [24].				
(e) Install protective covers on the hydraulic lines and the fuse [24].				
D. Test the Volumetric Hydraulic Fuses				
SUBTASK 78-34-07-720-003-F00				
(1) Do the functional test of the volumetric hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.				
NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-wing bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE D633A109-AKS 29-130-00-01	Page 2 of 6 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-130-00-01								
				MECH INSP								
TASK 78-34-07-400-803-F00												
2. System A Volumetric Hydraulic Fuse Installation (Figure 1)												
A. General (1) This task contains the installation of the system A fuse.												
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>24</td><td>Fuse</td><td>Not Specified</td><td></td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	24	Fuse	Not Specified		
AMM Item	Description	AIPC Reference	AIPC Effectivity									
24	Fuse	Not Specified										
C. System A Fuse Installation												
SUBTASK 78-34-07-420-004-F00												
WARNING: DO NOT GET THIS MATERIAL IN YOUR MOUTH, EYES, OR ON YOUR SKIN. PUT ON EYE PROTECTION (GOOGLES, OR OTHER APPROVED PROTECTION) AND GLOVES WHEN YOU USE THIS MATERIAL. MAKE SURE THAT THERE IS SUFFICIENT AIRFLOW. KEEP THIS MATERIAL AWAY FROM SPARKS, FLAME, AND HEAT. THIS MATERIAL CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.												
(1) Do these steps to install the system A fuse [24]: (a) Remove the protective covers from the hydraulic lines and the system A fuse [24]. (b) Put the system A in the correct position.												
CAUTION: USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.												
(c) Connect the tube coupling nut at the inboard end of the system A fuse. 1) Tighten the coupling nut to 665-735 pound-inches (75.1-83.0 Newton meters). (d) Connect the tube coupling nut at the outboard end of the fuse. 1) Tighten the coupling nut to 475-525 pound-inches (53.7-59.3 Newton meters). (e) Install the two loop clamps [23] with the two washers [22] and the two screws [21]. 1) Tighten the screws to 25-35 pound-inches (2.8-3.9 Newton meters).												
D. Put the Airplane Back to Its Usual Condition												
SUBTASK 78-34-07-863-002-F00												
WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.												
(1) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. (a) Do a check of the fuses and hydraulic lines for hydraulic leaks.												

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE D633A109-AKS 29-130-00-01	Page 3 of 6 Feb 15/2016
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-130-00-01			
				<table border="1"><tr><td>1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. SUBTASK 78-34-07-710-004-F00 (2) Do this task: Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00. (a) Operate the thrust reverser a minimum of three cycles. (b) Do a check of the fuses and hydraulic lines for hydraulic leaks. 1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. ———— END OF TASK ——</td><td>MECH</td><td>INSP</td></tr></table>	1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. SUBTASK 78-34-07-710-004-F00 (2) Do this task: Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00. (a) Operate the thrust reverser a minimum of three cycles. (b) Do a check of the fuses and hydraulic lines for hydraulic leaks. 1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. ———— END OF TASK ——	MECH	INSP
1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. SUBTASK 78-34-07-710-004-F00 (2) Do this task: Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00. (a) Operate the thrust reverser a minimum of three cycles. (b) Do a check of the fuses and hydraulic lines for hydraulic leaks. 1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits. ———— END OF TASK ——	MECH	INSP					

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE D633A109-AKS 29-130-00-01	Page 4 of 6 Feb 15/2016
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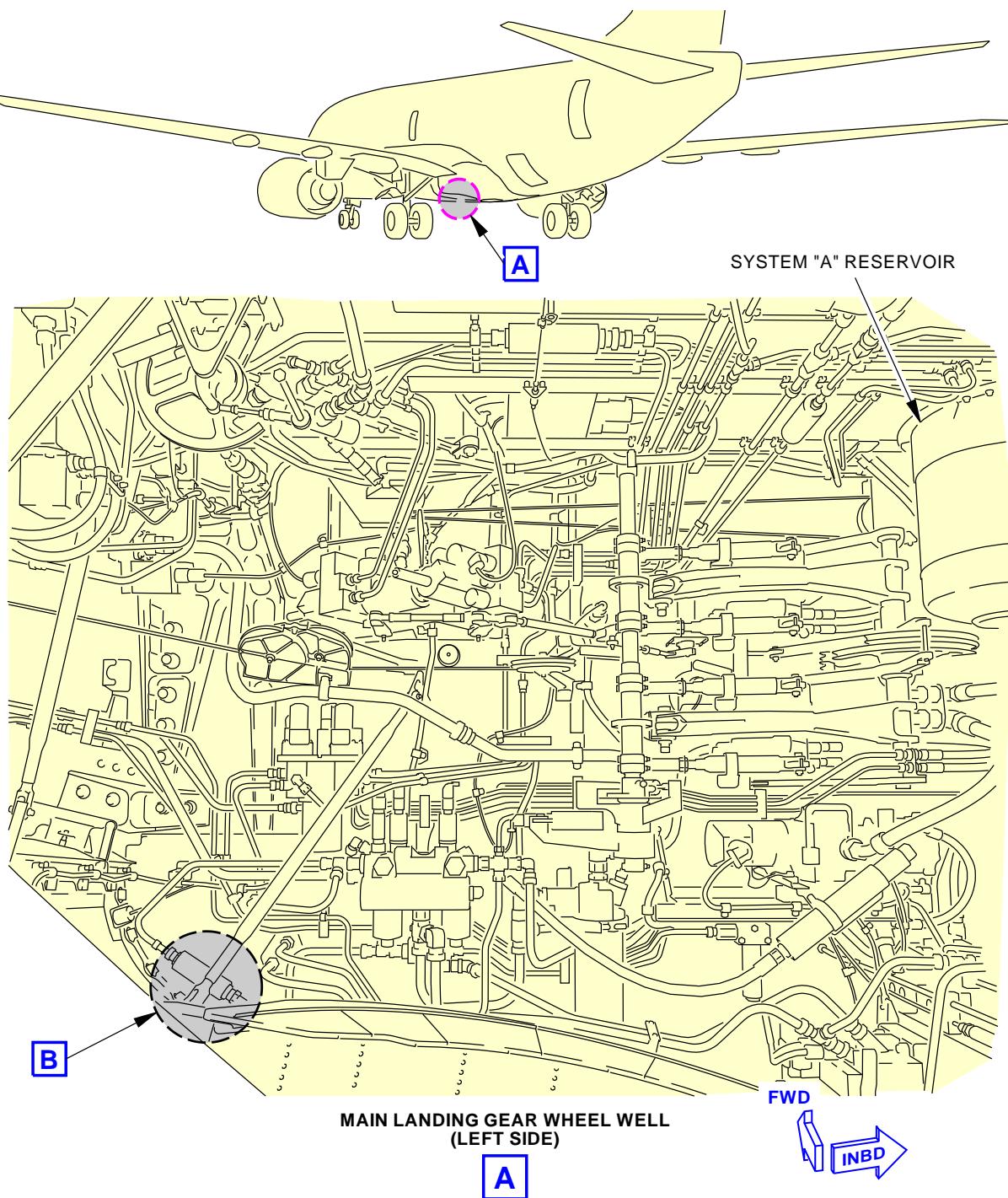
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-130-00-01

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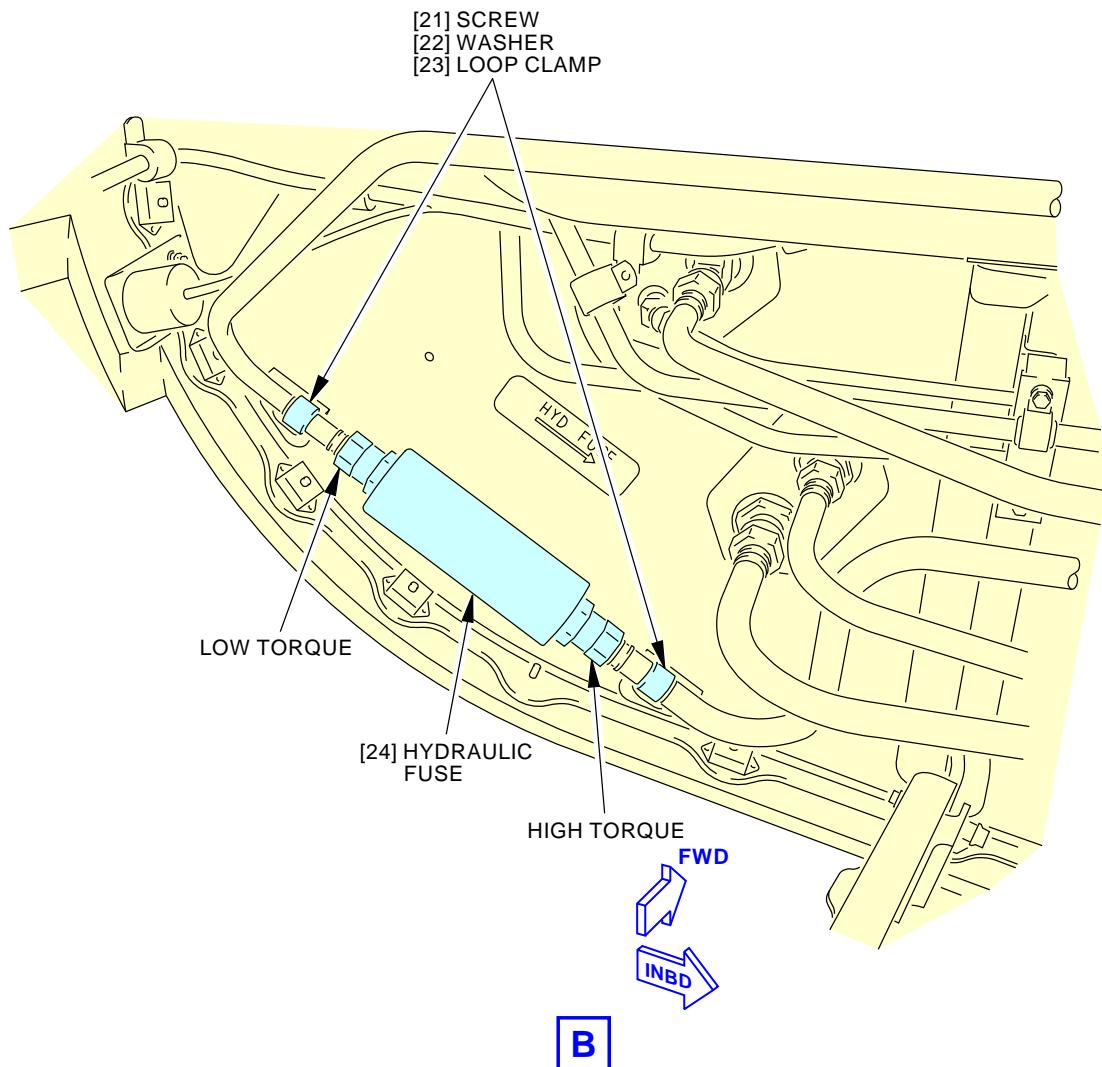
**System "A" Volumetric Hydraulic Fuse Installation
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE
		D633A109-AKS 29-130-00-01

Page 5 of 6
Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-130-00-01



G08297 S0006583537_V2

**System "A" Volumetric Hydraulic Fuse Installation
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER A SYSTEM EMDP FUSE
		D633A109-AKS 29-130-00-01

Page 6 of 6
Jun 15/2016

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

AIRLINE CARD NO		TITLE LEADING EDGE B SYSTEM FUSES			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-140-00-01
TAIL NUMBER	WORK AREA WHEELWELL	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Remove the leading edge B system fuses for functional check off aircraft.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 27-81-00-700-802	Leading Edge Flap and Slat Timing Test in Primary Mode (P/B 501)
AMM 27-81-00-700-803	Leading Edge Flap and Slat Timing Test in the Standby Mode (P/B 501)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-801	Standby Hydraulic System Pressurization (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES
		D633A109-AKS 29-140-00-01

 Page 1 of 6
 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-140-00-01
				MECH INSP
TASK 27-81-61-000-801				
1. Leading Edge Flap and Slat Hydraulic Fuse Removal (LE System B or Standby System Fuses)				
(Figure 1)				
A. Leading Edge Flap and Slat Hydraulic Fuse Removal (LE System B or Standby System Fuses)				
SUBTASK 27-81-61-480-001				
WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEARS. WITHOUT THE DOWNLOCK PINS, THE LANDING GEARS COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) If the downlock pins are not installed on all the landing gears, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 27-81-61-860-001				
(2) To remove power from hydraulic systems B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 27-81-61-020-001				
(3) Do these steps if you remove the fuse assembly [2] in system B:				
(a) Loosen nuts [1] and [3] to disconnect the hydraulic tubes from the fuse assembly [2].				
(b) Remove the fuse assembly [2].				
SUBTASK 27-81-61-020-002				
(4) Do these steps if you remove the fuse assembly [5] in the standby system:				
(a) Loosen nuts [6] and [7] to disconnect the hydraulic tubes from the fuse assembly [5].				
(b) Remove the fuse assembly [5] with the valve [4].				
(c) Remove the fuse assembly [5] from the valve [4].				
1) Remove and discard the O-ring packing [8] installed between the fuse assembly [5] and the valve [4].				
B. Test the LE Hydraulic Fuses				
SUBTASK 27-81-61-720-001				
(1) Do the functional test of the LE hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.				
NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-airplane bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES
		D633A109-AKS 29-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-140-00-01
				MECH INSP
TASK 27-81-61-400-801				
2. Leading Edge Flap and Slat Hydraulic Fuse Installation (LE System B or Standby System Fuses)				
(Figure 1)				
A. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
2	Fuse assembly	29-11-52-25E-280	AKS ALL	
		29-11-52-25F-240	AKS ALL	
5	Fuse assembly	29-11-52-15C-010	AKS ALL	
8	Packing	29-11-52-15C-005	AKS ALL	
		29-21-52-02E-470	AKS ALL	
B. Leading Edge Flap and Slat Hydraulic Fuse Installation (LE System B or Standby System Fuses)				
SUBTASK 27-81-61-420-001				
(1) Do these steps if you install the two fuse assemblies [2] in system B:				
(a) Hold the two fuse assemblies [2] in its position.				
NOTE: The flow direction arrow on the two fuse assemblies [2] must agree with the arrow on the pressure bulkhead.				
(b) Connect hydraulic line [9], hydraulic line [10], hydraulic line [11], and hydraulic line [12] to the two fuse assemblies [2].				
(c) Tighten the nuts [1] on hydraulic line [9] and hydraulic line [11] to a value of 700 ± 35 in-lb (79 ± 4 N·m).				
(2) Tighten the nuts [3] on hydraulic line [10] and hydraulic line [12] to a value of 500 ± 25 in-lb (56 ± 3 N·m).				
SUBTASK 27-81-61-420-002				
(3) Do these steps if you install the fuse assembly [5] in the standby system:				
(a) Install the fuse assembly [5] to the valve [4].				
1) Install a new O-ring packing [8] between the fuse assembly [5] and the valve [4].				
(b) Hold the fuse assembly [5] and the valve [4] in their position.				
NOTE: The flow direction arrow on the fuse assembly [5] and the valve [4] must agree with the arrow on the pressure bulkhead.				
(c) Connect hydraulic line [13] to the valve [4].				
(d) Tighten the nut [7] on hydraulic line [13] to a value of 140 ± 7 in-lb (16 ± 1 N·m).				
(e) Connect hydraulic line [14] to the fuse assembly [5].				
(f) Tighten the nut [6] on hydraulic line [14] to a value of 270 ± 14 in-lb (31 ± 2 N·m).				
SUBTASK 27-81-61-860-002				
(4) To pressurize the hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES	
		D633A109-AKS 29-140-00-01	Page 3 of 6 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-140-00-01
				MECH INSP
(a) If you replaced the fuse assembly [2], you will need to pressurize the hydraulic system B.				
SUBTASK 27-81-61-860-006				
(5) To pressurize the standby hydraulic system, do this task: Standby Hydraulic System Pressurization, AMM TASK 29-21-00-000-801.				
(a) If you replaced the fuse assembly [5], you will need to pressurize the standby hydraulic system.				
SUBTASK 27-81-61-210-001				
(6) Do a visual check of the fuse assembly [2] or fuse assembly [5] for hydraulic leaks.				
SUBTASK 27-81-61-710-001				
(7) Do the Leading Edge Flap and Slat Timing Test in Primary Mode, AMM TASK 27-81-00-700-802 for the extend or retract fuse (hydraulic system B fuses)..				
SUBTASK 27-81-61-710-002				
(8) Do the Leading Edge Flap and Slat Timing Test in the Standby Mode, AMM TASK 27-81-00-700-803 for the standby fuse.				
SUBTASK 27-81-61-860-003				
(9) To remove power from hydraulic system B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 27-81-61-860-007				
(10) To remove power from standby hydraulic system, do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802.				
SUBTASK 27-81-61-610-001				
(11) If it is necessary to service the hydraulic reservoirs, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES
		D633A109-AKS 29-140-00-01

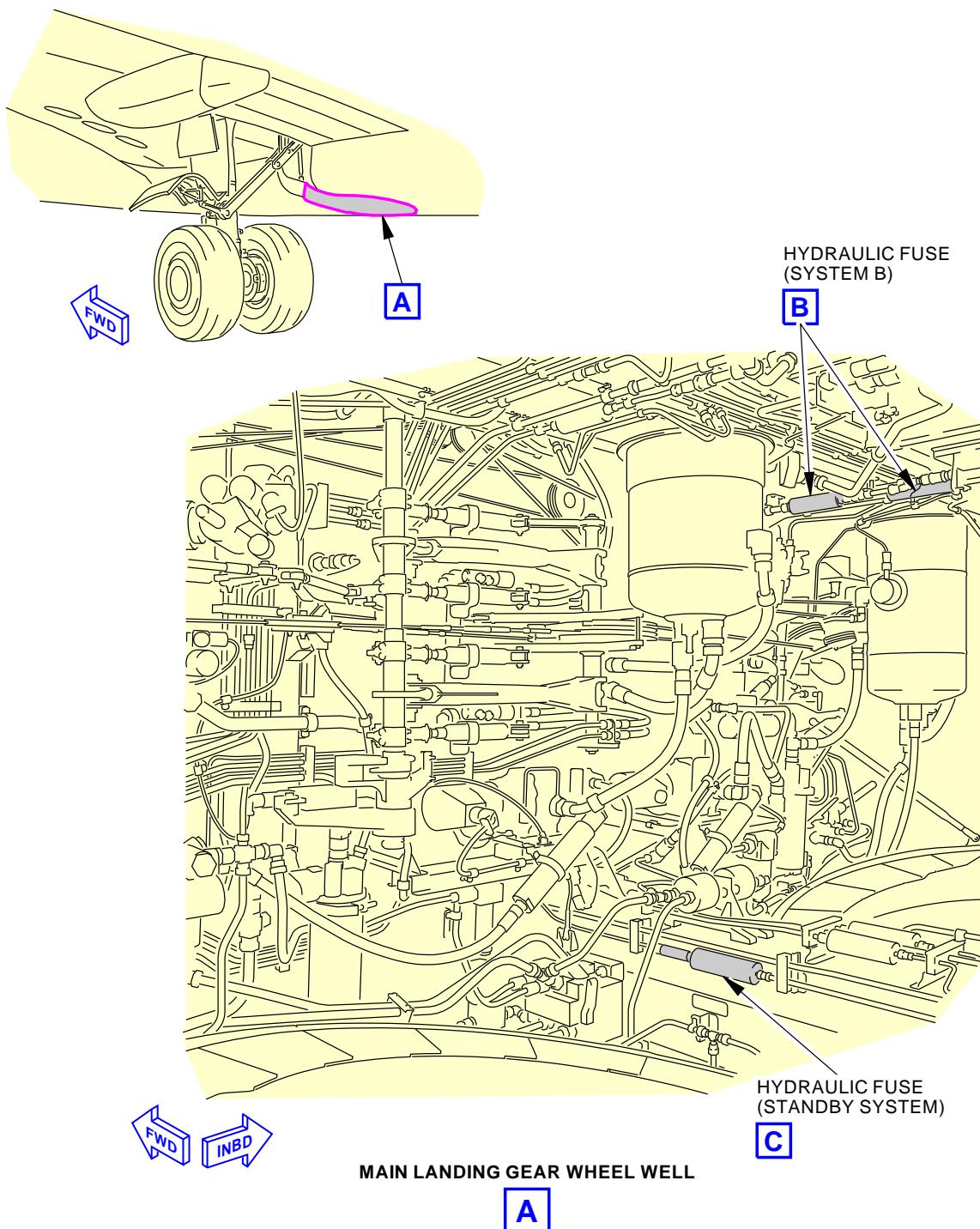
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-140-00-01

**Leading Edge and Slat Hydraulic Fuse Installation
Figure 1 (Sheet 1 of 2)**

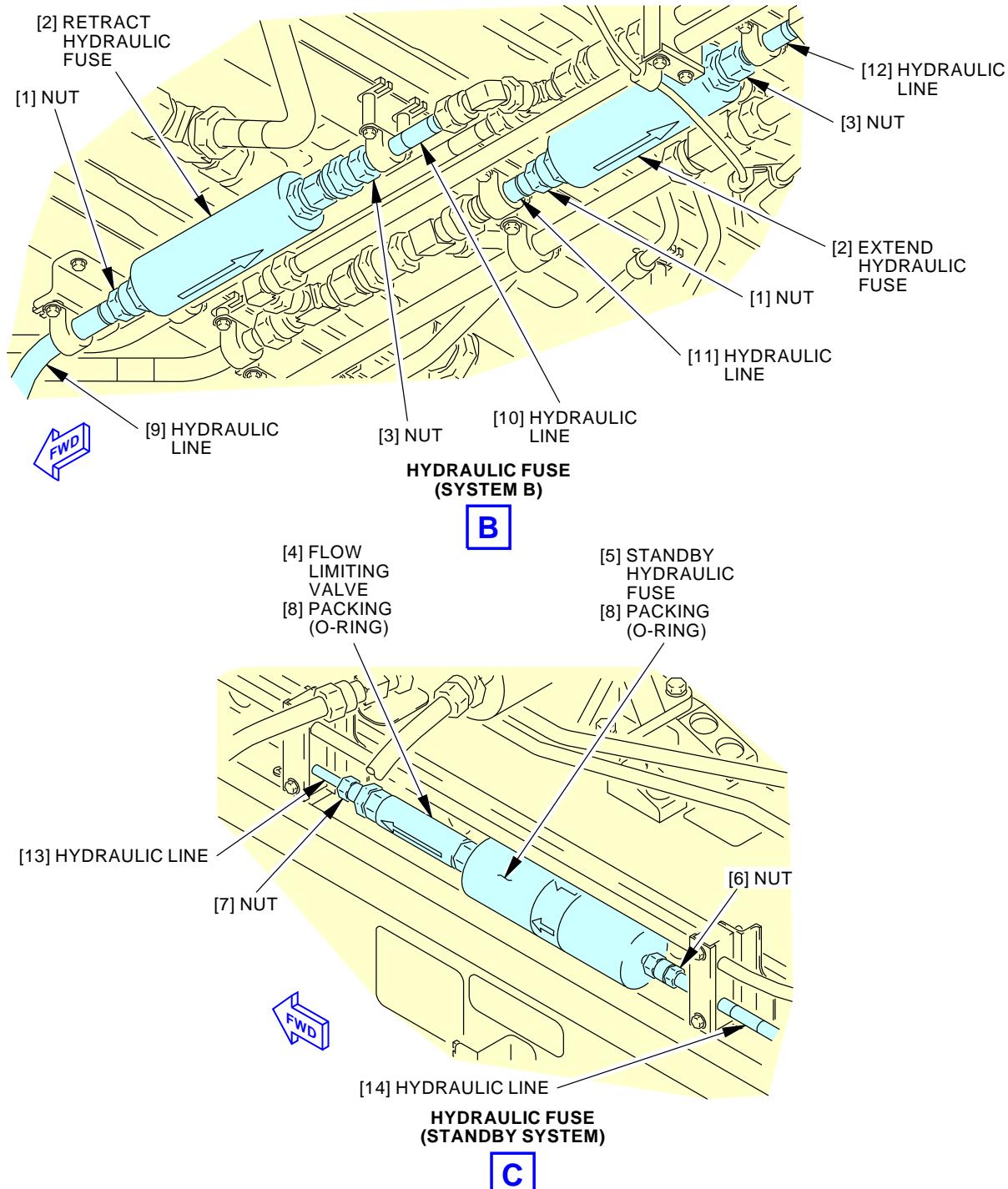
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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES
		D633A109-AKS 29-140-00-01

Page 5 of 6
Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-140-00-01
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Leading Edge and Slat Hydraulic Fuse Installation
Figure 1 (Sheet 2 of 2)

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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE B SYSTEM FUSES
		D633A109-AKS 29-140-00-01

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

AIRLINE CARD NO		TITLE B SYSTEM BRAKE FUSES			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-150-00-01
TAIL NUMBER	WORK AREA WHEELWELL	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Remove the B system brake fuses for functional check off aircraft.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-41-00-870-802	Normal (System B) Hydraulic Brake System - Bleeding (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM BRAKE FUSES
		D633A109-AKS 29-150-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-150-00-01
				MECH INSP
TASK 32-41-72-000-801				
1. Brake Hydraulic Fuse (Normal Brake System) - Removal				
(Figure 1)				
A. Prepare for the Removal				
SUBTASK 32-41-72-860-005				
WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.				
(1) Make sure the downlock pins are installed on the nose and main landing gear. Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 32-41-72-860-006				
(2) Make sure that the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).				
SUBTASK 32-41-72-860-007				
(3) Release the parking brake.				
SUBTASK 32-41-72-860-008				
(4) For the B hydraulic systems, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 32-41-72-870-004				
(5) Fully push the brake pedals 12 times to remove the hydraulic pressure from the brake accumulator.				
B. Hydraulic Fuse Removal				
SUBTASK 32-41-72-020-006				
(1) To remove each fuse (normal brake system) [6] do these steps:				
(a) Disconnect each hydraulic line [5] from the fuse (normal brake system) [6].				
(b) Install plugs in each hydraulic line [5] and the fittings of the fuse (normal brake system) [6].				
(c) Remove the bolts [2], the washers [3] and the clamp [4] that holds the fuse (normal brake system) [6] to the airplane.				
(d) Remove the fuse (normal brake system) [6] from the airplane.				
C. Test the Brake Hydraulic Fuses				
SUBTASK 32-41-72-720-002				
(1) Do the functional test of the brake hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.				
NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-airplane bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM BRAKE FUSES	
		D633A109-AKS 29-150-00-01	Page 2 of 5 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-150-00-01	MECH	INSP
TASK 32-41-72-400-801						
2. Brake Hydraulic Fuse (Normal Brake System) - Installation	(Figure 1)					
A. Expendables/Parts						
AMM Item	Description		AIPC Reference	AIPC Effectivity		
6	Fuse (normal brake system)		29-21-52-05-565	AKS ALL		
B. Hydraulic Fuse Installation						
SUBTASK 32-41-72-420-005						
(1) To install each fuse (normal brake system) [6] do these steps:						
(a) Hold the fuse (normal brake system) [6] in its position.						
(b) Make sure that the IN-OUT flow arrow on the fuse (normal brake system) [6] is in the same direction as the flow arrow decal on the structure.						
(c) Install the bolts [2], the washers [3] and the clamp [4] on the fuse (normal brake system) [6] and the airplane.						
(d) Remove the plugs from each hydraulic line [5] and the fittings of the fuse (normal brake system) [6].						
(e) Connect each hydraulic line [5] to the fuse (normal brake system) [6].						
C. Hydraulic Fuse Installation Test						
SUBTASK 32-41-72-790-003						
WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.						
(1) For the normal brake system, pressurize the hydraulic system B. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.						
SUBTASK 32-41-72-790-004						
(2) Do a visual check of each fuse (normal brake system) [6] for hydraulic leaks.						
SUBTASK 32-41-72-870-005						
(3) To bleed the normal (System B) hydraulic system, do this task: Normal (System B) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-802.						
D. Put the Airplane Back to Its Usual Condition						
SUBTASK 32-41-72-860-009						
(1) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.						
SUBTASK 32-41-72-860-010						
(2) Set the parking brakes.						
— END OF TASK —						

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM BRAKE FUSES
		D633A109-AKS 29-150-00-01

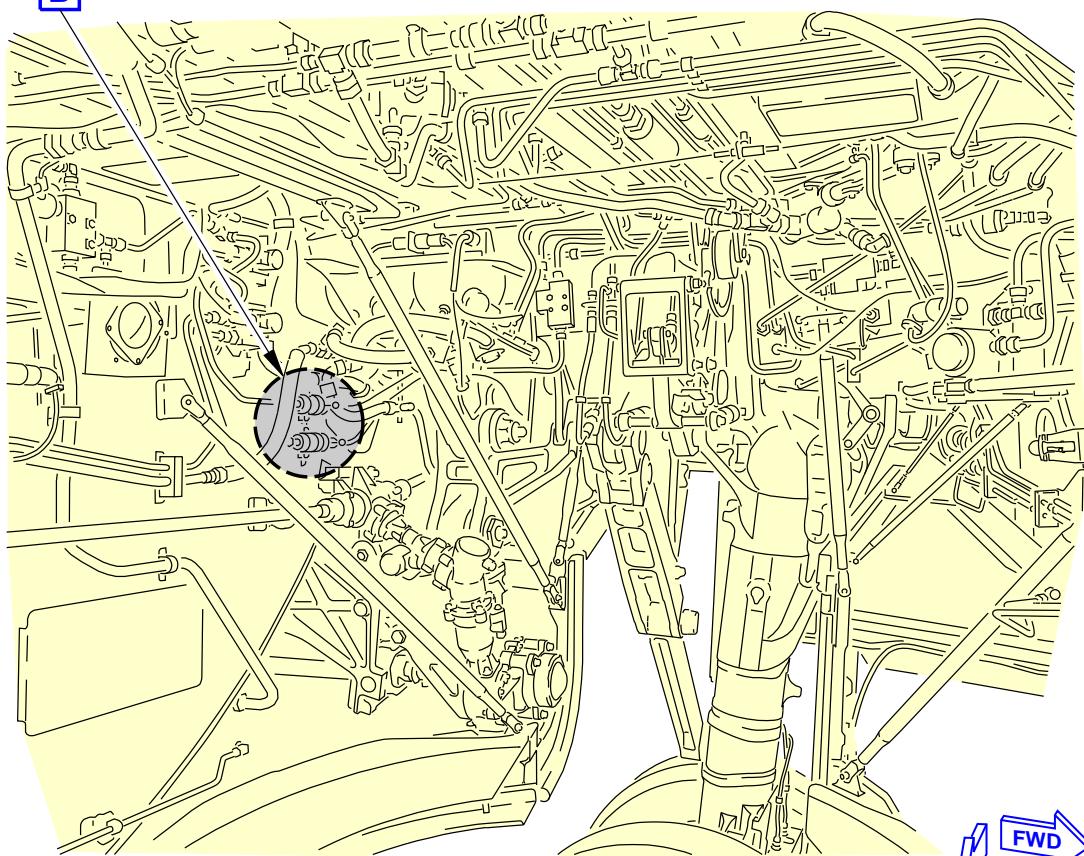
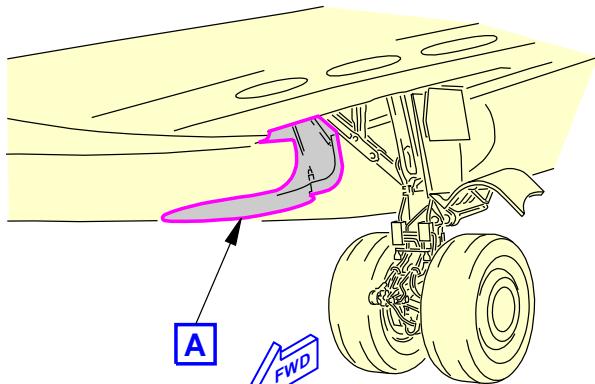
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-150-00-01MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)**A**

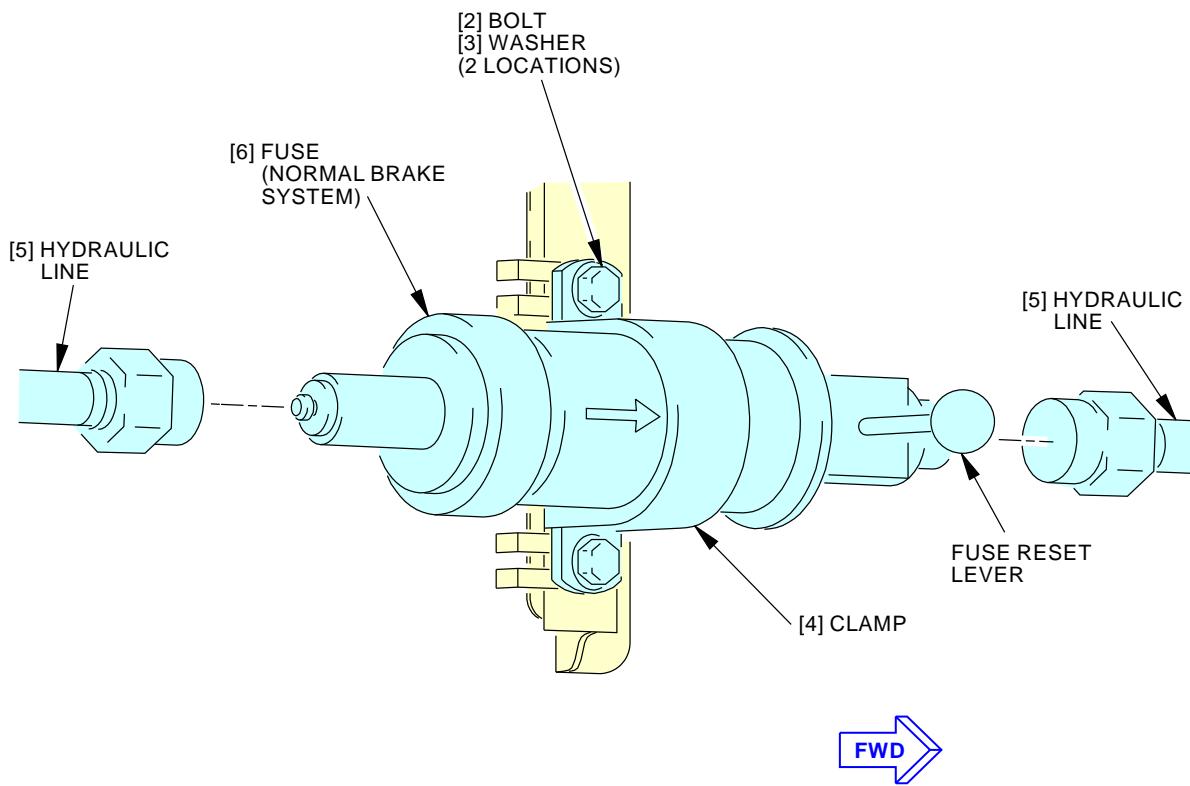
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Brake Hydraulic Fuse (Normal Brake System) Installation
Figure 1 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**B SYSTEM BRAKE FUSES**D633A109-AKS
29-150-00-01Page 4 of 5
Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-150-00-01
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**B SYSTEM - NORMAL BRAKE HYDRAULIC FUSE
(EXAMPLE)****B**

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**Brake Hydraulic Fuse (Normal Brake System) Installation
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM BRAKE FUSES
		D633A109-AKS 29-150-00-01

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

AIRLINE CARD NO		TITLE A SYSTEM BRAKE FUSES			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-160-00-01
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Remove the A system brake fuses for functional check off aircraft.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-41-00-870-803	Alternate (System A) Hydraulic Brake System - Bleeding (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	A SYSTEM BRAKE FUSES	
		D633A109-AKS 29-160-00-01	Page 1 of 5 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-160-00-01	MECH	INSP
TASK 32-41-72-020-801						
1. Brake Hydraulic Fuse (Alternate Brake System) - Removal						
(Figure 1)						
A. Prepare for the Removal						
SUBTASK 32-41-72-480-001						
WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.						
(1) Make sure the downlock pins are installed on the nose and main landing gear. Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.						
SUBTASK 32-41-72-480-002						
(2) Make sure that the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).						
SUBTASK 32-41-72-860-001						
(3) Release the parking brake.						
SUBTASK 32-41-72-860-002						
(4) For the A hydraulic systems, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.						
SUBTASK 32-41-72-870-001						
(5) Fully push the brake pedals 12 times to remove the hydraulic pressure from the brake accumulator.						
B. Hydraulic Fuse Removal						
SUBTASK 32-41-72-020-001						
(1) To remove each fuse (alternate brake system) [1] do these steps:						
(a) Disconnect each hydraulic line [5] from the fuse (alternate brake system) [1].						
(b) Install plugs in each hydraulic line [5] and the fittings of the fuse (alternate brake system) [1].						
(c) Remove the bolts [2], the washers [3] and the clamp [4] that holds the fuse (alternate brake system) [1] to the airplane.						
(d) Remove the fuse (alternate brake system) [1] from the airplane.						
C. Test the Brake Hydraulic Fuses						
SUBTASK 32-41-72-720-001						
(1) Do the functional test of the brake hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.						
NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-airplane bench test.						
— END OF TASK —						

EFFECTIVITY AKS ALL	SOURCE MRB	A SYSTEM BRAKE FUSES	
		D633A109-AKS 29-160-00-01	Page 2 of 5 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-160-00-01								
				MECH INSP								
TASK 32-41-72-420-801												
2. Brake Hydraulic Fuse (Alternate Brake System) - Installation (Figure 1)												
A. Expendables/Parts												
<table><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>Fuse (alternate brake system)</td><td>29-11-52-25-535 29-11-52-25M-510</td><td>AKS ALL AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	1	Fuse (alternate brake system)	29-11-52-25-535 29-11-52-25M-510	AKS ALL AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity									
1	Fuse (alternate brake system)	29-11-52-25-535 29-11-52-25M-510	AKS ALL AKS ALL									
B. Hydraulic Fuse Installation												
SUBTASK 32-41-72-420-001												
(1) To install each fuse (alternate brake system) [1] do these steps:												
(a) Hold the fuse (alternate brake system) [1] in its position.												
(b) Make sure that the IN-OUT flow arrow on the fuse (alternate brake system) [1] is in the same direction as the flow arrow decal on the structure.												
(c) Install the bolts [2], the washers [3] and the clamp [4] on the fuse (alternate brake system) [1] and the airplane.												
(d) Remove the plugs from each hydraulic line [5] and the fittings of the fuse (alternate brake system) [1].												
(e) Connect each hydraulic line [5] to the fuse (alternate brake system) [1].												
C. Hydraulic Fuse Installation Test												
SUBTASK 32-41-72-790-001												
WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.												
(1) For the alternate brake system, pressurize the hydraulic system A. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.												
SUBTASK 32-41-72-790-002												
(2) Do a visual check of each fuse (alternate brake system) [1] for hydraulic leaks.												
SUBTASK 32-41-72-870-003												
(3) To bleed the alternate (System A) hydraulic system, do this task: Alternate (System A) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-803.												
D. Put the Airplane Back to Its Usual Condition												
SUBTASK 32-41-72-860-003												
(1) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.												
SUBTASK 32-41-72-860-004												
(2) Set the parking brakes.												
END OF TASK												

EFFECTIVITY AKS ALL	SOURCE MRB	A SYSTEM BRAKE FUSES D633A109-AKS 29-160-00-01	Page 3 of 5 Oct 15/2015
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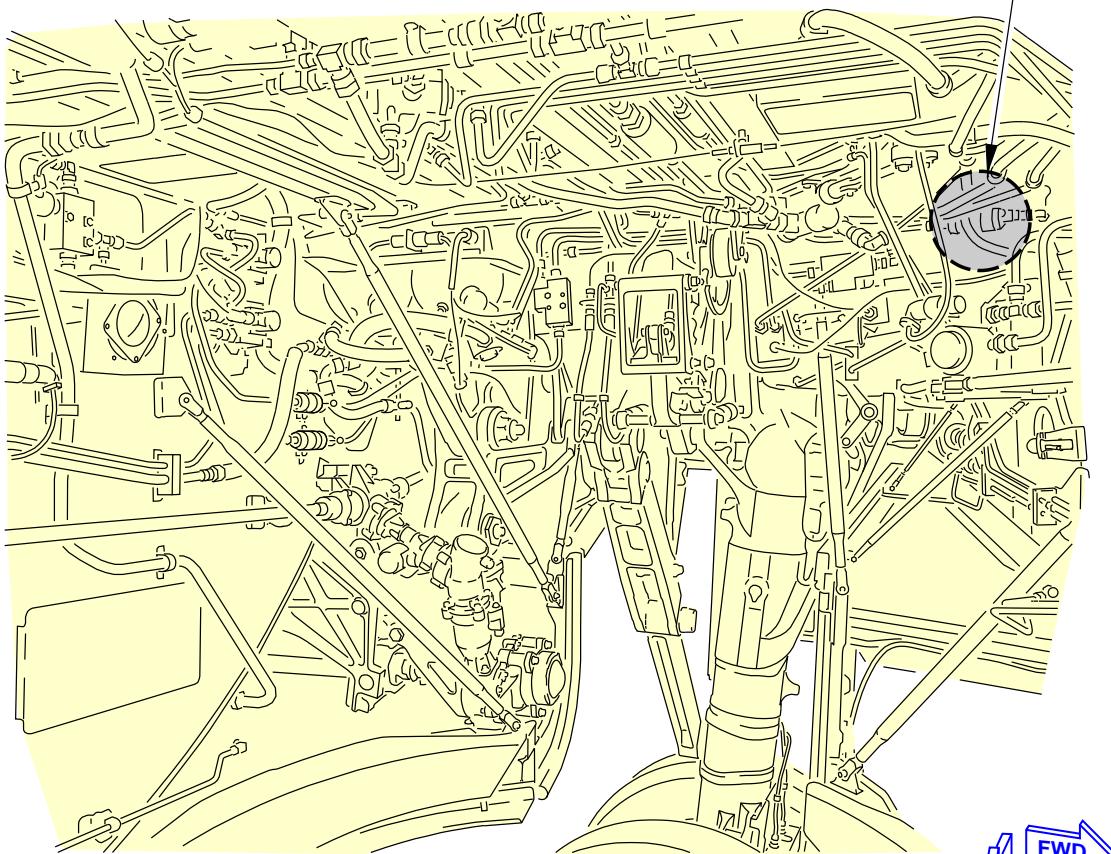
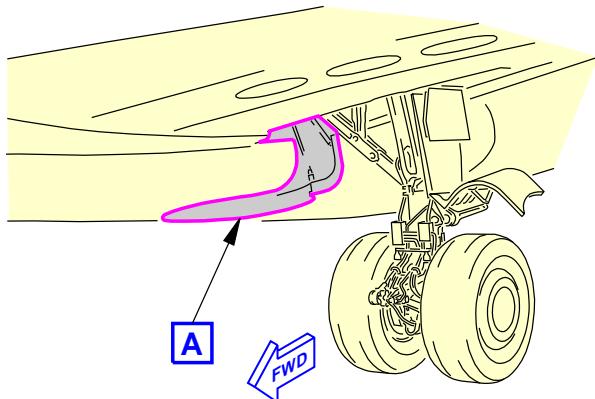
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-160-00-01

**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)**

A**FWD**
INBD

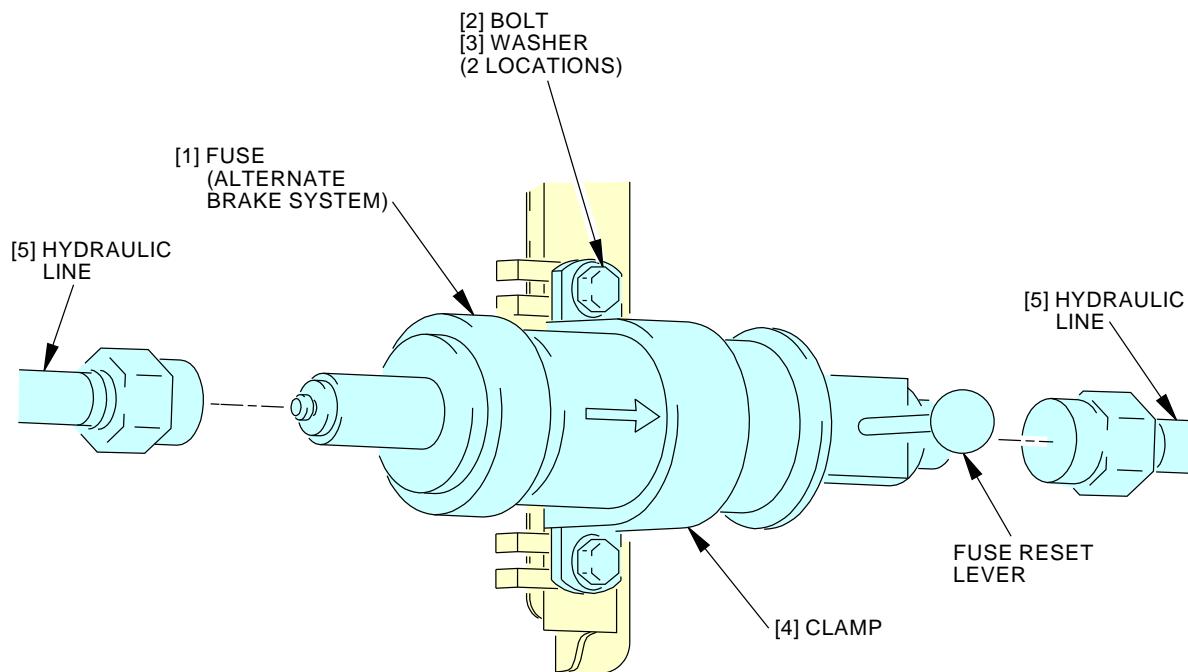
**Brake Hydraulic Fuse (Alternate Brake System) Installation
Figure 1 (Sheet 1 of 2)**

F62173 S0006575504_V3

EFFECTIVITY
AKS ALLSOURCE
MRB**A SYSTEM BRAKE FUSES****D633A109-AKS
29-160-00-01****Page 4 of 5
Oct 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-160-00-01
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**A SYSTEM - ALTERNATE BRAKE HYDRAULIC FUSE
(EXAMPLE)****B**

F62187 S0006575505_V5

**Brake Hydraulic Fuse (Alternate Brake System) Installation
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	A SYSTEM BRAKE FUSES
		D633A109-AKS 29-160-00-01

**Page 5 of 5
Oct 15/2015**

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

AIRLINE CARD NO		TITLE B SYSTEM RUDDER FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-170-00-01
TAIL NUMBER	WORK AREA TAIL CONE	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 311

Remove the B system rudder fuse for functional check off aircraft.

A. References

Reference	Title
AMM 27-21-00-800-801	Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201)
AMM 27-21-00-800-802	Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation (P/B 201)
AMM 27-21-00-840-801	Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM RUDDER FUSE D633A109-AKS 29-170-00-01	Page 1 of 4 Jun 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-170-00-01
				MECH INSP
TASK 27-21-95-000-801				
1. Rudder Hydraulic Fuse Removal				
(Figure 1)				
A. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
7	Rudder hydraulic fuse	29-11-52-14A-415	AKS ALL	
B. Prepare for the Removal				
SUBTASK 27-21-95-860-001				
(1) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.				
SUBTASK 27-21-95-860-002				
(2) Release pressure from the hydraulic reservoirs. To release it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 27-21-95-010-001				
(3) Open this access panel:				
Number	Name/Location			
311BL	Stabilizer Trim Access Door			
C. Rudder Hydraulic Fuse Removal				
SUBTASK 27-21-95-860-007				
(1) Remove bolts [1] and [8], washers [2] and [9], nuts [3] and [10], and clamps [4] and [11]. Leave clamp [11] around hydraulic line [6].				
SUBTASK 27-21-95-020-002				
(2) Remove rudder hydraulic fuse [7].				
(a) Disconnect the hydraulic line [5] and [6] from rudder hydraulic fuse [7].				
(b) Remove the rudder hydraulic fuse [7].				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM RUDDER FUSE
		D633A109-AKS 29-170-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-170-00-01								
				MECH INSP								
TASK 27-21-95-400-801												
2. Rudder Hydraulic Fuse Installation (Figure 1)												
A. Expendables/Parts												
<table><thead><tr><th>AMM Item</th><th>Description</th><th>AIPC Reference</th><th>AIPC Effectivity</th></tr></thead><tbody><tr><td>7</td><td>Rudder hydraulic fuse</td><td>29-11-52-14A-415</td><td>AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	7	Rudder hydraulic fuse	29-11-52-14A-415	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity									
7	Rudder hydraulic fuse	29-11-52-14A-415	AKS ALL									
B. Rudder Hydraulic Fuse Installation												
SUBTASK 27-21-95-420-001												
(1) Install the rudder hydraulic fuse [7]:												
(a) Put the rudder hydraulic fuse [7] in its position. <u>NOTE:</u> The flow direction arrow on the rudder hydraulic fuse must agree with the arrow on the airplane.												
(b) Connect hydraulic line [5] and hydraulic line [6] to the rudder hydraulic fuse [7].												
(c) Tighten the B-nuts on hydraulic line [5] and hydraulic line [6] to 270 ± 14 in-lb (31 ± 2 N·m).												
SUBTASK 27-21-95-860-008												
(2) Install clamps [4] and [11] using bolts [1] and [8], washers [2] and [9], nuts [3] and [10].												
SUBTASK 27-21-95-860-005												
(3) Do the test on the rudder hydraulic fuse:												
WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSON AND DAMAGE TO EQUIPMENT.												
(a) Pressurize the rudder hydraulic system B. To pressurize it, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801.												
(b) Move the rudder pedals through their full travel three times.												
(c) Make sure the rudder moves correctly.												
SUBTASK 27-21-95-210-001												
(4) Visually examine the rudder hydraulic fuse for hydraulic leaks.												
C. Put the Airplanes Back to Its Usual Condition												
SUBTASK 27-21-95-860-006												
(1) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801.												
SUBTASK 27-21-95-410-001												
(2) Close this access panel:												
<table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>311BL</td><td>Stabilizer Trim Access Door</td></tr></tbody></table>				Number	Name/Location	311BL	Stabilizer Trim Access Door					
Number	Name/Location											
311BL	Stabilizer Trim Access Door											
— END OF TASK —												

EFFECTIVITY AKS ALL	SOURCE MRB	B SYSTEM RUDDER FUSE	
		D633A109-AKS 29-170-00-01	Page 3 of 4 Feb 15/2016

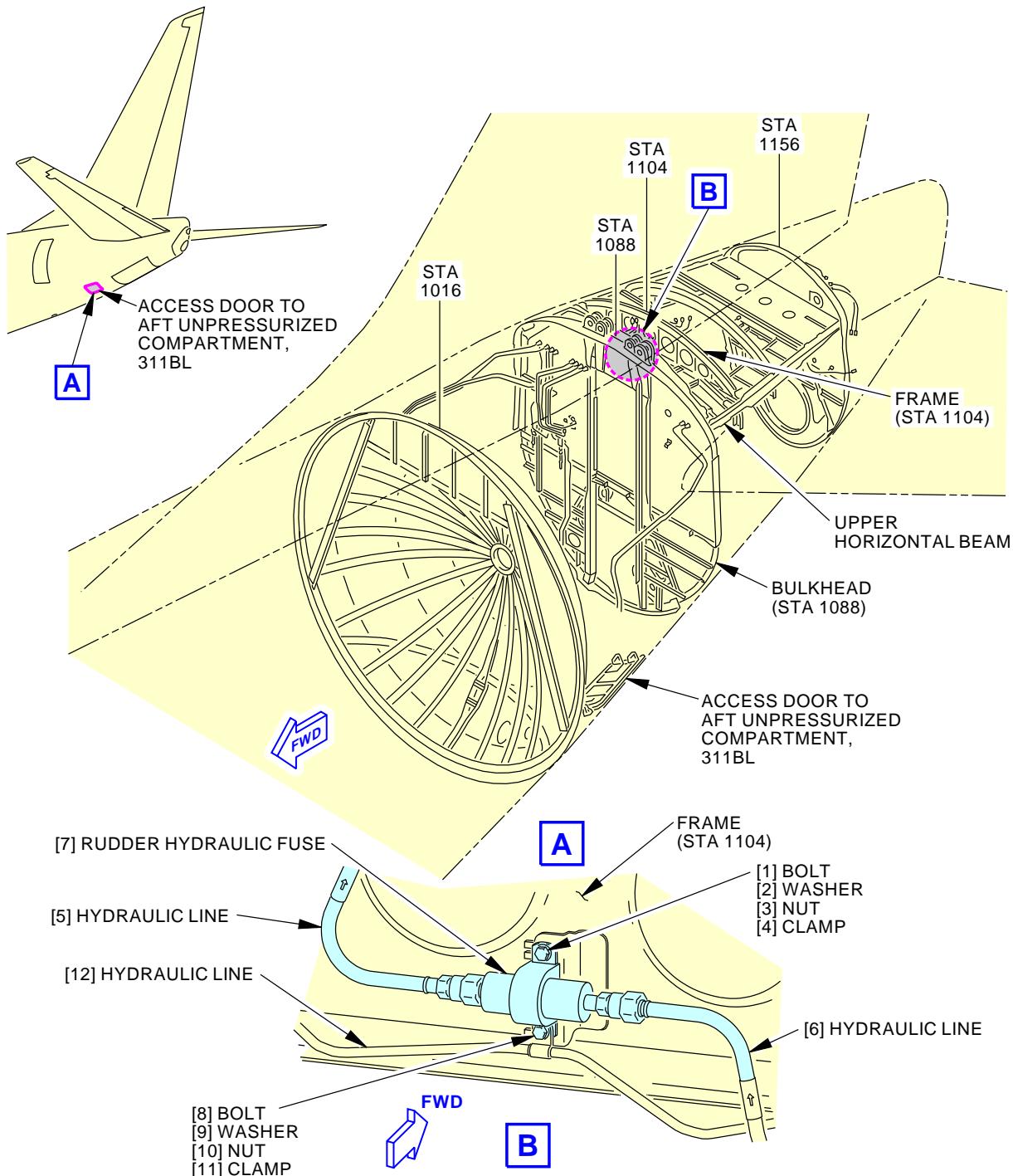
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-170-00-01**Rudder Hydraulic Fuse Installation
Figure 1**

F57396 S0006569198_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**B SYSTEM RUDDER FUSE****D633A109-AKS
29-170-00-01****Page 4 of 4
Jun 15/2015**

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

AIRLINE CARD NO		TITLE RESERVOIR FILL FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-180-00-01
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 16000 FH	REPEAT 16000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the ground hydraulic reservoir fill filter.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR FILL FILTER
		D633A109-AKS 29-180-00-01

 Page 1 of 6
 Feb 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-180-00-01
				MECH INSP
TASK 29-18-11-000-802				
1. Reservoir Fill Filter Element Removal				
(Figure 1)				
A. Procedure				
SUBTASK 29-18-11-860-002				
(1) Release the pressure from the reservoirs. Do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802 or Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
SUBTASK 29-18-11-020-002				
(2) Remove the element [6].				
(a) Put the reservoir fill selector valve to the CLOSED position.				
(b) Put a container below the filter bowl [9] to catch any hydraulic fluid.				
CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.				
(c) Disconnect the self-seal (quick) disconnect hose for the applicable hydraulic system.				
(d) Remove the filter bowl [9] with the filter element [6].				
(e) Discard the filter element [6].				
(f) Remove and discard packing:				
1) For PALL Filter Module: Remove and discard packing [8] and packing [11].				
2) For PTI Filter Module: Remove and discard packing [14] and packing [11].				
(g) Remove backup rings [7] and [10].				
(h) Clean the filter bowl [9].				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR FILL FILTER	
		D633A109-AKS 29-180-00-01	Page 2 of 6 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-180-00-01
				MECH INSP
TASK 29-18-11-400-802				
2. Reservoir Fill Filter Element Installation				
(Figure 1)				
A. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
6	Element	29-18-11-01-060 29-18-11-01-110	AKS ALL AKS ALL	
8	Packing	29-18-11-01-095 29-18-11-01-105	AKS ALL AKS ALL	
11	Packing	29-18-11-01-055 29-18-11-01-105	AKS ALL AKS ALL	
14	Packing	29-18-11-01-070	AKS ALL	
B. Procedure				
SUBTASK 29-18-11-420-002				
(1) Install the filter element [6].				
(a) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the new packing [8], new packing [14] and new packing [11], backup rings [7] and [10], and to the threads of filter bowl [9].				
(b) Install the new packing [11] and backup ring [10] in the groove in the top end of the filter element [6].				
(c) For the PALL Filter Module: Install the backup ring [7], the new packing [8] and the backup ring [7] in the groove in the filter head.				
(d) For the PTI Filter Module: Install the backup ring [7], the new packing [14] and the backup ring [7] in the groove in the filter head.				
(e) Put the filter element [6] in the filter bowl [9].				
(f) Install the filter bowl [9] into the filter head.				
(g) Tighten the filter bowl [9] to 50-75 inch-pounds(5.6-8.5 Newton-meters).				
CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.				
(h) Reconnect the self-seal (quick) disconnect hose.				
C. Reservoir Fill Filter Element Installation Test				
SUBTASK 29-18-11-790-002				
(1) To service the hydraulic reservoirs, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
(a) While you service the reservoir examine the filter assembly [1] for leaks.				
END OF TASK				

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR FILL FILTER	
		D633A109-AKS 29-180-00-01	Page 3 of 6 Feb 15/2015

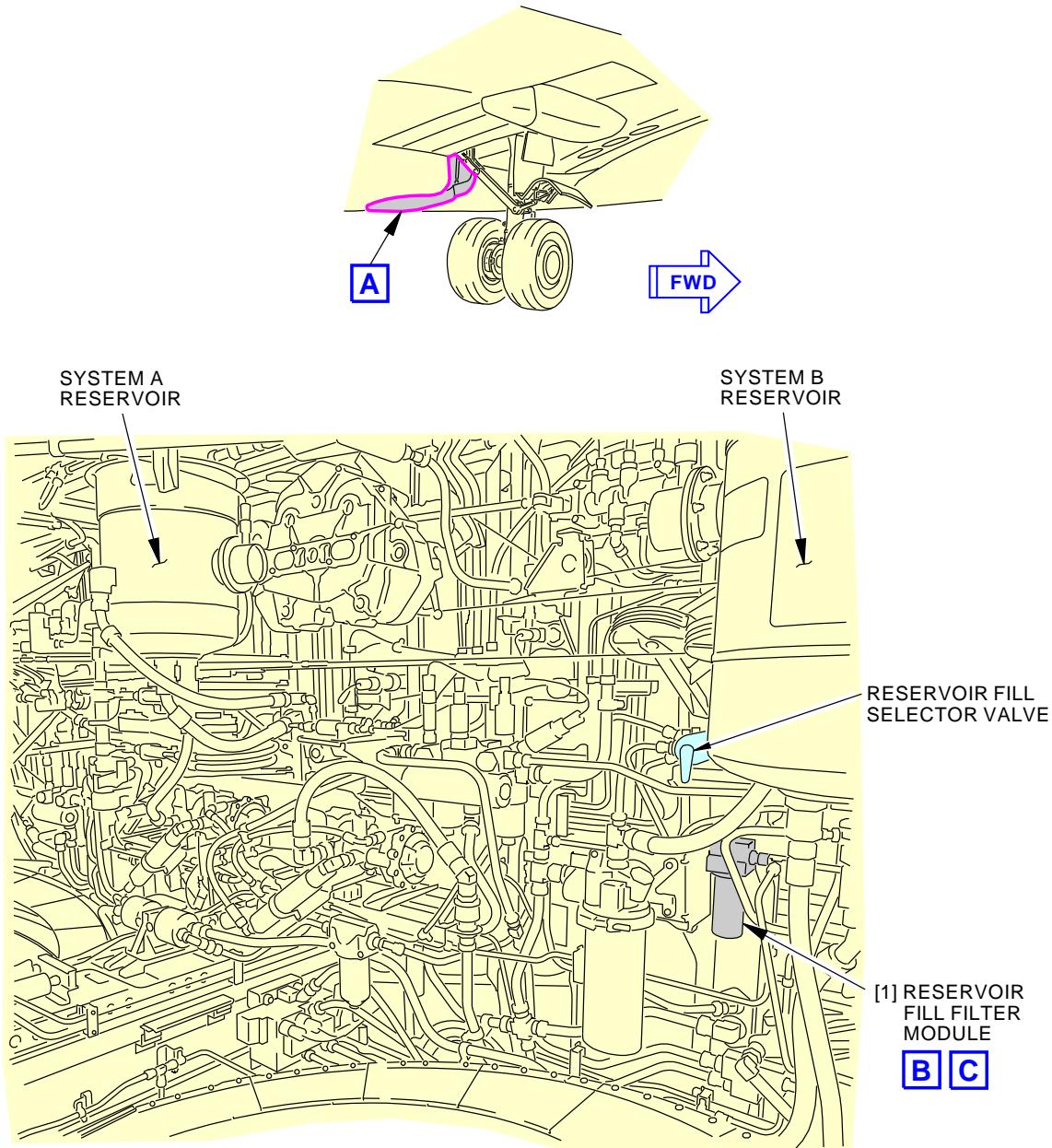
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-180-00-01

Reservoir Fill Filter Module Installation
Figure 1 (Sheet 1 of 3)

F93749 S0006572873_V3

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR FILL FILTER
		D633A109-AKS 29-180-00-01

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Jun 15/2015

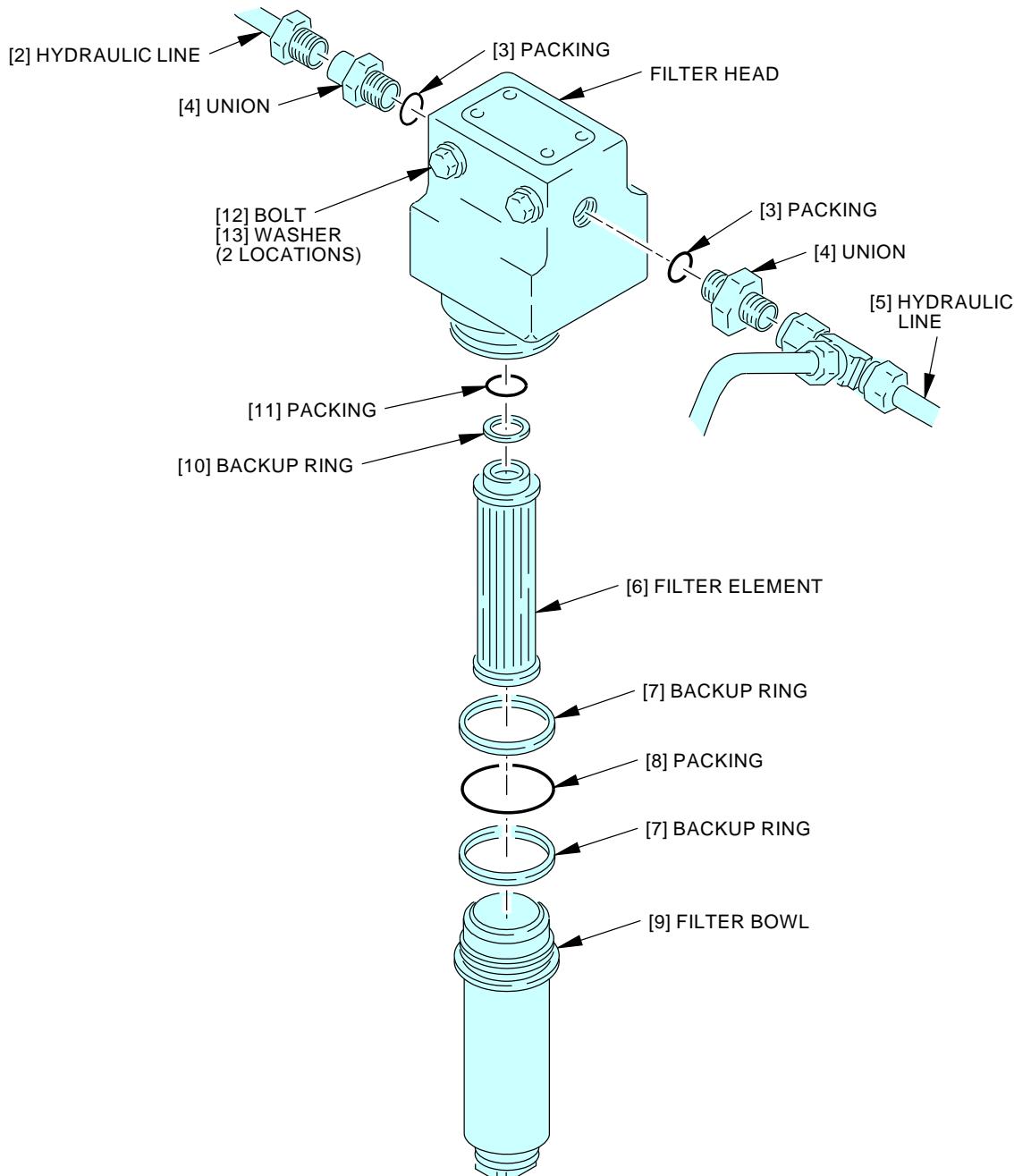
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

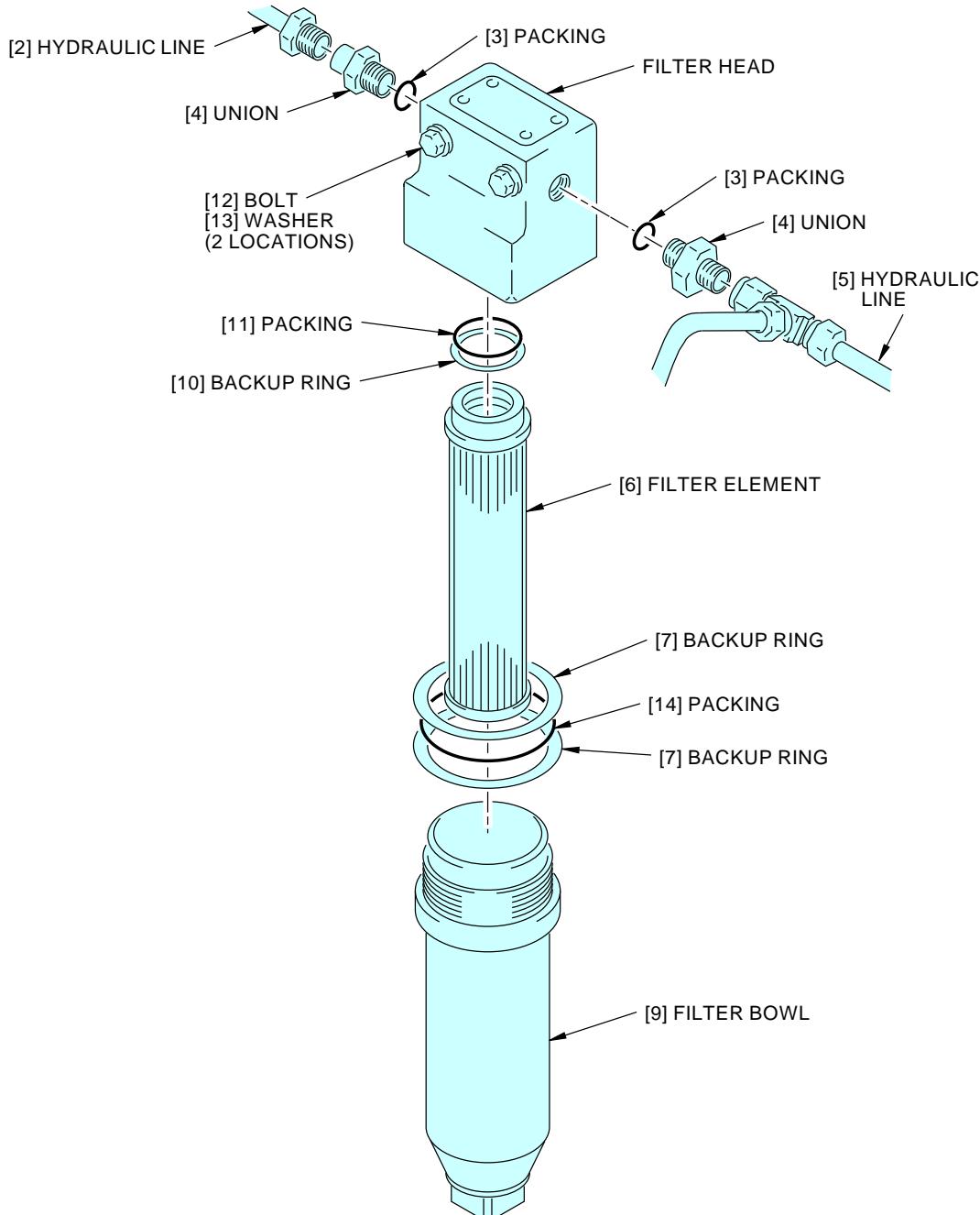
BOEING CARD NO.
29-180-00-01**PALL RESERVOIR FILL FILTER MODULE**

G20988 S0006572874_V3

**Reservoir Fill Filter Module Installation
Figure 1 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**RESERVOIR FILL FILTER****D633A109-AKS
29-180-00-01****Page 5 of 6
Jun 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-180-00-01
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**PTI RESERVOIR FILL FILTER MODULE**

2247239 S0000503755_V3

**Reservoir Fill Filter Module Installation
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	RESERVOIR FILL FILTER
		D633A109-AKS 29-180-00-01

Page 6 of 6
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP			BOEING CARD NO.
DATE	TASK OPERATIONAL				29-200-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134 211 212

Operational check standby hydraulic electric motor driven pump to include observing low pressure light illumination and then going out.

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)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-09-00-860-801	Put the Airplane in the Air Mode (P/B 201)
AMM 32-09-00-860-802	Return the Airplane to the Ground Mode (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01
				MECH INSP
TASK 29-21-00-700-801				
1. Operational Test of the Standby Hydraulic System				
A. Prepare for the Test				
SUBTASK 29-21-00-860-005				
(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-21-00-860-006				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(2) Open this circuit breaker and install safety tag:				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
F 2 C01449 STANDBY HYDRAULIC PUMP				
NOTE: The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.				
SUBTASK 29-21-00-860-034				
(3) Open these circuit breakers and install safety tags:				
CAPT Electrical System Panel, P18-2				
Row Col Number Name				
E 4 C01392 STICK SHAKER LEFT				
F/O Electrical System Panel, P6-1				
Row Col Number Name				
B 6 C01393 STICK SHAKER RIGHT				
SUBTASK 29-21-00-860-023				
(4) Pressurize the hydraulic system B reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-21-00-860-007				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACE BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(5) Pressurize the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801				
SUBTASK 29-21-00-860-008				
(6) Set the flap control lever to the one-unit position.				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01
SUBTASK 29-21-00-860-009				MECH INSP
(7) Remove pressure from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
B. Operational Test of the Standby Hydraulic System				
SUBTASK 29-21-00-710-001				
(1) Do the operational test of the standby hydraulic system:				
(a) Set both the FLT CONTROL A and FLT CONTROL B switches on the forward overhead panel, P5, to the off position.				
1) Make sure both the A and B flight control low pressure lights on the forward overhead panel, P5, are on.				
(b) Set the FLT CONTROL A switch on the forward overhead panel, P5, to the STBY RUD position.				
1) Make sure the STANDBY HYD LOW PRESSURE Light on the forward overhead panel, P5, is on.				
2) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.				
3) Make sure that the flight control low pressure light system A is off and that the flight control low pressure light system B is on.				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(c) Remove the safety tag and close this circuit breaker:				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
F 2 C01449 STANDBY HYDRAULIC PUMP				
NOTE: The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.				
1) Make sure the standby electric motor-driven pump (EMDP) operates.				
2) Make sure the STANDBY HYD LOW PRESSURE Light on the forward overhead panel, P5, goes off.				
3) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01											
				MECH INSP											
			<p>4) Move the rudder pedals to the left forward stop and to the right forward stop at a high rate of 5 cycles and visually check that the rudder surface moves approximately twenty seven (27) inches left and right from the neutral position. The visual check can be done from the ground without physical measurement of the rudder travel.</p> <p>5) Put in full left pedal and slowly release.</p> <p>6) Make sure that the rudder pedals are centered.</p> <p>7) Put in full right pedal and slowly release.</p> <p>8) Make sure that the rudder pedals are centered.</p> <p>9) Do a visual check of the rudder control surface, to make sure it is in the approximate neutral position, within the deadband range of the Standby Rudder Control Unit (SPCU).</p> <p><u>NOTE:</u> The purpose of the visual check is to examine for a large rudder offset from the neutral position that may result from a failure in the input linkage to the standby rudder control unit. The visual check can be done from the ground without physical measurement of the position of the rudder surface.</p> <p>(d) Set the FLT CONTROL A switch to the OFF position.</p> <ol style="list-style-type: none">1) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off.2) Make sure the standby EMDP stops. <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>(e) Open this circuit breaker and install safety tag:</p> <p>Power Distribution Panel Number 2, P92</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>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> <p><u>NOTE:</u> The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.</p> <p>(f) Set the FLT CONTROL B switch on the forward overhead panel, P5, to the STDBY RUD position.</p> <ol style="list-style-type: none">1) Make sure that the flight control low pressure light system A is on and that the flight control low pressure light system B is off.2) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP				
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>												
F	2	C01449	STANDBY HYDRAULIC PUMP												

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01																
				<p><u>WARNING:</u> MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>(g) Remove the safety tag and close this circuit breaker:</p> <p>Power Distribution Panel Number 2, P92</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>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> <p><u>NOTE:</u> The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.</p> <ol style="list-style-type: none">1) Make sure the standby EMDP operates.2) Make sure the STANDBY HYD LOW PRESSURE light goes off.3) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on. <p>(h) Set the FLT CONTROL B switch to the OFF position.</p> <ol style="list-style-type: none">1) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off.2) Make sure the standby EMDP stops. <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>(i) Open this circuit breaker and install safety tag:</p> <p>Power Distribution Panel Number 2, P92</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>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> <p><u>NOTE:</u> The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.</p> <p>(j) Set the ALTERNATE FLAPS on the forward overhead panel, P5, to the ARM position.</p> <ol style="list-style-type: none">1) Make sure the STANDBY HYD LOW PRESSURE light is on.2) If it is necessary, operate the rudder to remove pressure from the standby hydraulic system.	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																	
F	2	C01449	STANDBY HYDRAULIC PUMP																	
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																	
F	2	C01449	STANDBY HYDRAULIC PUMP																	

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				MECH INSP
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(k) Remove the safety tag and close this circuit breaker: Power Distribution Panel Number 2, P92 Row Col Number Name F 2 C01449 STANDBY HYDRAULIC PUMP				
NOTE: The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.				
1) Make sure the standby EMDP operates. 2) Make sure the STANDBY HYD LOW PRESSURE light goes off.				
(l) Set the ALTERNATE FLAPS to the OFF position. 1) Make sure the standby EMDP stops.				
(m) Set the FLT CONTROL A switch to the ON position.				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(n) Put the airplane in the air mode. To put the airplane in the air mode, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801 1) Make sure the standby EMDP operates.				
(o) Put the airplane in the ground mode. To put the airplane in the ground mode, do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802 1) Make sure the standby EMDP stops.				
(p) Set the FLT CONTROL A switch to the OFF position.				
(q) Set the FLT CONTROL B switch to the ON position.				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU PUSH THE AIR SENSING SWITCH. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(r) Put the airplane in the air mode. To put the airplane in the air mode, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801 1) Make sure the standby EMDP operates.				
EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP D633A109-AKS 29-200-00-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-200-00-01
		(s) Put the airplane in the ground mode. To put the airplane in the ground mode, do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802 1) Make sure the standby EMDP stops. (t) Set the FLT CONTROL A switch to the ON position.	MECH	INSP

C. Put the Airplane Back to Its Usual Condition

SUBTASK 29-21-00-860-035

- (1) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	4	C01392	STICK SHAKER LEFT

F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	6	C01393	STICK SHAKER RIGHT

SUBTASK 29-21-00-860-010

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACE BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Pressurize the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801

SUBTASK 29-21-00-860-011

- (3) Set the flap control lever to the FLAP UP position.

SUBTASK 29-21-00-860-012

- (4) Remove power from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 29-21-00-860-040

- (5) If no longer required, remove electrical power. To remove it, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC ELECTRIC MOTOR DRIVEN PUMP
		D633A109-AKS 29-200-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE STANDBY HYDRAULIC PRESSURE FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-210-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 139

Replace the standby hydraulic system pressure filter.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-801	Standby Hydraulic System Pressurization (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 29-21-21-000-801	Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-21-21-400-801	Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-210-00-01																				
TASK 29-21-51-000-802				MECH INSP																				
1. Standby Hydraulic System Pressure Module Filter Removal (Figure 1)																								
A. General (1) The standby pressure module is installed on the center of the aft wheel well bulkhead above the keel beam.																								
B. Prepare for Removal.																								
SUBTASK 29-21-51-860-006																								
(1) Remove the power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.																								
SUBTASK 29-21-51-860-007																								
(2) Release pressure from system B and standby hydraulic reservoirs, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.																								
SUBTASK 29-21-51-860-008																								
(3) Open these circuit breakers and install safety tags: F/O Electrical System Panel, P6-2 <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>C</td><td>11</td><td>C00362</td><td>FLIGHT CONT SHUTOFF VALVES STBY RUD</td></tr></tbody></table> Standby Power Control Unit, M01720 <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>B</td><td>1</td><td>C01410</td><td>SPCU NORMAL</td></tr><tr><td>B</td><td>2</td><td>C01411</td><td>SPCU STANDBY</td></tr></tbody></table>					<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	C	11	C00362	FLIGHT CONT SHUTOFF VALVES STBY RUD	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	B	1	C01410	SPCU NORMAL	B	2	C01411	SPCU STANDBY
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																					
C	11	C00362	FLIGHT CONT SHUTOFF VALVES STBY RUD																					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																					
B	1	C01410	SPCU NORMAL																					
B	2	C01411	SPCU STANDBY																					
C. Procedure																								
SUBTASK 29-21-51-480-001																								
(1) Put a container below the filter bowl [24] to catch the hydraulic fluid.																								
SUBTASK 29-21-51-020-002																								
(2) Remove the filter element filter [23]: (a) Remove the MS20995C32 lockwire, G01048.																								
CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.																								
(b) Disconnect the self-seal (quick) disconnect hose for the applicable hydraulic system.																								
(c) Remove the filter bowl [24].																								
(d) Remove the filter [23].																								
(e) Look for metal contamination in the filter [23] and in the filter bowl [24]. 1) If you find metal contamination, do these steps:																								

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER D633A109-AKS 29-210-00-01	Page 2 of 8 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-210-00-01		
					MECH	INSP
				a) Replace the standby EMDP. These are the tasks: Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-21-21-000-801, Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-21-21-400-801. b) Flush the hydraulic lines from the standby EMDP to the pressure module. To flush the lines, do this task: Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801. (f) Discard the filter [23]. (g) Discard packing [19] and packing [22].		

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-210-00-01																								
				MECH INSP																								
TASK 29-21-51-400-802																												
2. Standby Hydraulic System Pressure Module Filter Installation																												
(Figure 1)																												
A. 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>19</td><td>Packing</td><td>29-21-51-01A-054</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-21-51-01A-065</td><td>AKS ALL</td></tr> <tr> <td>22</td><td>Packing</td><td>29-21-51-01A-055</td><td>AKS ALL</td></tr> <tr> <td></td><td></td><td>29-21-51-01A-080</td><td>AKS ALL</td></tr> <tr> <td>23</td><td>Filter</td><td>29-21-51-01A-060</td><td>AKS ALL</td></tr> </tbody> </table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	19	Packing	29-21-51-01A-054	AKS ALL			29-21-51-01A-065	AKS ALL	22	Packing	29-21-51-01A-055	AKS ALL			29-21-51-01A-080	AKS ALL	23	Filter	29-21-51-01A-060	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity																									
19	Packing	29-21-51-01A-054	AKS ALL																									
		29-21-51-01A-065	AKS ALL																									
22	Packing	29-21-51-01A-055	AKS ALL																									
		29-21-51-01A-080	AKS ALL																									
23	Filter	29-21-51-01A-060	AKS ALL																									
B. Procedure																												
SUBTASK 29-21-51-420-003																												
(1) Install the filter module element.																												
<ul style="list-style-type: none"> (a) Lightly apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [24] and the new packing [19] and new packing [22]. (b) Install packing [19] and the backup ring [20] in the groove on top of the filter [23]. (c) Install the retainer [21] and the packing [22] in the groove in the module housing. (d) Fill the filter bowl [24] approximately half full with hydraulic fluid, D00153. (e) Put the filter [23] in the pressure module housing. (f) Install the filter bowl [24] into the pressure module housing. (g) Tighten the filter bowl [24] to 350-375 pound-inches (40-42 newton-meters). (h) Install the MS20995C32 lockwire, G01048. 																												
<p>CAUTION: MAKE SURE THAT THE DISCONNECT POPPET IS STRAIGHT BEFORE YOU INSTALL THE HOSE HALF OF THE SELF-SEAL DISCONNECT. IF TOO MUCH TORQUE IS NECESSARY, DISCONNECT THE SELF-SEAL DISCONNECT, AND MAKE SURE THAT THE POPPET IS STRAIGHT. AFTER YOU INSTALL IT, MAKE SURE THAT THE INDICATOR PINS EXTEND A MINIMUM OF 0.06 IN. (1.52 MM). IF THE INDICATOR PINS ARE NOT CORRECTLY EXTENDED, FLUID FLOW WILL DECREASE OR STOP. THIS CAN CAUSE DAMAGE TO THE RESERVOIR, AND THE PUMP.</p>																												
(i) Reconnect the self-seal (quick) disconnect hose.																												
C. Standby Hydraulic System Pressure Module Filter Installation Test																												
SUBTASK 29-21-51-860-009																												
(1) Remove the safety tags and close these circuit breakers:																												
F/O Electrical System Panel, P6-2																												
<table border="1"> <thead> <tr> <th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr> </thead> <tbody> <tr> <td>C</td><td>11</td><td>C00362</td><td>FLIGHT CONT SHUTOFF VALVES STBY RUD</td></tr> </tbody> </table>				Row	Col	Number	Name	C	11	C00362	FLIGHT CONT SHUTOFF VALVES STBY RUD																	
Row	Col	Number	Name																									
C	11	C00362	FLIGHT CONT SHUTOFF VALVES STBY RUD																									

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER	
		D633A109-AKS 29-210-00-01	Page 4 of 8 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-210-00-01
				MECH INSP
Standby Power Control Unit, M01720				
Row Col Number Name				
B	1	C01410	SPCU NORMAL	
B	2	C01411	SPCU STANDBY	
SUBTASK 29-21-51-860-010				
(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-21-51-860-011				
(3) To pressurize the standby system, do this task: Standby Hydraulic System Pressurization, AMM TASK 29-21-00-000-801.				
SUBTASK 29-21-51-210-002				
(4) Examine the pressure filter module [11] for leaks.				
SUBTASK 29-21-51-710-002				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE RUDDER AND THE LEADING EDGE FLAPS AND SLATS BEFORE PRESSURIZATION. THE RUDDER AND THE LEADING EDGE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.				
(5) Put the FLT CONTROL A switch to STDBY RUD.				
(a) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.				
SUBTASK 29-21-51-860-025				
(6) Slowly operate the rudder to full travel.				
SUBTASK 29-21-51-860-026				
(7) Put the FLT CONTROL switch A to ON.				
SUBTASK 29-21-51-860-027				
(8) Do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-21-51-860-013				
(9) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.				
SUBTASK 29-21-51-860-014				
(10) Remove pressure from the standby system, do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

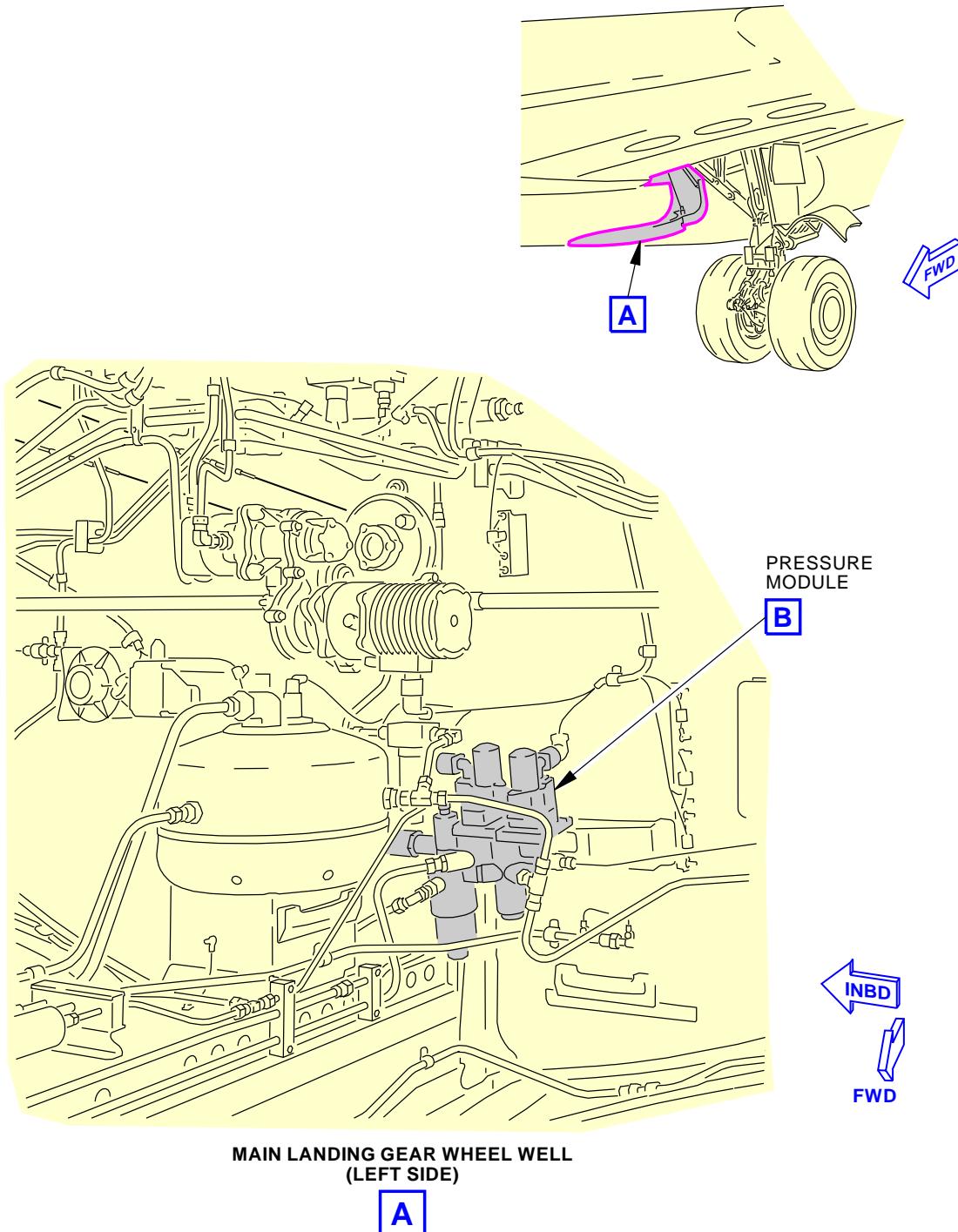
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-210-00-01

F85118 S0006572920_V2

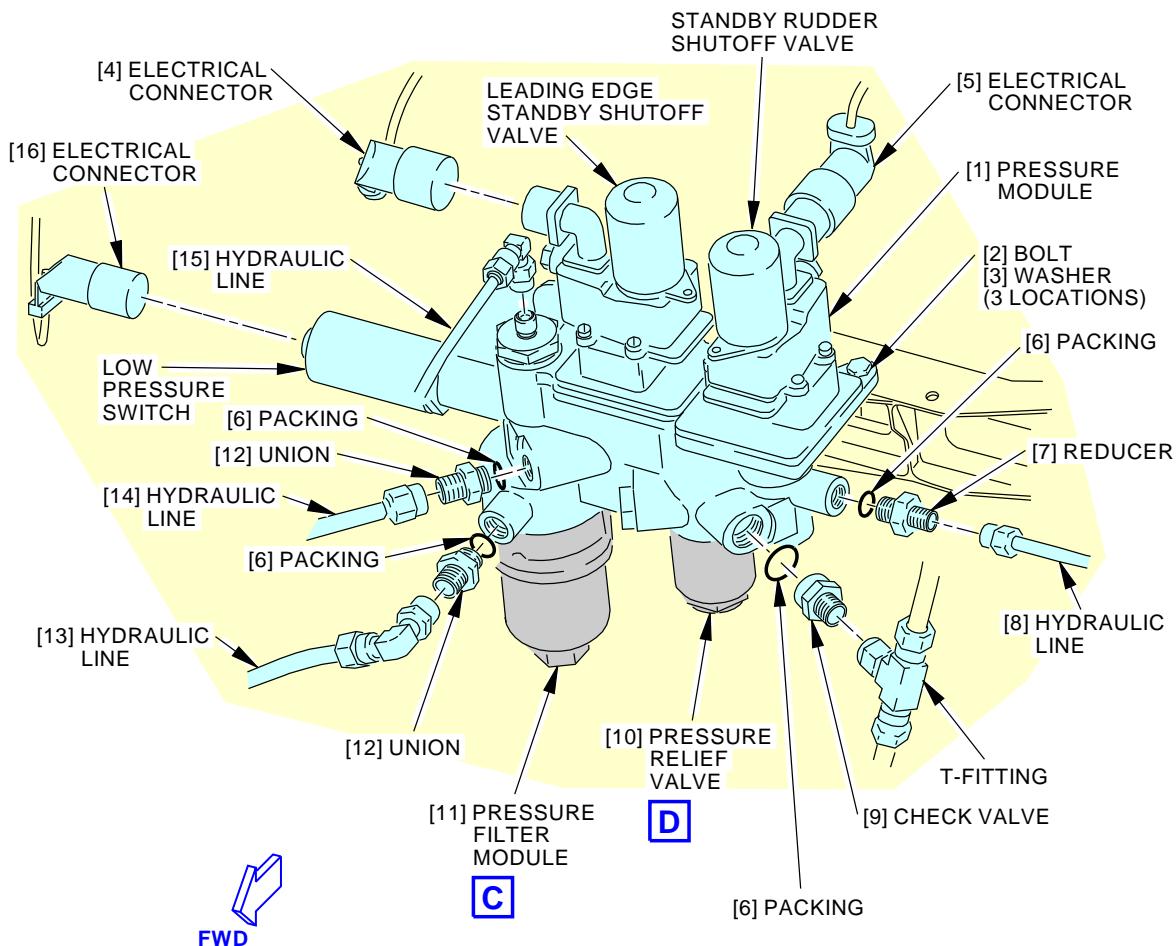
**Standby Hydraulic System Pressure Module Installation
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

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AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-210-00-01
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**PRESSURE MODULE FOR THE STANDBY HYDRAULIC SYSTEM**

G19727 S0006572921_V2

Standby Hydraulic System Pressure Module Installation
Figure 1 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

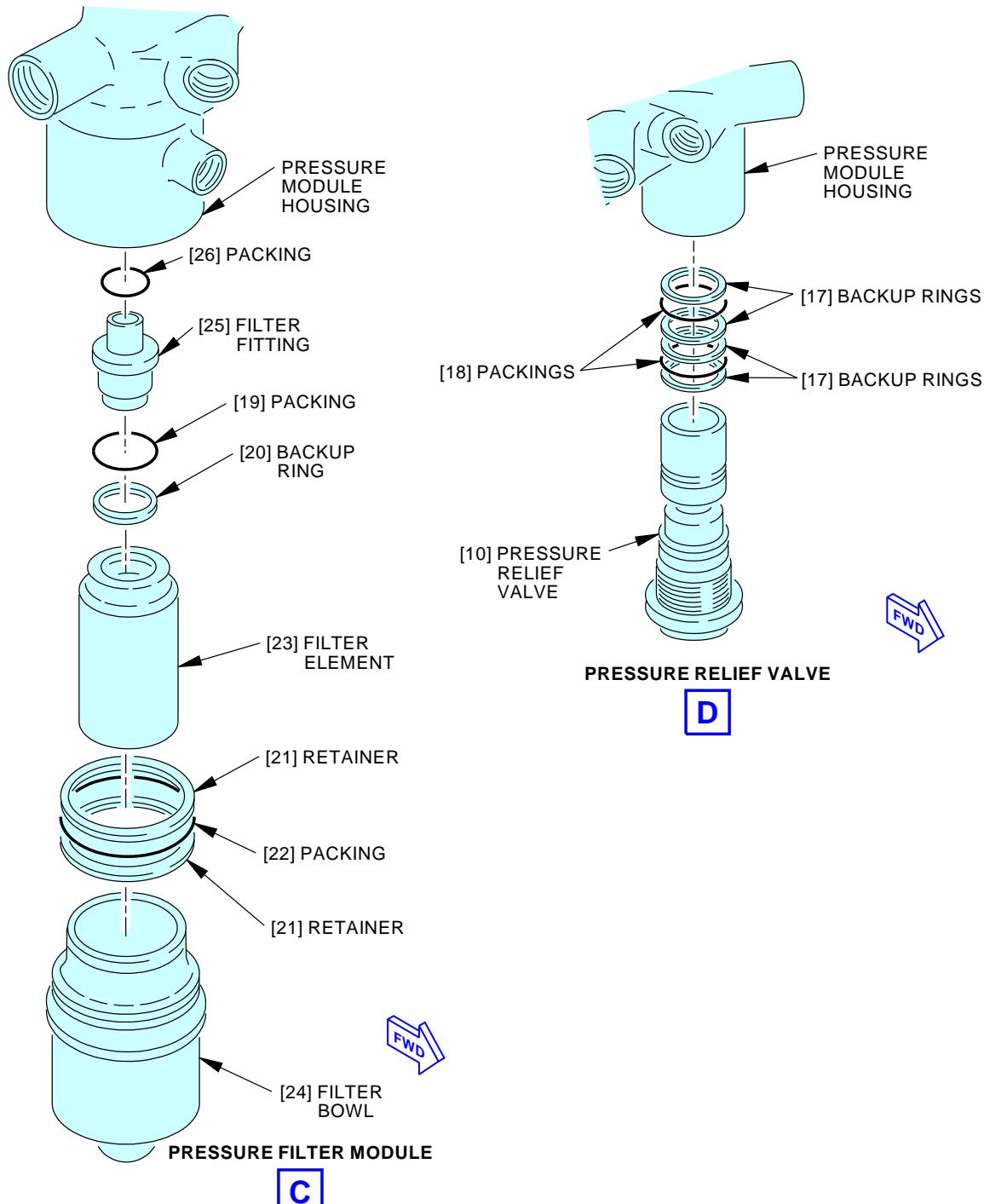
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-210-00-01

F85187 S0006572922_V2

Standby Hydraulic System Pressure Module Installation
Figure 1 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC PRESSURE FILTER
		D633A109-AKS 29-210-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-220-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 139

Replace the standby hydraulic system case drain filter.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-21-00-000-801	Standby Hydraulic System Pressurization (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 29-21-21-000-801	Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Removal (P/B 401)
AMM 29-21-21-400-801	Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER
		D633A109-AKS 29-220-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-220-00-01
				MECH INSP
TASK 29-21-41-000-801				
1. Standby EMDP Case Drain Filter Element Removal				
(Figure 1)				
A. Procedure				
SUBTASK 29-21-41-860-001				
(1) Open these circuit breakers and install safety tags:				
Standby Power Control Unit, M01720				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
B 1 C01410 SPCU NORMAL				
B 2 C01411 SPCU STANDBY				
SUBTASK 29-21-41-840-001				
(2) Do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802.				
SUBTASK 29-21-41-860-002				
(3) Release the pressure from the system B reservoir, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.				
NOTE: The standby reservoir is pressurized through the system B reservoir.				
SUBTASK 29-21-41-480-001				
(4) Put a container below the filter bowl [11] to catch the hydraulic fluid.				
SUBTASK 29-21-41-020-009				
(5) Remove the lockwire from the filter bowl [11].				
SUBTASK 29-21-41-020-013				
CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.				
(6) Disconnect the self-seal (quick) disconnect hose for the applicable hydraulic system.				
SUBTASK 29-21-41-020-001				
(7) Remove the filter bowl [11] and the filter element filter [10] from the filter head.				
SUBTASK 29-21-41-020-002				
(8) Remove the filter [10] from the filter bowl [11].				
SUBTASK 29-21-41-210-002				
(9) Look for metal contamination on the filter [10] and in the filter bowl [11].				
SUBTASK 29-21-41-900-001				
(10) If you find metal contamination, replace the standby EMDP.				
(a) Flush lines from pump to case drain. These are the tasks: Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Removal, AMM TASK 29-21-21-000-801, Standby Hydraulic System Electric Motor-Driven Pump (EMDP) Installation, AMM TASK 29-21-21-400-801				
SUBTASK 29-21-41-020-003				
(11) Discard the filter [10].				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER	
		D633A109-AKS 29-220-00-01	Page 2 of 8 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-220-00-01
				MECH INSP
SUBTASK 29-21-41-020-011				
(12) Remove packings [7], [9] and backup rings [8].				
(a) Discard packing [7] and packing [9].				
SUBTASK 29-21-41-140-001				
(13) Clean the filter bowl [11].				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER		
		D633A109-AKS 29-220-00-01	Page 3 of 8 Jun 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-220-00-01																
TASK 29-21-41-400-801				MECH INSP																
2. Standby EMDP Case Drain Filter Element Installation (Figure 1)																				
A. Expendables/Parts																				
<table><thead><tr><th>AMM Item</th><th>Description</th><th>AIPC Reference</th><th>AIPC Effectivity</th></tr></thead><tbody><tr><td>7</td><td>Packing</td><td>29-21-52-05A-230</td><td>AKS ALL</td></tr><tr><td>9</td><td>Packing</td><td>29-21-52-05A-235</td><td>AKS ALL</td></tr><tr><td>10</td><td>Filter</td><td>29-21-52-05A-225</td><td>AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	7	Packing	29-21-52-05A-230	AKS ALL	9	Packing	29-21-52-05A-235	AKS ALL	10	Filter	29-21-52-05A-225	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity																	
7	Packing	29-21-52-05A-230	AKS ALL																	
9	Packing	29-21-52-05A-235	AKS ALL																	
10	Filter	29-21-52-05A-225	AKS ALL																	
B. Procedure																				
SUBTASK 29-21-41-640-001																				
(1) Lubricate the backup rings [8], and the new packing [9] with hydraulic fluid, D00153 or MCS 352B fluid, D00054.																				
SUBTASK 29-21-41-420-001																				
(2) Install the backup rings [8], and the new packing [9] in the filter head.																				
SUBTASK 29-21-41-640-002																				
(3) Lubricate the new packing [7] with hydraulic fluid, D00153 or MCS 352B fluid, D00054.																				
SUBTASK 29-21-41-640-003																				
(4) Install the new packing [7] in the filter [10].																				
SUBTASK 29-21-41-020-004																				
(5) Put the filter [10] in the filter bowl [11].																				
SUBTASK 29-21-41-640-004																				
(6) Lubricate the threads of the filter bowl [11] with MCS 352B fluid, D00054 or hydraulic fluid, D00153.																				
SUBTASK 29-21-41-980-001																				
(7) Put the filter bowl [11] and the filter [10] in their positions under the filter module.																				
(a) Raise the filter [10] from the filter bowl [11] and press it onto the filter head.																				
SUBTASK 29-21-41-020-005																				
(8) Install the filter bowl [11] on the filter head and tighten it to 96-120 pound-inches (10.8-13.5 newton-meters).																				
SUBTASK 29-21-41-420-008																				
(9) Install a lockwire on the filter bowl [11].																				
SUBTASK 29-21-41-420-010																				
CAUTION: PULL DOWN ON THE KNURLLED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.																				
(10) Reconnect the self-seal (quick) disconnect hose.																				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER
		D633A109-AKS 29-220-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-220-00-01
				MECH INSP
SUBTASK 29-21-41-100-001				
(11) To clean the area near the case drain filter of hydraulic fluid spilled during filter change, refer to this task: Clean (Wet Wash) the External Surfaces of the Airplane, AMM TASK 12-40-00-100-801.				
C. Standby Hydraulic System EMDP Case Drain Filter Element Installation Test				
SUBTASK 29-21-41-860-003				
(1) Pressurize the system B reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-21-41-860-004				
(2) Remove the safety tags and close these circuit breakers:				
Standby Power Control Unit, M01720				
Row	Col	Number	Name	
B	1	C01410	SPCU NORMAL	
B	2	C01411	SPCU STANDBY	
SUBTASK 29-21-41-860-005				
(3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-21-41-860-006				
(4) Do this task: Standby Hydraulic System Pressurization, AMM TASK 29-21-00-000-801.				
SUBTASK 29-21-41-210-003				
(5) Make sure the standby EMDP operates.				
SUBTASK 29-21-41-790-001				
(6) Make sure the case drain filter [4] does not have leaks.				
SUBTASK 29-21-41-610-001				
(7) Fill the system B reservoir, if it is necessary.				
(a) Do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.				
SUBTASK 29-21-41-860-007				
(8) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER
		D633A109-AKS 29-220-00-01

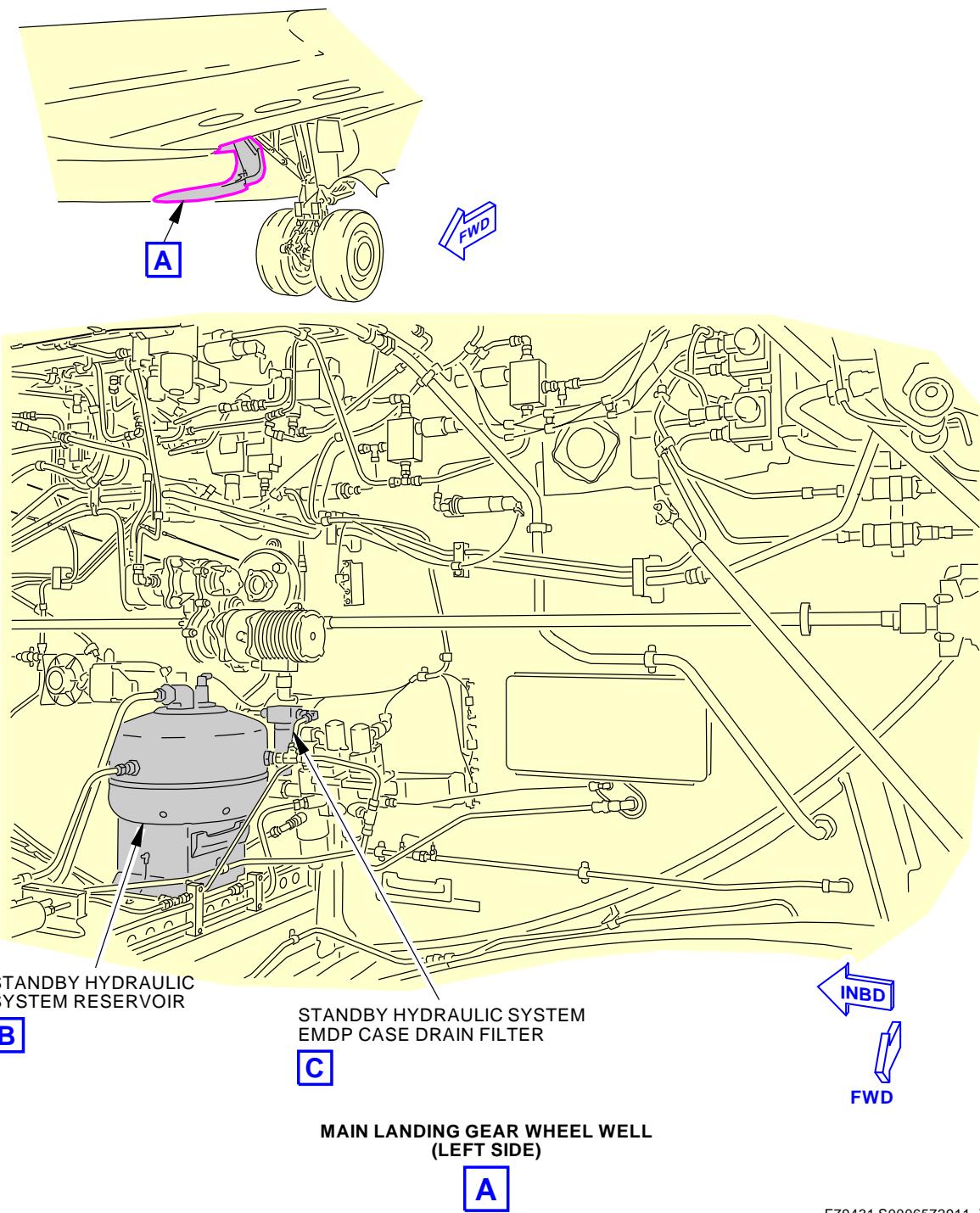
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-220-00-01

Standby Hydraulic System EMDP Case Drain Filter Installation
Figure 1 (Sheet 1 of 3)

F79431 S0006572911_V2

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER
		D633A109-AKS 29-220-00-01

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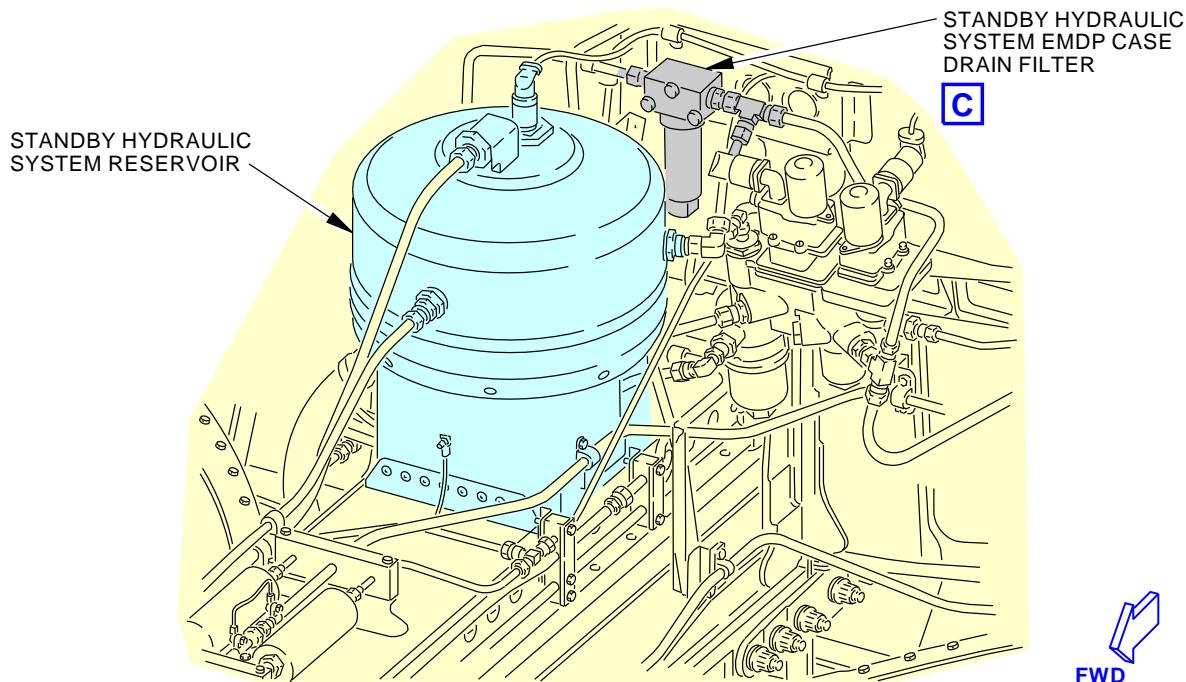
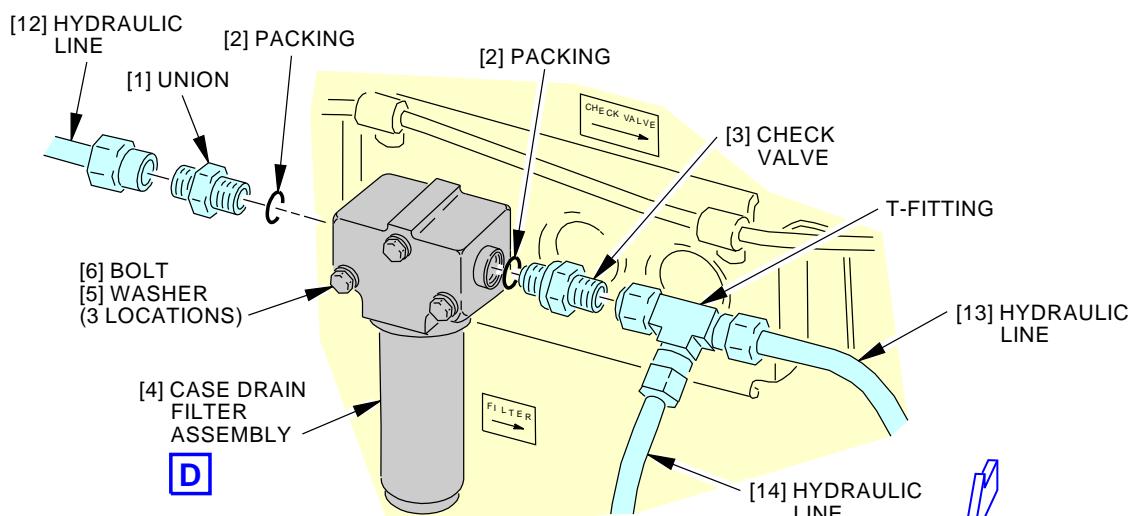
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-220-00-01**STANDBY HYDRAULIC SYSTEM RESERVOIR****B****STANDBY HYDRAULIC SYSTEM EMDP CASE DRAIN FILTER****C**

F79495 S0006572912_V4

**Standby Hydraulic System EMDP Case Drain Filter Installation
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER
		D633A109-AKS 29-220-00-01

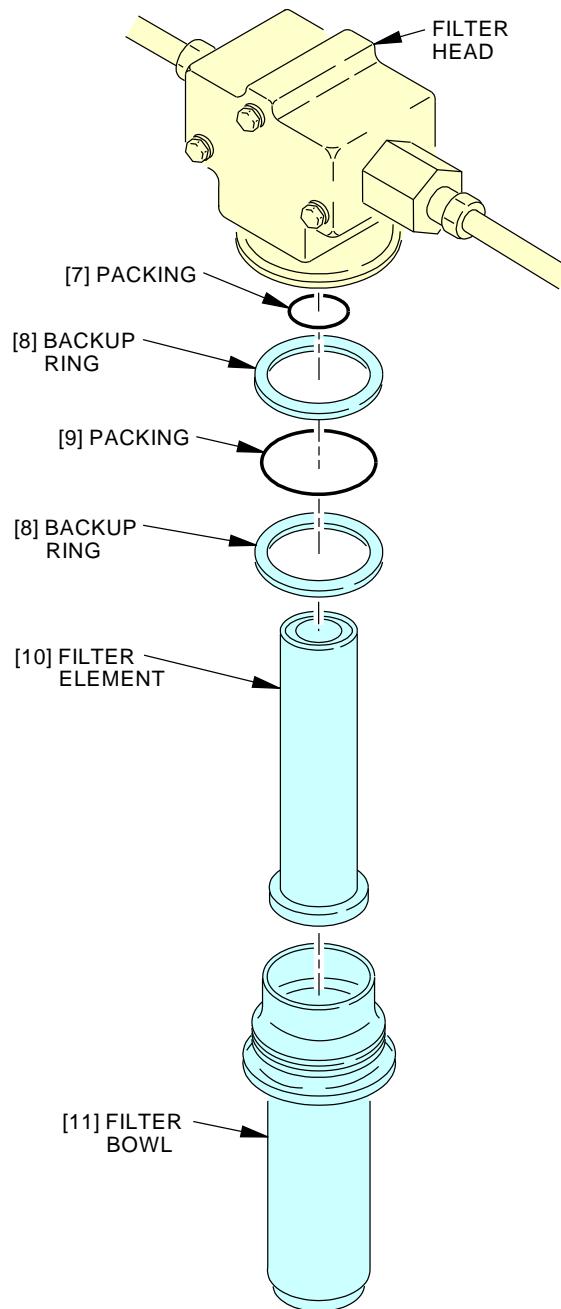
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-220-00-01**CASE DRAIN FILTER ASSEMBLY****D**

F80193 S0006572913_V2

**Standby Hydraulic System EMDP Case Drain Filter Installation
Figure 1 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**STANDBY HYDRAULIC SYSTEM CASE DRAIN FILTER****D633A109-AKS
29-220-00-01****Page 8 of 8
Jun 15/2015**

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

AIRLINE CARD NO		TITLE STANDBY RUDDER SYSTEM			BOEING CARD NO. 29-230-00-01
DATE	TASK OPERATIONAL				RELATED CARD
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 1200 FH	REPEAT 1200 FH	APPLICABILITY
STATION	SKILL AIRPL	1.2	180 DY	180 DY	AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 211 212

Operationally check the standby rudder system. To include observing low pressure light illumination and then extinguishing.

INTERVAL NOTE: Whichever occurs first.

A. References

Reference	Title
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-00-860-801	Put the Airplane in the Air Mode (P/B 201)
AMM 32-09-00-860-802	Return the Airplane to the Ground Mode (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM	
		D633A109-AKS 29-230-00-01	Page 1 of 7 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01
				MECH INSP
TASK 29-21-00-700-803				
1. Operational Test of the Standby Hydraulic Actuation System				
A. General				
(1) This test makes sure the standby hydraulic pump and the related indications operate correctly. This test checks the standby hydraulic pumps low pressure indications through the system A and system B flight control switches, alternate flaps switch and the auto standby system relay.				
(2) When you do the steps that use the system A (B) flight control switches, do the steps for one systems switch then repeat the steps again for the other system switch.				
B. Prepare for the Test				
SUBTASK 29-21-00-040-001				
(1) Make sure that the weather radar will not operate.				
(a) Open this circuit breaker and install safety tag:				
F/O Electrical System Panel, P6-1				
Row Col Number Name				
D 13 C00120 WEATHER RADAR RT				
SUBTASK 29-21-00-860-025				
(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-21-00-860-026				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(3) Open this circuit breaker and install safety tag:				
Power Distribution Panel Number 2, P92				
Row Col Number Name				
F 2 C01449 STANDBY HYDRAULIC PUMP				
NOTE: The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.				
SUBTASK 29-21-00-860-036				
(4) Open these circuit breakers and install safety tags:				
CAPT Electrical System Panel, P18-2				
Row Col Number Name				
E 4 C01392 STICK SHAKER LEFT				
F/O Electrical System Panel, P6-1				
Row Col Number Name				
B 6 C01393 STICK SHAKER RIGHT				
SUBTASK 29-21-00-860-027				
(5) Pressurize the hydraulic system B reservoir. To pressurize it, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM
		D633A109-AKS 29-230-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01
				MECH INSP
SUBTASK 29-21-00-860-028				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACE BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(6) Pressurize the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801				
SUBTASK 29-21-00-480-003				
WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL OF THE LANDING GEAR. WITHOUT THE PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.				
(7) To install them, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 29-21-00-860-029				
CAUTION: MAKE SURE THAT THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED AND IN THE STOWED POSITION OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.				
(8) Set the flap control lever to the one-unit position.				
SUBTASK 29-21-00-860-030				
(9) Remove pressure from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-21-00-860-041				
(10) Set the FLT CONTROL A and FLT CONTROL B switches on the forward overhead panel, P5, to the OFF position.				

C. Operational Test of the Standby Hydraulic System

SUBTASK 29-21-00-710-002

- (1) Do the operational test of the standby hydraulic system:
 - (a) Set the FLT CONTROL A (B) switch on the forward overhead panel, P5, to the STDBY RUD position.
 - 1) Make sure the STANDBY HYD LOW PRESSURE light on the forward overhead panel, P5, comes on.
 - 2) Make sure that the FLIGHT CONTROL LOW PRESSURE light A(B) is OFF.
 - 3) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.
 - (b) Set the FLT CONTROL A(B) Switch on the forward overhead panel, P5, to the OFF position.

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM
		D633A109-AKS 29-230-00-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01								
				MECH INSP								
		<p>1) Make sure the STANDBY HYD LOW PRESSURE light on the forward overhead panel, P5, goes off.</p> <p>2) Make sure that the FLIGHT CONTROL LOW PRESSURE light A(B) is ON.</p> <p>3) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off.</p> <p>(c) Set the ALTERNATE FLAPS switch on the forward overhead panel, P5, to the ARM position.</p> <p>1) Make sure the STANDBY HYD LOW PRESSURE light comes on.</p> <p>2) If it is necessary, operate the rudder to remove the pressure from the standby hydraulic system.</p> <p>(d) Set the ALTERNATE FLAPS switch on the forward overhead panel, P5, to the OFF position.</p> <p>1) Make sure the STANDBY HYD LOW PRESSURE light on the forward overhead panel, P5, goes off.</p> <p>WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS BEFORE YOU SUPPLY HYDRAULIC POWER. RUDDER, THRUST REVERSERS, AND LEADING EDGE SLATS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>(e) Remove the safety tag and close this circuit breaker:</p> <p>Power Distribution Panel Number 2, P92</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>2</td> <td>C01449</td> <td>STANDBY HYDRAULIC PUMP</td> </tr> </tbody> </table> <p><u>NOTE:</u> The Standby Hydraulic Pump circuit breaker is located behind the P92 front panel.</p> <p>(f) Set the FLT CONTROL A (B) switch on the forward overhead panel, P5, to the STBY RUD position.</p> <p>1) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.</p> <p>2) Make sure the standby electric motor-driven pump (EMDP) operates.</p> <p>3) Make sure the STANDBY HYD LOW PRESSURE light on the forward overhead panel, P5, goes off.</p> <p><u>NOTE:</u> The STANDBY HYD LOW PRESSURE light goes off when the system is pressurized. The light can come on momentarily when the pump starts and the system is not at its usual pressure.</p> <p>4) Move the rudder pedals.</p>	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP		
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>									
F	2	C01449	STANDBY HYDRAULIC PUMP									

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM
		D633A109-AKS 29-230-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01								
				MECH INSP								
			<p>a) Move the rudder pedals to the left forward stop and to the right forward stop at a high rate of 5 cycles and visually check that the rudder surface moves approximately twenty seven (27) inches left and right from the neutral position. The visual check can be done from the ground without physical measurement of the rudder travel.</p> <p>b) Put in full left pedal and slowly release.</p> <p>c) Make sure that the rudder pedals are centered.</p> <p>d) Put in full right pedal and slowly release.</p> <p>e) Make sure that the rudder pedals are centered.</p> <p>f) Do a visual check of the rudder control surface to make sure it is in the approximate neutral position, within the deadband range of the Standby Rudder Power Control Unit (PCU).</p> <p><u>NOTE:</u> The purpose of the visual check is to examine for a large rudder offset from the neutral position that may result from a failure in the input linkage to the standby rudder power control unit (PCU). The visual check can be done from the ground without physical measurement of the position of the rudder surface.</p>									
(g)			<p>Set the FLT CONTROL A(B) switch on the forward overhead panel, P5, to the OFF position.</p> <ol style="list-style-type: none"> 1) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off. 2) Make sure the standby EMDP stops. 									
(h)			<p>Set the ALTERNATE FLAPS switch on the forward overhead panel, P5, to the ARM position.</p> <ol style="list-style-type: none"> 1) Make sure the standby EMDP operates. 2) Make sure the STANDBY HYD LOW PRESSURE light on the forward overhead panel, P5, goes off. <p><u>NOTE:</u> The STANDBY HYD LOW PRESSURE light goes off when the system is pressurized. The light can come on momentarily when the pump starts and the system is not at its usual pressure.</p>									
(i)			<p>Set the ALTERNATE FLAPS switch on the forward overhead panel, P5, to the OFF position.</p> <ol style="list-style-type: none"> 1) Make sure the standby EMDP stops. 									
(j)			<p>Put the airplane in the air mode. To put the airplane in the air mode, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801.</p>									
(k)			<p>Close this circuit breaker:</p> <p>Power Distribution Panel Number 2, P92</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>2</td> <td>C01449</td> <td>STANDBY HYDRAULIC PUMP</td> </tr> </tbody> </table> <p><u>NOTE:</u> This CB was opened during the previous step to put the airplane in the Air Mode.</p>	<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>	F	2	C01449	STANDBY HYDRAULIC PUMP	
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>									
F	2	C01449	STANDBY HYDRAULIC PUMP									

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM	
		D633A109-AKS 29-230-00-01	Page 5 of 7 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				MECH INSP
(l)	Set the FLT CONTROL A(B) switch to the ON position.			
1)	Make sure the standby EMDP operates.			
2)	Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is ON.			
(m)	Put the airplane in the ground mode. To put the airplane in the ground mode, do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.			
1)	Make sure the standby EMDP stops.			
(n)	Set the FLT CONTROL A(B) switch to the OFF position.			
1)	Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is OFF.			
(o)	Make sure that the levers on the two motor-operated valves on the standby modules are in the closed position (Position 1).			
D. Put the Airplane Back to Its Usual Condition				
SUBTASK 29-21-00-860-038				
(1)	Make sure that the FLT CONTROL A and FLT CONTROL B switches on the forward overhead panel, P5, are in the ON position and the FLT CONT A and B LOW PRESS lights are ON.			
SUBTASK 29-21-00-860-037				
(2)	Make sure that these circuit breakers are closed:			
CAPT Electrical System Panel, P18-2				
Row	Col	Number	Name	
E	4	C01392	STICK SHAKER LEFT	
F/O Electrical System Panel, P6-1				
Row	Col	Number	Name	
B	6	C01393	STICK SHAKER RIGHT	
SUBTASK 29-21-00-860-042				
(3)	Remove the safety tag and close this circuit breaker:			
F/O Electrical System Panel, P6-1				
Row	Col	Number	Name	
D	13	C00120	WEATHER RADAR RT	

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM
		D633A109-AKS 29-230-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-230-00-01
				MECH INSP
SUBTASK 29-21-00-860-031				
WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACE BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(4) Pressurize the hydraulic system A and B. To pressurize them, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 29-21-00-860-043				
(5) Make sure that the FLT CONTROL A and FLT CONTROL B switches on the forward overhead Panel, P5, are in the ON position and the FLT CONT A and B LOW PRESS lights are OFF.				
SUBTASK 29-21-00-860-032				
(6) Set the flap control lever to the FLAP UP position.				
SUBTASK 29-21-00-860-033				
(7) Remove power from hydraulic system A and B. To remove them, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-21-00-080-003				
(8) If they are no longer necessary, remove the landing gear downlock pins. To remove them, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY RUDDER SYSTEM
		D633A109-AKS 29-230-00-01

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

AIRLINE CARD NO		TITLE LEADING EDGE STANDBY ACTUATION			BOEING CARD NO. 29-240-00-01
DATE	TASK OPERATIONAL				RELATED CARD W-27-214-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 7500 FH	REPEAT 7500 FH	APPLICABILITY AIRPLANE ENGINE ALL ALL
STATION	SKILL AIRPL	ACCESS			ZONE 211 510 610

Operationally check the alternate leading edge flaps and slats system.

Note: This task is satisfied by accomplishment of task 27-214-00.

A. References

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

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY ACTUATION
		D633A109-AKS 29-240-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-240-00-01
				MECH INSP
TASK 27-81-00-860-802				
1. Leading Edge Flap and Slat System Operation With Alternate Control				
A. General				
(1) The alternate control system uses electrical power to power the standby hydraulic system which moves the leading edge slats and flaps.				
B. Procedure				
SUBTASK 27-81-00-860-007				
(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 27-81-00-860-008				
WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE FLAPS AND SLATS, AND THE TRAILING EDGE FLAPS. THESE SURFACES WILL MOVE AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.				
CAUTION: MAKE SURE THAT THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED AND IN THE STOWED POSITION OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.				
(2) Move the ALTERNATE FLAPS ARM switch on the P5 panel to the ARM position.				
SUBTASK 27-81-00-860-009				
(3) Move the ALTERNATE FLAPS control switch to the DOWN position to extend the flaps and slats as it is necessary.				
NOTE: The leading edge flaps and slats will not retract with alternate control.				
C. Put the Airplane Back to Its Usual Condition				
SUBTASK 27-81-00-860-011				
WARNING: MAKE SURE THE POSITION OF THE FLAPS AND SLATS AGREES WITH THE POSITION OF THE FLAP CONTROL LEVER. WHEN YOU PRESSURIZE THE HYDRAULIC SYSTEM B, THE FLAPS AND SLATS WILL MOVE AUTOMATICALLY TO THE POSITION OF THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) Move the ALTERNATE FLAPS control switch until the flaps and slats are in the same position as the flap control lever or move the flap control lever to the position of the flaps and slats.				
SUBTASK 27-81-00-860-013				
(2) Move the ALTERNATE FLAPS ARM switch to the OFF position to disarm the alternate control system.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY ACTUATION	
		D633A109-AKS 29-240-00-01	Page 2 of 2 Jun 15/2016

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

AIRLINE CARD NO		TITLE POWER TRANSFER UNIT CONTROL SYSTEM			BOEING CARD NO.
DATE	TASK OPERATIONAL				29-250-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 7500 FH	REPEAT 7500 FH	RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS			ZONE 139 211 212

Operationally check the power transfer unit control system and check the control valve for proper position.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-22-11-000-801	Power Transfer Unit (PTU) Removal (P/B 401)
AMM 29-22-11-400-801	Power Transfer Unit Installation (P/B 401)
AMM 29-22-21-020-801	PTU Pressure Filter Element Removal (P/B 401)
AMM 29-22-21-400-802	PTU Pressure Filter Element Installation (P/B 401)
AMM 32-09-00-840-802	Return the Airplane Systems Back to Their Normal On Ground Condition (P/B 201)
AMM 32-09-00-860-801	Put the Airplane in the Air Mode (P/B 201)
AMM 32-09-00-860-802	Return the Airplane to the Ground Mode (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT CONTROL SYSTEM
		D633A109-AKS 29-250-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-250-00-01
				MECH INSP
TASK 29-22-00-710-801				
1. Power Transfer Unit Operational Test				
A. Prepare for the Test				
SUBTASK 29-22-00-860-001				
(1) Pressurize the hydraulic reservoirs. To pressurize them, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.				
SUBTASK 29-22-00-860-002				
(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.				
SUBTASK 29-22-00-860-003				
(3) Make sure the two Stall Warning Vanes (AOA) are at the zero position. <u>NOTE:</u> You can use your hands to move the Stall Warning Vanes (AOA).				
SUBTASK 29-22-00-860-004				
WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND LANDING GEAR WHEN HYDRAULIC POWER IS SUPPLIED. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER, AND THE LANDING GEAR ARE SUPPLIED WITH POWER BY THE HYDRAULIC SYSTEM. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE HYDRAULIC POWER IS SUPPLIED.				
(4) Supply hydraulic power to systems A and B. To supply them, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 29-22-00-860-005				
WARNING: KEEP ALL PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES AND THE FLIGHT CONTROL DRIVE MECHANISMS. THESE COMPONENTS WILL MOVE. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.				
(5) Move the flap control lever to the 5 unit position.				
SUBTASK 29-22-00-860-006				
(6) Once the flaps stop moving, remove the hydraulic power from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
B. PTU Operational Test				
SUBTASK 29-22-00-860-007				
WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) Put the ALTERNATE FLAPS arm switch on the P5 panel in the ARM position. (a) Make sure the standby hydraulic pump operates.				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT CONTROL SYSTEM
		D633A109-AKS 29-250-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-250-00-01
				MECH INSP
SUBTASK 29-22-00-710-001				
(2)	Momentarily move the ALTERNATE FLAPS control switch on the P5 panel to the DOWN position and immediately move it back to the OFF position.			
(a)	Make sure the leading edge slats move to the fully extended position. <u>NOTE:</u> The LE FLAPS TRANSIT light will stay on.			
	<u>NOTE:</u> The LE devices can retract a small amount when you move them to the fully extended position.			
SUBTASK 29-22-00-860-008				
(3)	Put the ALTERNATE FLAPS arm switch in the OFF position.			
(a)	Make sure the standby hydraulic pump stops.			
SUBTASK 29-22-00-210-001				
CAUTION:	PRESSURIZE THE RESERVOIR TO THE CORRECT PRESSURE. THE INCORRECT PRESSURE CAN CAUSE DAMAGE TO THE CHECK VALVE FOR THE PTU.			
(4)	Look at the pressure gages for the system B hydraulic reservoir (above the electric motor driven pump in the main wheel well).			
(a)	Make sure the system B hydraulic reservoir has a pressure of 45-65 psig.			
SUBTASK 29-22-00-860-009				
WARNING:	MAKE SURE THAT CHOCKS ARE INSTALLED AT THE WHEELS. PUTTING THE AIRPLANE IN THE AIR MODE WILL CAUSE THE BRAKES TO RELEASE. THIS MAY CAUSE THE AIRPLANE TO MOVE SUDDENLY. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR IF CHOCKS ARE NOT INSTALLED ON THE WHEELS.			
WARNING:	IF THE ENGINE-DRIVEN PUMP (EDP) IS USED TO PRESSURIZED THE HYDRAULIC SYSTEM, DO NOT LIFT THE AIRPLANE ON JACKS TO PUT THE AIRPLANE IN THE AIR MODE. THE AIRPLANE MAY MOVE SUDDENLY IF THE ENGINE IS RUN WITH THE AIRPLANE ON JACKS. THIS MAY CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.			
(5)	Make sure that the wheels have chocks around them (CHOCK INSTALLATION, AMM 10-11-05/201).			
(6)	Put the airplane in air mode. To do it, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801. <u>NOTE:</u> When the airplane is put in the air mode with the engines running, the engines will advance to flight idle speed.			
SUBTASK 29-22-00-210-002				
(7)	Make sure the PTU starts.			
SUBTASK 29-22-00-210-003				
(8)	Make sure the leading edge slats retract to the intermediate position.			
SUBTASK 29-22-00-860-010				
(9)	Put the airplane in the ground mode. To do it, do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.			

EFFECTIVITY
AKS ALLSOURCE
MRB**POWER TRANSFER UNIT CONTROL SYSTEM****D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-250-00-01
SUBTASK 29-22-00-710-002				MECH INSP
(10) Do the steps that follow to check the PTU check valve:				
(a) Remove pressure from the hydraulic system A. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
(b) Put the airplane in the air mode. To do it, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801.				
(c) Supply hydraulic power to system B with the EMDP. To supply it, do this task: Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP), AMM TASK 29-11-00-860-803.				
(d) Move the flap control lever to the 1 unit position.				
(e) Make sure the PTU control valve is open.				
(f) Feel and listen to the PTU to make sure it does not operate.				
(g) Make sure the hydraulic pressure in system A does not increase.				
(h) If the PTU operates or the pressure in hydraulic system A increases, then do these steps:				
1) Replace the PTU check valve.				
2) Replace the PTU. To replace it, These are the tasks: Power Transfer Unit (PTU) Removal, AMM TASK 29-22-11-000-801, Power Transfer Unit Installation, AMM TASK 29-22-11-400-801				
3) Replace the PTU pressure filter element. To replace it, These are the tasks: PTU Pressure Filter Element Removal, AMM TASK 29-22-21-020-801, PTU Pressure Filter Element Installation, AMM TASK 29-22-21-400-802.				
C. Put the Airplane Back to Its Usual Condition				
SUBTASK 29-22-00-860-019				
(1) Move the flap control lever on the control stand to the UP position.				
SUBTASK 29-22-00-860-020				
(2) Remove the hydraulic power from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-22-00-860-021				
(3) Return the airplane to its usual on-ground condition. To do it, do this task: Return the Airplane Systems Back to Their Normal On Ground Condition, AMM TASK 32-09-00-840-802.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT CONTROL SYSTEM
		D633A109-AKS 29-250-00-01

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

AIRLINE CARD NO		TITLE POWER TRANSFER UNIT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-260-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 211 212

Functionally check the power transfer unit.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-22-11-000-801	Power Transfer Unit (PTU) Removal (P/B 401)
AMM 29-22-11-400-801	Power Transfer Unit Installation (P/B 401)
AMM 29-22-21-020-801	PTU Pressure Filter Element Removal (P/B 401)
AMM 29-22-21-400-802	PTU Pressure Filter Element Installation (P/B 401)
AMM 32-09-00-860-801	Put the Airplane in the Air Mode (P/B 201)
AMM 32-09-00-860-802	Return the Airplane to the Ground Mode (P/B 201)

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-1139	Timer - Stop Watch, Accurate to 1 Second

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT
		D633A109-AKS 29-260-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
TASK 29-22-00-730-801				MECH INSP

1. Power Transfer Unit (PTU) System Test

A. Prepare for the Test

SUBTASK 29-22-00-610-001

(1) Fill the hydraulic reservoirs if it is necessary. To fill them, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.

SUBTASK 29-22-00-860-022

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 29-22-00-860-023

(3) Make sure the two Stall Warning Vanes (AOA) are at the zero position.

SUBTASK 29-22-00-860-024

WARNING: MAKE SURE THAT THE CHOCKS ARE INSTALLED AT THE WHEELS. OPENING THE FOLLOWING CIRCUIT BREAKERS MAY CAUSE THE BRAKES TO RELEASE. THIS MAY CAUSE THE AIRPLANE TO MOVE SUDDENLY. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT MAY OCCUR IF CHOCKS ARE NOT INSTALLED AT THE WHEELS.

(4) Make sure that there are chocks installed at the wheels (CHOCK INSTALLATION, AMM 10-11-05/2011). Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	15	C01081	HYDRAULIC SYSTEM PTU VALVE CONT 1

F/O Electrical System Panel, P6-3

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	16	C01356	LANDING GEAR AIR/GND SYS 1

Power Distribution Panel Number 2, P92

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 29-22-00-860-025

(5) Retract the flaps if they are not fully retracted:

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(a) Pressurize hydraulic power to the hydraulic system B. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801

(b) Move the flap control lever on the control stand to the UP position.

(c) Make sure the flaps are in the fully retracted position.

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT D633A109-AKS 29-260-00-01	Page 2 of 7 Jun 15/2015
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AKS
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
				MECH INSP
		(d) Remove the hydraulic power from the hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.		
SUBTASK 29-22-00-730-001				
(6) Make sure the position indicator on the PTU control valve is in the closed position. <u>NOTE:</u> The position indicator will point forward of inboard when the valve is open. The position indicator will point aft of inboard when the valve is closed.				
B. PTU System Test				
SUBTASK 29-22-00-730-002				
(1) Move the ALTERNATE FLAPS arm switch on the P5 panel to the ARM position.				
SUBTASK 29-22-00-860-026				
WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE SLATS AND FLAPS DURING THIS PROCEDURE. THE SLATS AND FLAPS WILL MOVE DURING THIS PROCEDURE.				
(2) Move the ALTERNATE FLAPS control switch to the DOWN position to extend the trailing edge flaps to the 1 unit position.				
(a) Move the ALTERNATE FLAPS arm switch to the OFF position.				
(b) Make sure the PTU control valve moves to the open position.				
SUBTASK 29-22-00-730-004				
(3) Remove the safety tags and close these circuit breakers:				
F/O Electrical System Panel, P6-2				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
A 15 C01081 HYDRAULIC SYSTEM PTU VALVE CONT 1				
F/O Electrical System Panel, P6-3				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
C 16 C01356 LANDING GEAR AIR/GND SYS 1				
(a) Make sure the PTU control valve moves to the closed position.				
SUBTASK 29-22-00-860-029				
(4) Open this circuit breaker and install safety tag:				
F/O Electrical System Panel, P6-2				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
A 16 C01085 HYDRAULIC SYSTEM PTU VALVE CONT 2				
(a) Make sure the PTU control valve stays in the closed position.				
SUBTASK 29-22-00-860-030				
(5) Open this circuit breaker and install safety tag:				
F/O Electrical System Panel, P6-3				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
C 15 C01355 LANDING GEAR AIR/GND SYS 2				
(a) Make sure the PTU control valve moves to the open position.				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT	
		D633A109-AKS 29-260-00-01	Page 3 of 7 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
				MECH INSP
SUBTASK 29-22-00-860-031				
(6)	Remove the safety tag and close this circuit breaker:			
	F/O Electrical System Panel, P6-3			
	<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>			
	C 15 C01355 LANDING GEAR AIR/GND SYS 2			
	(a) Make sure the PTU control valve moves to the closed position.			
SUBTASK 29-22-00-860-032				
	CAUTION: PRESSURIZE THE SYSTEM B HYDRAULIC RESERVOIR. THE CHECK VALVE FOR THE PTU CAN BE DAMAGED IF YOU OPERATE THE PTU WITHOUT 45-65 PSIG IN THE HYDRAULIC RESERVOIR.			
(7)	Pressurize the hydraulic reservoirs. To pressurize them, do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.			
SUBTASK 29-22-00-860-033				
	WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.			
(8)	Pressurize hydraulic power to the hydraulic system A at 3000 psig with a ground service cart or the engine driven pump (EDP). To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.			
	NOTE: The electric motor driven pump does not have the capacity to operate the PTU correctly.			
	(a) Make sure the PTU does not operate.			
SUBTASK 29-22-00-860-045				
(9)	Remove the safety tag and close this circuit breaker:			
	F/O Electrical System Panel, P6-2			
	<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>			
	A 16 C01085 HYDRAULIC SYSTEM PTU VALVE CONT 2			
SUBTASK 29-22-00-730-005				
	WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT STAY AWAY FROM THE LEADING EDGE FLAPS AND SLATS, TRAILING EDGE FLAPS, AND DRIVE MECHANISMS. THE FLAPS, SLATS, AND DRIVE MECHANISMS MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.			
(10)	Open these circuit breakers and install safety tags:			
	F/O Electrical System Panel, P6-2			
	<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>			
	A 15 C01081 HYDRAULIC SYSTEM PTU VALVE CONT 1			

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT D633A109-AKS 29-260-00-01	Page 4 of 7 Jun 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
				MECH INSP
F/O Electrical System Panel, P6-3				
Row Col Number Name				
C 16 C01356 LANDING GEAR AIR/GND SYS 1				
(a) Make sure the PTU operates (after approximately 0.5 second).				
SUBTASK 29-22-00-860-047				
WARNING: MAKE SURE THAT CHOCKS ARE INSTALLED AT THE WHEELS. PUTTING THE AIRPLANE IN THE AIR MODE WILL CAUSE THE BRAKES TO RELEASE. THIS MAY CAUSE THE AIRPLANE TO MOVE SUDDENLY. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR IF CHOCKS ARE NOT INSTALLED ON THE WHEELS.				
WARNING: IF THE ENGINE-DRIVEN PUMP (EDP) IS USED TO PRESSURIZED THE HYDRAULIC SYSTEM, DO NOT LIFT THE AIRPLANE ON JACKS TO PUT THE AIRPLANE IN THE AIR MODE. THE AIRPLANE MAY MOVE SUDDENLY IF THE ENGINE IS RUN WITH THE AIRPLANE ON JACKS. THIS MAY CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(11) Make sure that there are chocks installed at the wheels (CHOCK INSTALLATION, AMM 10-11-05/201).				
(12) Put the airplane in air mode. To do it, do this task: (Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801).				
NOTE: When the airplane is put in the air mode with the engines running, the engines will advance to flight idle speed.				
SUBTASK 29-22-00-730-006				
WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT STAY AWAY FROM THE LEADING EDGE FLAPS AND SLATS, TRAILING EDGE FLAPS, AND DRIVE MECHANISMS. THE FLAPS, SLATS, AND DRIVE MECHANISMS MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.				
(13) Turn the left Stall Warning (AOA) Vane counterclockwise until the leading edge slats extend.				
(a) Make sure the leading edge slats extend fully, equally and smoothly.				
(b) Use a stopwatch, STD-1139 to make sure the time necessary to extend the leading edge slats is not more than 4 seconds.				
SUBTASK 29-22-00-730-007				
WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT STAY AWAY FROM THE LEADING EDGE FLAPS AND SLATS, TRAILING EDGE FLAPS, AND DRIVE MECHANISMS. THE FLAPS, SLATS, AND DRIVE MECHANISMS MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.				
(14) Turn the left Stall Warning (AOA) Vane back to its zero position.				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT D633A109-AKS 29-260-00-01	Page 5 of 7 Feb 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
				MECH INSP
SUBTASK 29-22-00-860-048	(15) Put the airplane in the ground mode. To do it, do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.			
SUBTASK 29-22-00-860-034	(16) Move the ALTERNATE FLAPS arm switch to the ARM position.			
SUBTASK 29-22-00-860-035	(17) Move the ALTERNATE FLAPS control switch to the UP position to fully retract the trailing edge flaps.			
SUBTASK 29-22-00-860-036	(18) Remove hydraulic power from the hydraulic system A. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.			
SUBTASK 29-22-00-860-046	(19) Move the flap control lever to the 1 unit position.			
SUBTASK 29-22-00-860-037	WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE SLATS AND FLAPS DURING THIS PROCEDURE. THE SLATS AND FLAPS WILL MOVE DURING THIS PROCEDURE.			
(20) Provide hydraulic pressure to system B with the EDP. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.	<u>NOTE:</u> This step verifies that the system B EDP low pressure switch operates correctly. The system B EDP must be used to test the EDP low pressure switch and circuit.			
SUBTASK 29-22-00-730-008	(21) Move the ALTERNATE FLAPS arm switch to the OFF position.			
	(a) Make sure the PTU control valve stays closed.			
SUBTASK 29-22-00-860-044	(22) Remove hydraulic power from system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805			
SUBTASK 29-22-00-860-049	(23) Open this circuit breaker and install safety tag: F/O Electrical System Panel, P6-3 Row Col Number Name C 15 C01355 LANDING GEAR AIR/GND SYS 2			
SUBTASK 29-22-00-870-001	(24) Move the rudder pedals (if it is necessary) until the hydraulic pressure in system A and in system B is less than 200 psig.			
	(a) Make sure the PTU control valve opens.			

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT D633A109-AKS 29-260-00-01	Page 6 of 7 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-260-00-01
				MECH INSP
SUBTASK 29-22-00-860-040				
(25) Pressurize hydraulic power to the hydraulic system B with the EMDP or a ground service cart. To pressurize it, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
<p><u>NOTE:</u> You cannot use the EDP because the EDP pressure switch must indicate low pressure.</p> <p>(a) Feel and listen to the PTU to make sure it does not operate.</p> <p>(b) Make sure the hydraulic pressure in system A does not increase.</p> <p>(c) If the PTU operates or the pressure in hydraulic system A increases, then do these steps:</p> <p>1) Replace the PTU. These are the tasks: Power Transfer Unit (PTU) Removal, AMM TASK 29-22-11-000-801, Power Transfer Unit Installation, AMM TASK 29-22-11-400-801</p> <p>2) Replace the PTU check valve.</p> <p>3) Replace the PTU pressure filter element. These are the tasks: PTU Pressure Filter Element Removal, AMM TASK 29-22-21-020-801, PTU Pressure Filter Element Installation, AMM TASK 29-22-21-400-802</p>				
C. Put the Airplane Back to Its Usual Condition				
SUBTASK 29-22-00-860-041				
(1) Move the flap control lever to the UP position to retract the flaps and slats.				
SUBTASK 29-22-00-860-042				
(2) Remove hydraulic power from the hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805				
SUBTASK 29-22-00-860-043				
(3) Remove the safety tags and close these circuit breakers:				
F/O Electrical System Panel, P6-2				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
A 15 C01081 HYDRAULIC SYSTEM PTU VALVE CONT 1				
F/O Electrical System Panel, P6-3				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
C 15 C01355 LANDING GEAR AIR/GND SYS 2				
C 16 C01356 LANDING GEAR AIR/GND SYS 1				
Power Distribution Panel Number 2, P92				
<u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u>				
F 2 C01449 STANDBY HYDRAULIC PUMP				
———— END OF TASK ——				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT D633A109-AKS 29-260-00-01	Page 7 of 7 Oct 15/2015
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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE POWER TRANSFER UNIT PRESSURE FILTER			BOEING CARD NO.
DATE	TASK REPLACE				29-270-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Replace the power transfer unit pressure filter.

A. References

Reference	Title
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-170-801	Hydraulic System A or B Flushing (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 29-22-11-000-801	Power Transfer Unit (PTU) Removal (P/B 401)
AMM 29-22-11-400-801	Power Transfer Unit Installation (P/B 401)
AMM 29-22-21-710-801	PTU Pressure Filter Module Operational Test (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV

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-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER D633A109-AKS 29-270-00-01	Page 1 of 7 Feb 15/2016
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-270-00-01
				MECH INSP
TASK 29-22-21-020-801				
1. PTU Pressure Filter Element Removal				
(Figure 1)				
A. Prepare for the Removal				
SUBTASK 29-22-21-860-021				
(1) Remove power from the standby hydraulic system. To remove it, do this task: do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802				
SUBTASK 29-22-21-860-004				
(2) Remove power from hydraulic systems A and B. To remove it, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 29-22-21-860-005				
(3) Make sure these switches on the forward overhead panel, P5, are OFF:				
(a) HYD PUMPS B ENG 2				
(b) HYD PUMPS A ENG 1				
(c) HYD PUMPS B ELEC 1				
(d) HYD PUMPS A ELEC 2				
(e) FLT CONTROL B				
(f) FLT CONTROL A				
(g) ALTERNATE FLAPS				
SUBTASK 29-22-21-860-022				
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.				
(4) Open these circuit breakers and install safety tags:				
F/O Electrical System Panel, P6-2				
Row	Col	Number	Name	
A	15	C01081	HYDRAULIC SYSTEM PTU VALVE CONT 1	
A	16	C01085	HYDRAULIC SYSTEM PTU VALVE CONT 2	
A	17	C00780	HYD SYS ENG PUMP DEPRESS VALVE 2	
B	15	C00779	HYD SYS ENG PUMP DEPRESS VALVE 1	
Power Distribution Panel Number 1, P91				
Row	Col	Number	Name	
C	8	C00768	ELEC HYD PUMP CONTROL SYS B	
Power Distribution Panel Number 2, P92				
Row	Col	Number	Name	
C	8	C00767	ELEC HYD PUMP CONTROL SYS A	
F	2	C01449	STANDBY HYDRAULIC PUMP	

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER D633A109-AKS 29-270-00-01	Page 2 of 7 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-270-00-01
				MECH INSP
SUBTASK 29-22-21-860-006	(5) Release pressure from the system B hydraulic reservoir. To release it, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.			
B. Procedure				
SUBTASK 29-22-21-020-010	(1) Remove the lockwire from the filter assembly [7].			
SUBTASK 29-22-21-940-001	(2) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 below the filter assembly [7] to catch the hydraulic fluid.			
SUBTASK 29-22-21-020-016				
CAUTION: PULL DOWN ON THE KNULED RING OF THE SELF-SEAL DISCONNECT BEFORE YOU TURN IT. IF YOU DO NOT DO THIS, TOO MUCH TORQUE WILL BE NECESSARY TO TURN THE RING. THIS WILL CAUSE DAMAGE TO THE SELF-SEAL DISCONNECT.				
(3) Disconnect the self-seal (quick) disconnect hose for the applicable hydraulic system.				
SUBTASK 29-22-21-020-008	(4) Remove the filter bowl [11] and the filter [12] from the filter head [1].			
SUBTASK 29-22-21-020-014	(5) Remove the filter [12].			
SUBTASK 29-22-21-020-009	(6) Remove the packing [16], backup ring [15], packing [14], and backup ring [13].			
SUBTASK 29-22-21-020-015	(7) Discard packing [14] and packing [16].			
SUBTASK 29-22-21-210-001	(8) Examine the filter [12] and filter bowl [11] for metal contamination.			
(a) If you find contamination, then do these steps:				
1) Replace the power transfer unit (PTU). These are the tasks: Power Transfer Unit (PTU) Removal, AMM TASK 29-22-11-000-801, Power Transfer Unit Installation, AMM TASK 29-22-11-400-801,				
2) Flush the system B hydraulic lines. To flush it, do this task: Hydraulic System A or B Flushing, AMM TASK 29-11-00-170-801.				
SUBTASK 29-22-21-160-001	(9) Discard the filter [12].			
SUBTASK 29-22-21-100-001	(10) Clean the filter bowl [11].			
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER
		D633A109-AKS 29-270-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-270-00-01																				
TASK 29-22-21-400-802				MECH INSP																				
2. PTU Pressure Filter Element Installation (Figure 1)																								
A. Expendables/Parts																								
<table><thead><tr><th>AMM Item</th><th>Description</th><th>AIPC Reference</th><th>AIPC Effectivity</th></tr></thead><tbody><tr><td>7</td><td>Filter assembly</td><td>29-22-21-02-005</td><td>AKS ALL</td></tr><tr><td>12</td><td>Filter</td><td>29-22-21-02-060</td><td>AKS ALL</td></tr><tr><td>14</td><td>Packing</td><td>29-22-21-02-050</td><td>AKS ALL</td></tr><tr><td>16</td><td>Packing</td><td>29-22-21-02-040</td><td>AKS ALL</td></tr></tbody></table>				AMM Item	Description	AIPC Reference	AIPC Effectivity	7	Filter assembly	29-22-21-02-005	AKS ALL	12	Filter	29-22-21-02-060	AKS ALL	14	Packing	29-22-21-02-050	AKS ALL	16	Packing	29-22-21-02-040	AKS ALL	
AMM Item	Description	AIPC Reference	AIPC Effectivity																					
7	Filter assembly	29-22-21-02-005	AKS ALL																					
12	Filter	29-22-21-02-060	AKS ALL																					
14	Packing	29-22-21-02-050	AKS ALL																					
16	Packing	29-22-21-02-040	AKS ALL																					
B. Procedure																								
SUBTASK 29-22-21-160-002																								
(1) Make sure the filter bowl [11] is clean.																								
SUBTASK 29-22-21-640-001																								
(2) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the backup ring [15], backup ring [13], packing [16], and the packing [14].																								
SUBTASK 29-22-21-420-008																								
(3) Install the new packing [16] and backup ring [15] in the filter head [1].																								
SUBTASK 29-22-21-420-009																								
(4) Install the new packing [14] and backup ring [13] in the filter [12].																								
SUBTASK 29-22-21-420-010																								
(5) Install the filter [12] in the filter bowl [11].																								
SUBTASK 29-22-21-640-002																								
(6) Apply MCS 352B fluid, D00054 or hydraulic fluid, D00153 to the threads of the filter bowl [11].																								
SUBTASK 29-22-21-420-011																								
(7) Install the filter bowl [11] on the filter head [1].																								
SUBTASK 29-22-21-420-012																								
(8) Tighten the filter bowl to 20-30 pound-feet (27-41 newton-meters).																								
SUBTASK 29-22-21-420-015																								
CAUTION: MAKE SURE THAT THE DISCONNECT POPPET IS STRAIGHT BEFORE YOU INSTALL THE HOSE HALF OF THE SELF-SEAL DISCONNECT. IF TOO MUCH TORQUE IS NECESSARY, DISCONNECT THE SELF-SEAL DISCONNECT, AND MAKE SURE THAT THE POPPET IS STRAIGHT. AFTER YOU INSTALL IT, MAKE SURE THAT THE INDICATOR PINS EXTEND A MINIMUM OF 0.06 IN. (1.52 MM). IF THE INDICATOR PINS ARE NOT CORRECTLY EXTENDED, FLUID FLOW WILL DECREASE OR STOP. THIS CAN CAUSE DAMAGE TO THE RESERVOIR, AND THE PUMP.																								
(9) Reconnect the self-seal (quick) disconnect hose.																								

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER	
		D633A109-AKS 29-270-00-01	Page 4 of 7 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-270-00-01																									
SUBTASK 29-22-21-860-023				MECH INSP																									
WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.																													
(10) Close these circuit breakers:																													
F/O Electrical System Panel, P6-2																													
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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																										
A	15	C01081	HYDRAULIC SYSTEM PTU VALVE CONT 1																										
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B	15	C00779	HYD SYS ENG PUMP DEPRESS VALVE 1																										
Power Distribution Panel Number 1, P91																													
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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																										
C	8	C00768	ELEC HYD PUMP CONTROL SYS B																										
Power Distribution Panel Number 2, P92																													
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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>																										
C	8	C00767	ELEC HYD PUMP CONTROL SYS A																										
F	2	C01449	STANDBY HYDRAULIC PUMP																										
C. PTU Pressure Filter Element Installation Test																													
SUBTASK 29-22-21-710-002																													
(1) Do this task: PTU Pressure Filter Module Operational Test, AMM TASK 29-22-21-710-801.																													
SUBTASK 29-22-21-420-014																													
(2) Install a lockwire on the filter assembly [7].																													
———— END OF TASK ————																													

EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER
		D633A109-AKS 29-270-00-01

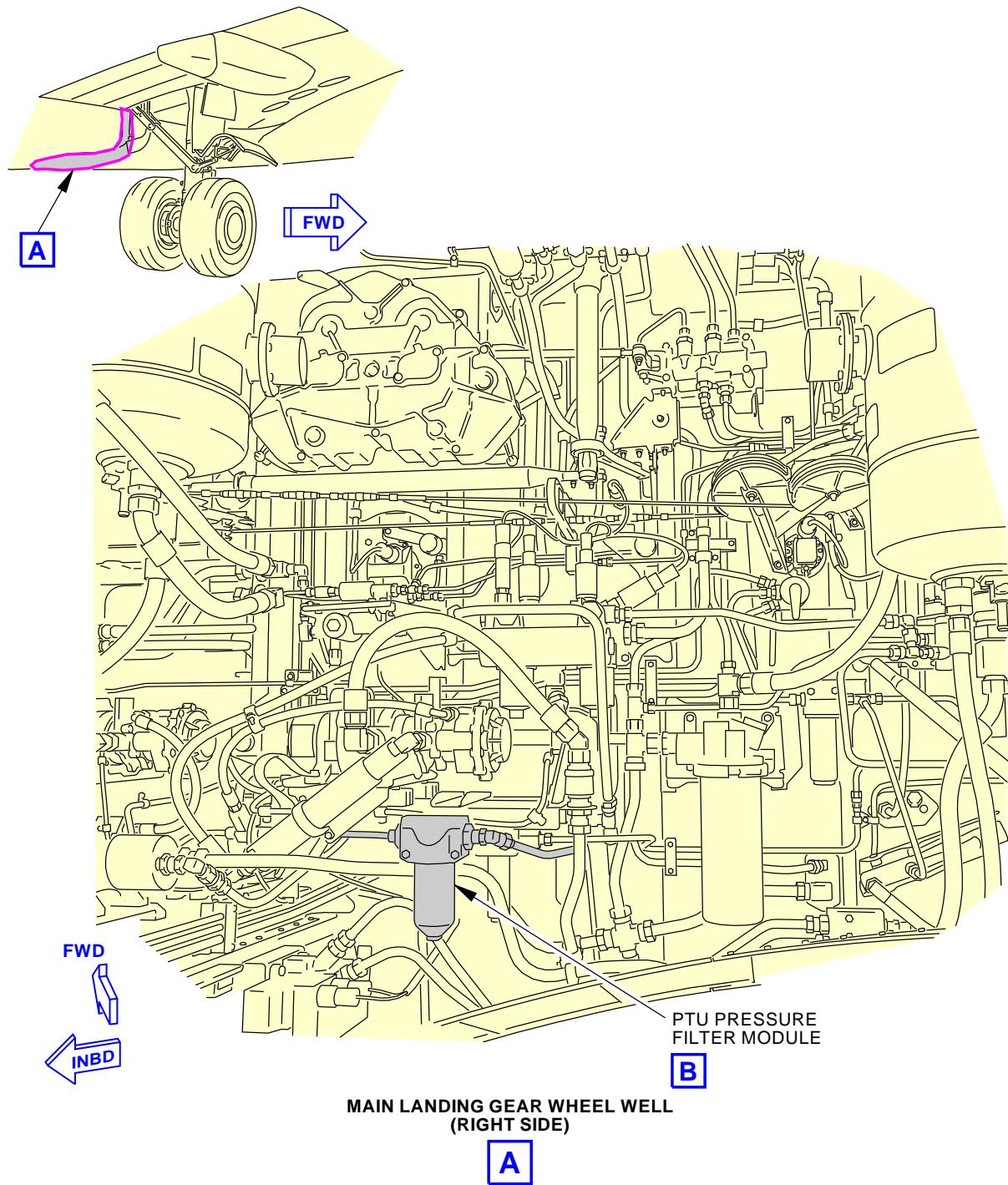
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-270-00-01

**Power Transfer Unit (PTU) Pressure Filter Module Installation
Figure 1 (Sheet 1 of 2)**

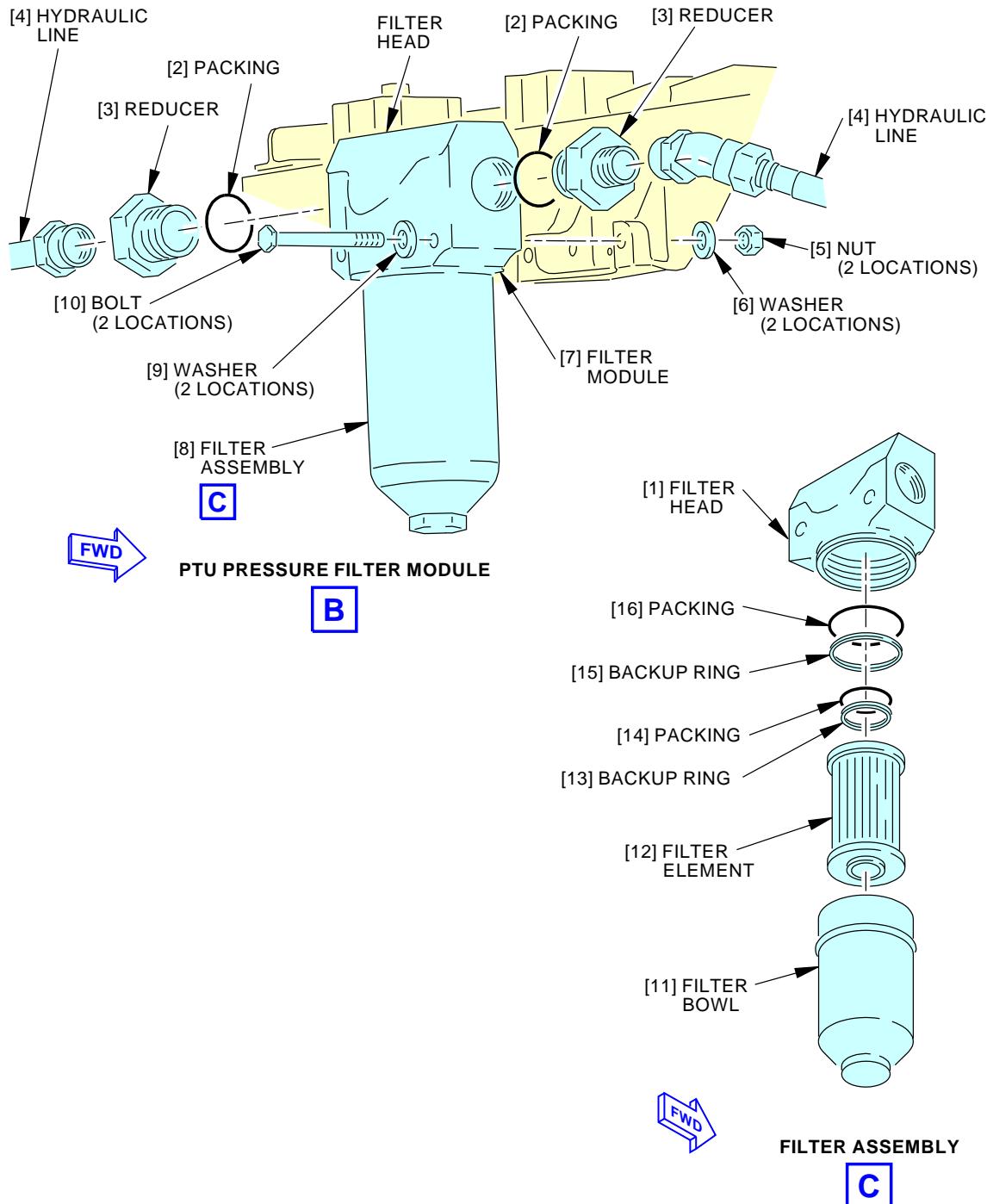
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EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER
		D633A109-AKS 29-270-00-01

Page 6 of 7
Jun 15/2015

AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				29-270-00-01



Power Transfer Unit (PTU) Pressure Filter Module Installation
Figure 1 (Sheet 2 of 2)

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EFFECTIVITY AKS ALL	SOURCE MRB	POWER TRANSFER UNIT PRESSURE FILTER
		D633A109-AKS 29-270-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LEADING EDGE STANDBY FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-290-00-01
TAIL NUMBER	WORK AREA WHEELWELL	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134

Remove the leading edge standby hydraulic fuse for functional check off aircraft.

A. References

Reference	Title
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 27-81-00-700-802	Leading Edge Flap and Slat Timing Test in Primary Mode (P/B 501)
AMM 27-81-00-700-803	Leading Edge Flap and Slat Timing Test in the Standby Mode (P/B 501)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-801	Standby Hydraulic System Pressurization (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE
		D633A109-AKS 29-290-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-290-00-01
				MECH INSP
TASK 27-81-61-000-801				
1. Leading Edge Flap and Slat Hydraulic Fuse Removal (LE System B or Standby System Fuses)				
(Figure 1)				
A. Leading Edge Flap and Slat Hydraulic Fuse Removal (LE System B or Standby System Fuses)				
SUBTASK 27-81-61-480-001				
WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEARS. WITHOUT THE DOWNLOCK PINS, THE LANDING GEARS COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.				
(1) If the downlock pins are not installed on all the landing gears, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 27-81-61-860-001				
(2) To remove power from hydraulic systems B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
SUBTASK 27-81-61-020-001				
(3) Do these steps if you remove the fuse assembly [2] in system B:				
(a) Loosen nuts [1] and [3] to disconnect the hydraulic tubes from the fuse assembly [2].				
(b) Remove the fuse assembly [2].				
SUBTASK 27-81-61-020-002				
(4) Do these steps if you remove the fuse assembly [5] in the standby system:				
(a) Loosen nuts [6] and [7] to disconnect the hydraulic tubes from the fuse assembly [5].				
(b) Remove the fuse assembly [5] with the valve [4].				
(c) Remove the fuse assembly [5] from the valve [4].				
1) Remove and discard the O-ring packing [8] installed between the fuse assembly [5] and the valve [4].				
B. Test the LE Hydraulic Fuses				
SUBTASK 27-81-61-720-001				
(1) Do the functional test of the LE hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.				
NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-airplane bench test.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE
		D633A109-AKS 29-290-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-290-00-01
				MECH INSP
TASK 27-81-61-400-801				
2. Leading Edge Flap and Slat Hydraulic Fuse Installation (LE System B or Standby System Fuses)				
(Figure 1)				
A. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
2	Fuse assembly	29-11-52-25E-280	AKS ALL	
		29-11-52-25F-240	AKS ALL	
5	Fuse assembly	29-11-52-15C-010	AKS ALL	
8	Packing	29-11-52-15C-005	AKS ALL	
		29-21-52-02E-470	AKS ALL	
B. Leading Edge Flap and Slat Hydraulic Fuse Installation (LE System B or Standby System Fuses)				
SUBTASK 27-81-61-420-001				
(1) Do these steps if you install the two fuse assemblies [2] in system B:				
(a) Hold the two fuse assemblies [2] in its position.				
NOTE: The flow direction arrow on the two fuse assemblies [2] must agree with the arrow on the pressure bulkhead.				
(b) Connect hydraulic line [9], hydraulic line [10], hydraulic line [11], and hydraulic line [12] to the two fuse assemblies [2].				
(c) Tighten the nuts [1] on hydraulic line [9] and hydraulic line [11] to a value of 700 ± 35 in-lb (79 ± 4 N·m).				
(2) Tighten the nuts [3] on hydraulic line [10] and hydraulic line [12] to a value of 500 ± 25 in-lb (56 ± 3 N·m).				
SUBTASK 27-81-61-420-002				
(3) Do these steps if you install the fuse assembly [5] in the standby system:				
(a) Install the fuse assembly [5] to the valve [4].				
1) Install a new O-ring packing [8] between the fuse assembly [5] and the valve [4].				
(b) Hold the fuse assembly [5] and the valve [4] in their position.				
NOTE: The flow direction arrow on the fuse assembly [5] and the valve [4] must agree with the arrow on the pressure bulkhead.				
(c) Connect hydraulic line [13] to the valve [4].				
(d) Tighten the nut [7] on hydraulic line [13] to a value of 140 ± 7 in-lb (16 ± 1 N·m).				
(e) Connect hydraulic line [14] to the fuse assembly [5].				
(f) Tighten the nut [6] on hydraulic line [14] to a value of 270 ± 14 in-lb (31 ± 2 N·m).				
SUBTASK 27-81-61-860-002				
(4) To pressurize the hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE	
		D633A109-AKS 29-290-00-01	Page 3 of 6 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-290-00-01
(a) If you replaced the fuse assembly [2], you will need to pressurize the hydraulic system B.	SUBTASK 27-81-61-860-006	(5) To pressurize the standby hydraulic system, do this task: Standby Hydraulic System Pressurization, AMM TASK 29-21-00-000-801. (a) If you replaced the fuse assembly [5], you will need to pressurize the standby hydraulic system.	SUBTASK 27-81-61-210-001	(6) Do a visual check of the fuse assembly [2] or fuse assembly [5] for hydraulic leaks.

SUBTASK 27-81-61-710-001

- (7) Do the Leading Edge Flap and Slat Timing Test in Primary Mode, AMM TASK 27-81-00-700-802 for the extend or retract fuse (hydraulic system B fuses)..

SUBTASK 27-81-61-710-002

- (8) Do the Leading Edge Flap and Slat Timing Test in the Standby Mode, AMM TASK 27-81-00-700-803 for the standby fuse.

SUBTASK 27-81-61-860-003

- (9) To remove power from hydraulic system B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 27-81-61-860-007

- (10) To remove power from standby hydraulic system, do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802.

SUBTASK 27-81-61-610-001

- (11) If it is necessary to service the hydraulic reservoirs, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE D633A109-AKS 29-290-00-01	Page 4 of 6 Jun 15/2016
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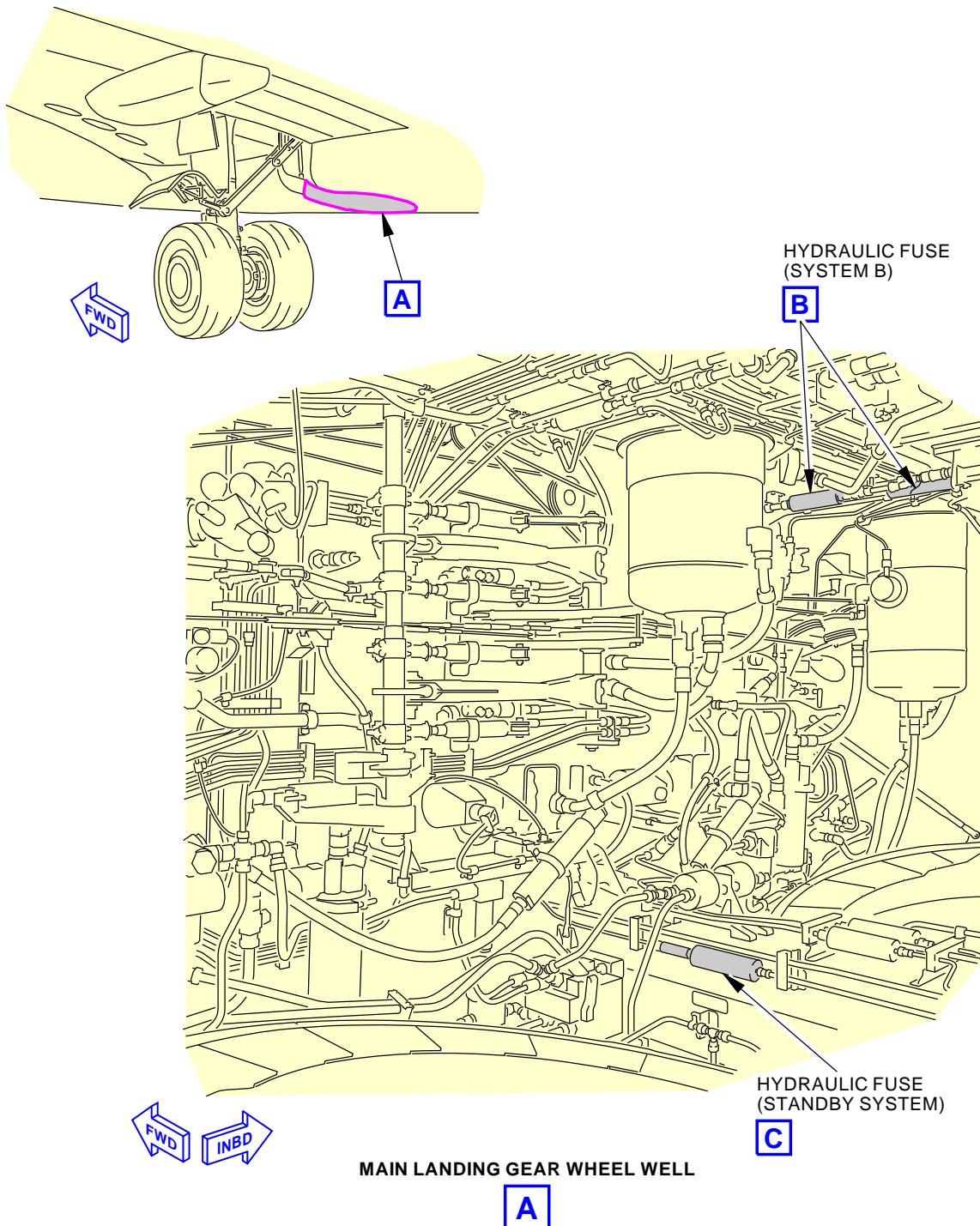
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-290-00-01

**Leading Edge and Slat Hydraulic Fuse Installation
Figure 1 (Sheet 1 of 2)**

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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE
		D633A109-AKS 29-290-00-01

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Oct 15/2015

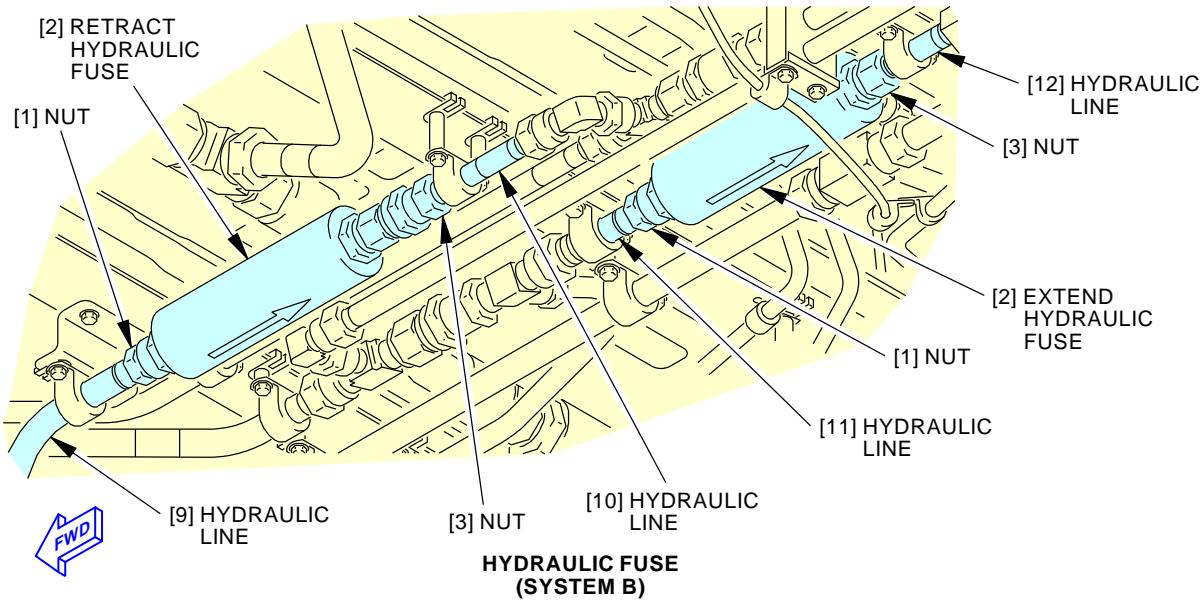
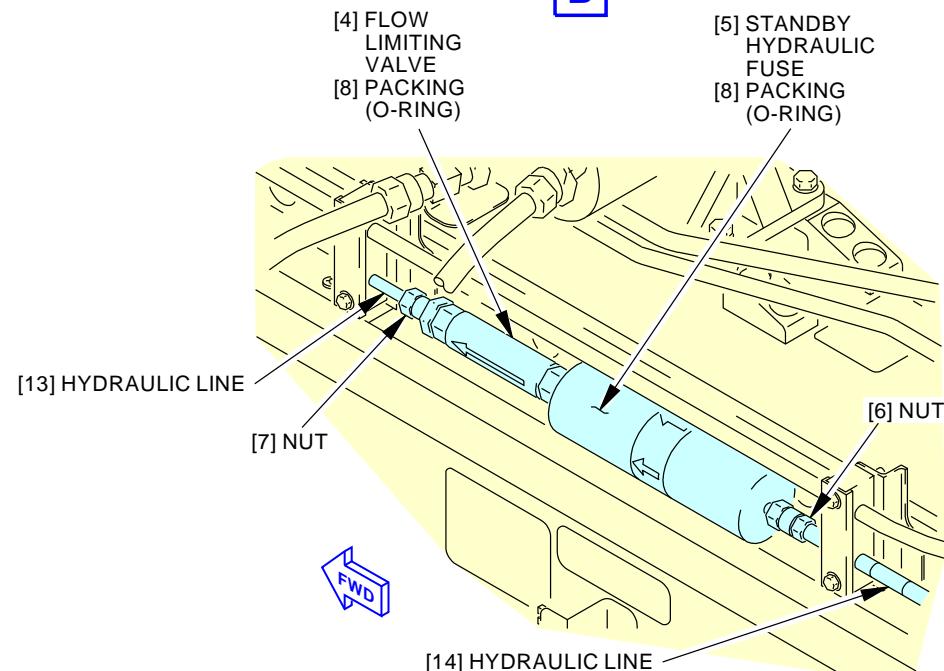
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-290-00-01**B****C**

Leading Edge and Slat Hydraulic Fuse Installation
Figure 1 (Sheet 2 of 2)

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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE STANDBY FUSE
		D633A109-AKS 29-290-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE THRUST REVERSER STANDBY FUSE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-300-00-01
TAIL NUMBER	WORK AREA KEEL BEAM	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 139

Remove the standby thrust reverser hydraulic fuse for functional check off aircraft.

A. References

Reference	Title
AMM 29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 29-21-00-000-802	Standby Hydraulic System Power Removal (P/B 201)
AMM 78-31-00-700-802-F00	Thrust Reverser Operation Test (Standby Hydraulic System) (P/B 501)

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-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE
		D633A109-AKS 29-300-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-300-00-01
TASK 78-34-07-000-802-F00				MECH INSP

1. Standby System Volumetric Hydraulic Fuse Removal
(Figure 1)

A. General

(1) This task contains these topics:

(a) The removal of the standby system left fuse and the right fuse.

(b) The off-wing functional test of the fuses.

B. Prepare for the Removal

SUBTASK 78-34-07-864-005-F00

(1) Remove power from the hydraulic system A and B.

(a) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805

SUBTASK 78-34-07-864-001-F00

(2) Remove power from the standby hydraulic system.

(a) Do this task: Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802.

SUBTASK 78-34-07-864-002-F00

(3) Do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

C. Standby System Left or Right Fuse Removal

SUBTASK 78-34-07-020-003-F00

WARNING: DO NOT GET THIS MATERIAL IN YOUR MOUTH, EYES, OR ON YOUR SKIN. PUT ON EYE PROTECTION (GOOGLES, OR OTHER APPROVED PROTECTION) AND GLOVES WHEN YOU USE THIS MATERIAL. MAKE SURE THAT THERE IS SUFFICIENT AIRFLOW. THIS MATERIAL CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(1) Do these steps to remove the left or right fuse [5] from the standby pressure system.

(a) Remove the four screws [2], the four washers [3], the four spacers [4], the two channels [1], the clampblock [6] and the clampblock [7] from the ends of the fuse.

(b) Use a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 to catch the hydraulic fluid.

CAUTION: USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO LOOSEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.

(c) Disconnect the coupling nuts at each end of the applicable fuse [5].

(d) Remove the fuse assembly [5].

(e) Install protective covers on the hydraulic lines and the fuse [5].

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE D633A109-AKS 29-300-00-01	Page 2 of 7 Oct 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-300-00-01
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D. Test the Volumetric Hydraulic Fuses

SUBTASK 78-34-07-720-002-F00

- (1) Do the functional test of the volumetric hydraulic fuses with the suppliers recommended component maintenance test instructions and test equipment.

NOTE: The suppliers instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuses. This is an off-wing bench test.

———— END OF TASK ——

MECH

INSP

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE
		D633A109-AKS 29-300-00-01

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Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-300-00-01
TASK 78-34-07-400-802-F00				MECH INSP
2. Standby System Volumetric Hydraulic Fuse Installation (Figure 1)				
A. General (1) This task contains the installation of the standby system left and right fuse.				
B. Expendables/Parts				
AMM Item	Description	AIPC Reference	AIPC Effectivity	
5	Fuse assembly	29-11-52-15B-005	AKS ALL	
C. Standby System Left and Right Fuse Installation				
SUBTASK 78-34-07-420-003-F00				
WARNING: DO NOT GET THIS MATERIAL IN YOUR MOUTH, EYES, OR ON YOUR SKIN. PUT ON EYE PROTECTION (GOOGLES, OR OTHER APPROVED PROTECTION) AND GLOVES WHEN YOU USE THIS MATERIAL. MAKE SURE THAT THERE IS SUFFICIENT AIRFLOW. KEEP THIS MATERIAL AWAY FROM SPARKS, FLAME, AND HEAT. THIS MATERIAL CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.				
(1) Do these steps to install the left or right fuse [5] : (a) Remove the protective covers from the hydraulic lines and the fuse [5]. (b) Put the applicable fuse assembly [5] in the correct position.				
CAUTION: USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.				
(c) Connect the tube coupling nut at the forward end of the fuse. 1) Tighten the coupling nut to 257-284 pound-inches (28.9-32.0 Newton meters). (d) Connect the tube coupling nut at the aft end of the fuse. 1) Tighten the coupling nut to 133-147 pound-inches (15.0-16.6 Newton meters). (e) Install the clampblock assembly at the forward end of the fuse. 1) Install the two screws [2], the two washers [3], the two spacers [4], the channel [1] and the clampblock [7]. a) Tighten the screws to 25-35 pound-inches (2.8-3.9 Newton meters). (f) Install the clampblock assembly at the aft end of the fuse. 1) Install the two screws [2], the two washers [3], the two spacers [4], the channel [1] and the clampblock [6]. a) Tighten the screws to 25-35 pound-inches (2.8-3.9 Newton meters).				

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE D633A109-AKS 29-300-00-01	Page 4 of 7 Feb 15/2015
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-300-00-01
				MECH INSP
D. Put the Airplane Back to Its Usual Condition				
SUBTASK 78-34-07-863-001-F00				
WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.				
(1) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. (a) Do a check of the fuses and hydraulic lines for hydraulic leaks. 1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits.				
SUBTASK 78-34-07-710-003-F00				
(2) Do this task: Thrust Reverser Operation Test (Standby Hydraulic System), AMM TASK 78-31-00-700-802-F00. (a) Operate the thrust reverser a minimum of three cycles. (b) Do a check of the fuses and hydraulic lines for hydraulic leaks. 1) If you find leaks, do this task: Hydraulic System External Leakage Check, AMM TASK 29-00-00-790-801. <u>NOTE:</u> Refer to the Tube Connections, Static Seals, and Other Dynamic Seals sections of the procedure for the leakage limits.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE D633A109-AKS 29-300-00-01	Page 5 of 7 Jun 15/2015
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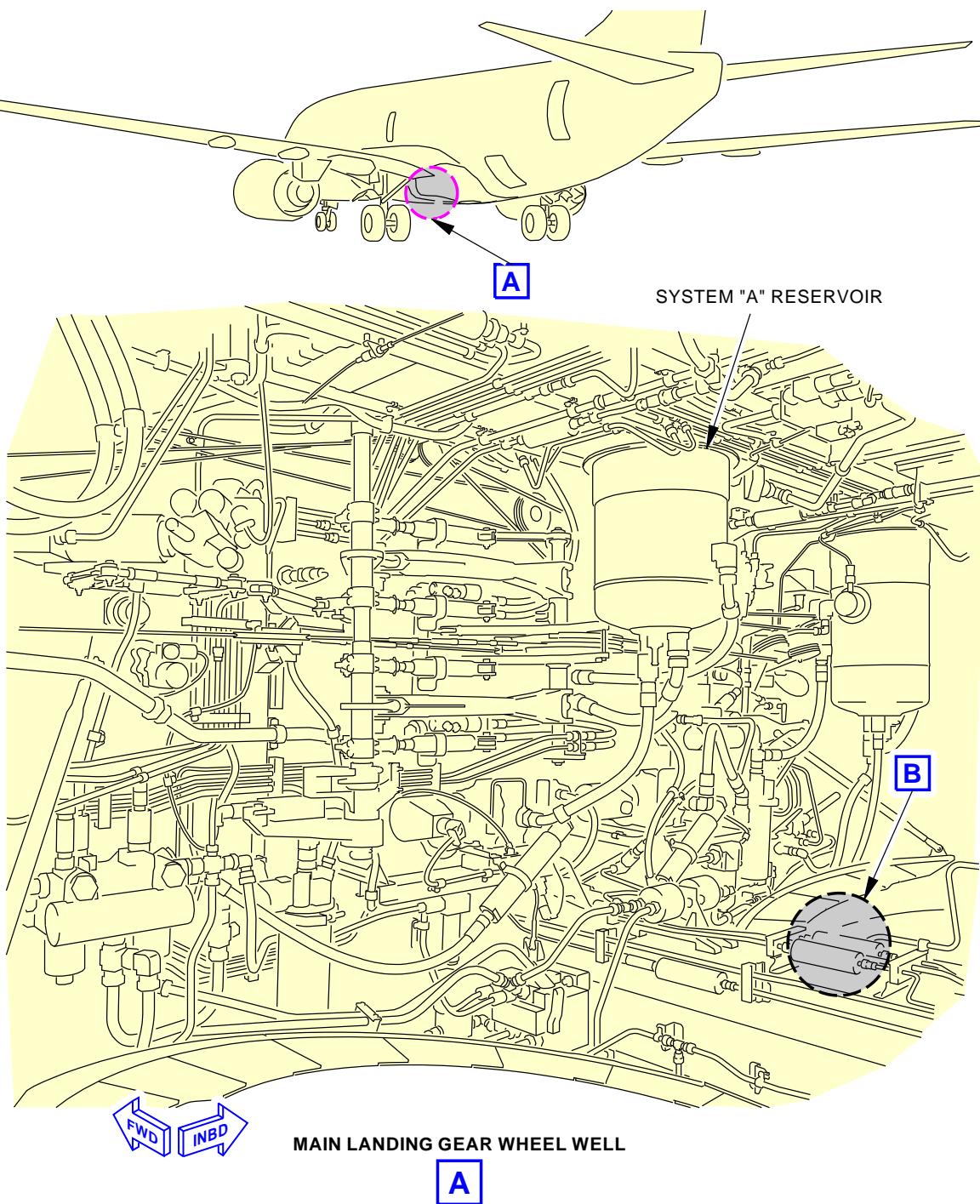
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-300-00-01

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**Standby System Left and Right Volumetric Hydraulic Fuses Installation
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE
		D633A109-AKS 29-300-00-01

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Jun 15/2016

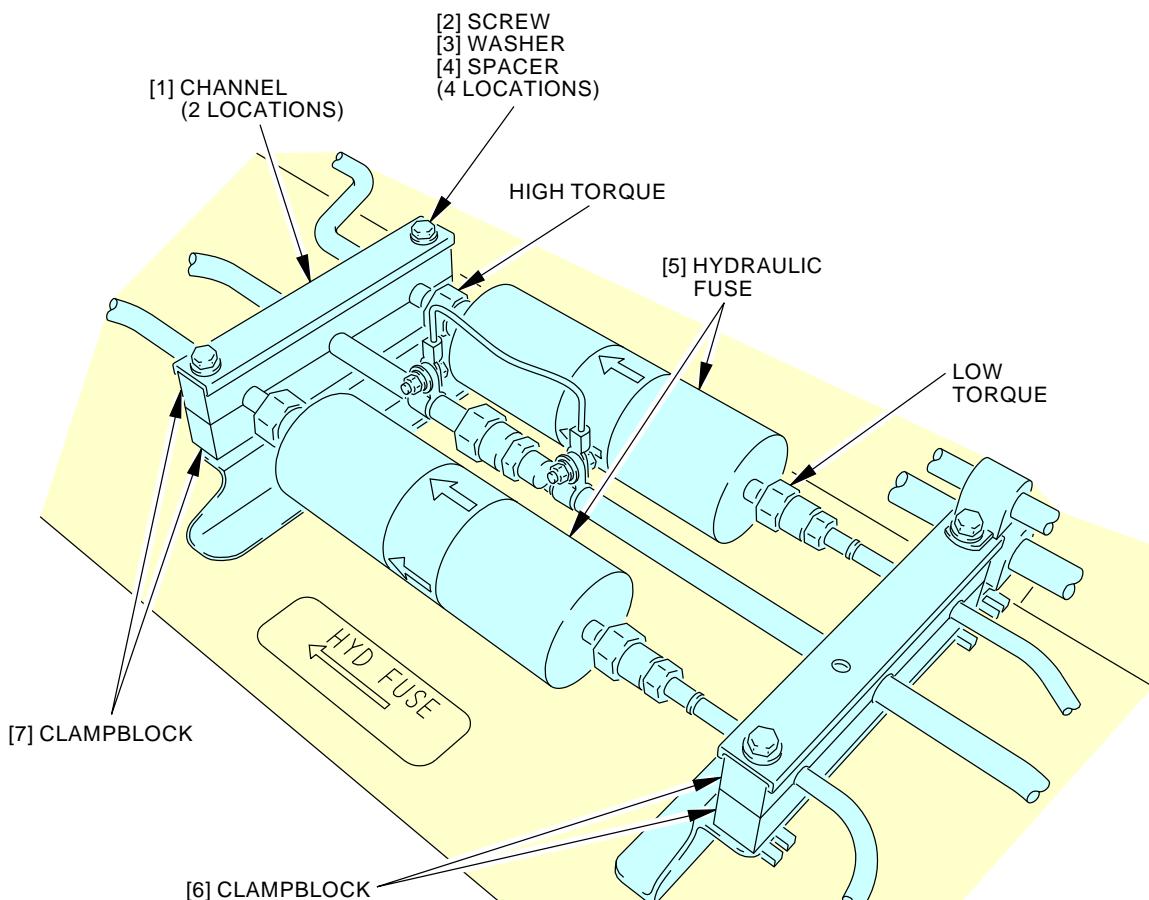
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
29-300-00-01**B**

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**Standby System Left and Right Volumetric Hydraulic Fuses Installation
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	THRUST REVERSER STANDBY FUSE
		D633A109-AKS 29-300-00-01

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Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE CASE DRAIN WARNING SWITCHES			BOEING CARD NO.
DATE	TASK FUNCTIONAL				29-310-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS			ZONE 133 134 210

Functionally check the A & B hydraulic system case drain warning switches.

Note: Two AMM procedures are provided in this task card: AMM Task 29-32-00-730-802 (Preferred Method) and Task 29-32-00-730-803 (Alternate Method). Operators need to perform only one of the two procedures by selecting the one that would align with their maintenance practices.

A. References

Reference	Title
AMM 29-32-12-000-801	Hydraulic Fluid Overheat Warning Switch Removal (P/B 401)
AMM 29-32-12-400-801	Hydraulic Fluid Overheat Warning Switch 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-1552	Kit - Heater Probes, TEMPICAL Part #: BH24944-7 Supplier: 98869
SPL-3924	Tester - Thermo Switch, K-Type Thermocouple Switches Part #: H394 SERIES Supplier: 98869 Part #: H394R Supplier: 98869 Opt Part #: H294 Supplier: 98869
SPL-3952	Kit - Heater Probes, TEMPICAL (737-800 Only) Part #: BH24944-13 Supplier: 98869

EFFECTIVITY AKS ALL	SOURCE MRB	CASE DRAIN WARNING SWITCHES	
		D633A109-AKS 29-310-00-01	Page 1 of 7 Oct 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-310-00-01
TASK 29-32-00-730-802				MECH INSP
1. Case Drain Overheat Switch Test (Preferred Method)				
A. General				
(1) This test will functionally check the hydraulic system A & B case drain overheat switches and the associated OVERHEAT lights (ELEC 1 & 2) on the Hydraulic Panel (P5).				
(2) With increasing temperature, the overheat switch contacts close at 220+/-5 degrees F (104.4+/-2.8 degrees C). With decreasing temperature, overheat switch contacts open at minimum 165 degrees F (73.9 degrees C). The OVERHEAT lights (ELEC 1 & 2) come on when the overheat switches are closed.				
B. Case Drain Overheat Switch Test (Hydraulic System A)				
SUBTASK 29-32-00-020-002				
(1) Remove the system A case drain overheat switch (S798). To remove it, do this task: Hydraulic Fluid Overheat Warning Switch Removal, AMM TASK 29-32-12-000-801.				
(a) Make sure that this circuit breaker is open:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
(b) Reconnect electrical connector D2688 to the overheat switch (S798).				
(c) Remove the safety tag and close this circuit breaker:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
SUBTASK 29-32-00-480-001				
(2) Connect the K-Type thermocouple switch tester, SPL-3924 and heater probe BH16440-40 to the overheat switch.				
<u>NOTE:</u> The heater probe BH16440-40 is for use with the hydraulic fluid overheat warning switches, and is found in either of these heater probe kits:				
TEMPCAL heater probe kit, SPL-1552.				
TEMPCAL heater probe kit, SPL-3952.				
SUBTASK 29-32-00-720-001				
(3) Do these steps to functionally check the overheat switch:				
<u>NOTE:</u> The following steps should be repeated twice.				
(a) Do a check of the overheat switch's actuation "closed" temperature:				
1) Stabilize the overheat switch temperature at 200+/-5 degrees F (93.3+/-2.8 degrees C) for a minimum of two (2) minutes.				
2) Slowly increase the overheat switch temperature at a rate of 5+/-1 degrees F/minute (2.8+/-0.6 degrees C/minute) until the OVERHEAT light (ELEC 2) on the Hydraulic Panel (P5) comes on.				
3) Make a record of the temperature when OVERHEAT light (ELEC 2) came on.				

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AKS



737-600/700/800/900 TASK CARDS

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-310-00-01
(c) Remove the safety tag and close this circuit breaker: F/O Electrical System Panel, P6-3 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 11 C00317 INDICATOR MASTER DIM SECT 5 SUBTASK 29-32-00-480-002 (2) Connect the K-Type thermocouple switch tester, SPL-3924 and heater probe BH16440-40 to the overheat switch. <u>NOTE:</u> The heater probe BH16440-40 is for use with the hydraulic fluid overheat warning switches, and is found in either of these heater probe kits: TEMPCAL heater probe kit, SPL-1552. TEMPCAL heater probe kit, SPL-3952. SUBTASK 29-32-00-720-002 (3) Do these steps to functionally check the overheat switch: <u>NOTE:</u> The following steps should be repeated twice. (a) Do a check of the overheat switch's actuation "closed" temperature: <ol style="list-style-type: none">1) Stabilize the overheat switch temperature at 200+/-5 degrees F (93.3+/-2.8 degrees C) for a minimum of two (2) minutes.2) Slowly increase the overheat switch temperature at a rate of 5+/-1 degrees F/minute (2.8+/-0.6 degrees C/minute) until the OVERHEAT light (ELEC 1) on the Hydraulic Panel (P5) comes on.3) Make a record of the temperature when OVERHEAT light (ELEC 1) came on.4) Make sure the overheat switch actuated "closed" at a temperature of 220+/-5 degrees F (104.4+/-2.8 degrees C) when the OVERHEAT light (ELEC 1) came on. (b) Do a check of the overheat switch's actuation "open" temperature: <ol style="list-style-type: none">1) Slowly decrease the overheat switch temperature at a rate of 5+/-1 degrees F/minute (2.8+/-0.6 degrees C/minute) until the OVERHEAT light (ELEC 1) on the Hydraulic Panel (P5) goes off.2) Make a record of the temperature when OVERHEAT light (ELEC 1) went off.3) Make sure the overheat switch actuated "open" at a temperature no less than 165 degrees F (73.9 degrees C) when the OVERHEAT light (ELEC 1) went off. (c) Make sure there is no less than 5 degrees F (2.8 degrees C) of temperature differential between the recorded temperatures of the overheat switch "closed" and "open" actuations. (d) Do each of the above steps a second time. SUBTASK 29-32-00-080-002 (4) Disconnect the K-Type thermocouple switch tester, SPL-3924 and heater probe BH16440-40 from the overheat switch. SUBTASK 29-32-00-420-002 (5) Reinstall the system B case drain overheat switch (S799):	MECH	INSP		

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-310-00-01
(a) Make sure that this circuit breaker is open: F/O Electrical System Panel, P6-3 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 11 C00317 INDICATOR MASTER DIM SECT 5 (b) Disconnect electrical connector D2690 from overheat switch (S799). (c) Install the system B case drain overheat switch (S799). To install it, do this task: Hydraulic Fluid Overheat Warning Switch Installation, AMM TASK 29-32-12-400-801. (d) Remove the safety tag and close this circuit breaker: F/O Electrical System Panel, P6-3 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 11 C00317 INDICATOR MASTER DIM SECT 5 ———— END OF TASK ————	MECH	INSP		

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 29-310-00-01
				MECH INSP
TASK 29-32-00-730-803				
2. Case Drain Overheat Switch Test (Alternate Method)				
A. General				
(1) This test will functionally check the OVERHEAT lights (ELEC 1 & 2) on the Hydraulic Panel (P5) and the associated wiring.				
NOTE: The case drain overheat switch for hydraulic system A & B must be replaced with either a New or Serviceable switch when this test method is chosen.				
B. Case Drain Overheat Switch Test (Hydraulic System A)				
SUBTASK 29-32-00-020-004				
(1) Remove the system A case drain overheat switch (S798). To remove it, do this task: Hydraulic Fluid Overheat Warning Switch Removal, AMM TASK 29-32-12-000-801.				
(a) Make sure that this circuit breaker is open:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
(b) On connector D2688 install a jumper wire from pin A to pin B.				
NOTE: This will simulate a closed case drain overheat switch.				
(c) Remove the safety tag and close this circuit breaker:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
(d) Make sure the OVERHEAT light (ELEC 2) on the Hydraulic Panel (P5) came on.				
(e) Make sure that this circuit breaker is open:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
(f) On connector D2688 remove the jumper wire from pin A to pin B.				
(g) Remove the safety tag and close this circuit breaker:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 12 C00318 INDICATOR MASTER DIM SECT 6				
(h) Make sure the OVERHEAT light (ELEC 2) on the Hydraulic Panel (P5) went off.				
(i) Install a New or Serviceable system A case drain overheat switch (S798). To install it, do this task: Hydraulic Fluid Overheat Warning Switch Installation, AMM TASK 29-32-12-400-801.				

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				MECH INSP
C. Case Drain Overheat Switch Test (Hydraulic System B)				
SUBTASK 29-32-00-020-005				
(1) Remove the system B case drain overheat switch (S799). To remove it, do this task: Hydraulic Fluid Overheat Warning Switch Removal, AMM TASK 29-32-12-000-801.				
(a) Make sure that this circuit breaker is open:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 11 C00317 INDICATOR MASTER DIM SECT 5				
(b) On connector D2690 install a jumper wire from pin A to pin B.				
NOTE: This will simulate a closed case drain overheat switch.				
(c) Remove the safety tag and close this circuit breaker:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 11 C00317 INDICATOR MASTER DIM SECT 5				
(d) Make sure the OVERHEAT light (ELEC 1) on the Hydraulic Panel (P5) came on.				
(e) Make sure that this circuit breaker is open:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 11 C00317 INDICATOR MASTER DIM SECT 5				
(f) On connector D2690 remove the jumper wire from pin A to pin B.				
(g) Remove the safety tag and close this circuit breaker:				
F/O Electrical System Panel, P6-3				
Row Col Number Name				
F 11 C00317 INDICATOR MASTER DIM SECT 5				
(h) Make sure the OVERHEAT light (ELEC 1) on the Hydraulic Panel (P5) went off.				
(i) Install a New or Serviceable system B case drain overheat switch (S799). To install it, do this task: Hydraulic Fluid Overheat Warning Switch Installation, AMM TASK 29-32-12-400-801.				
<hr style="width: 20%; margin-left: auto; margin-right: 0;"/> END OF TASK <hr style="width: 20%; margin-left: 0; margin-right: auto;"/>				

EFFECTIVITY AKS ALL	SOURCE MRB	CASE DRAIN WARNING SWITCHES
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