

CHAPTER

20

**STANDARD
PRACTICES**

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20-EFFECTIVE PAGES			20-010-02-01	SYS (cont)		20-030-01-01	SYS (cont)	
1 thru 9	JUN 15/2016		17	Feb 15/2015		11	Feb 15/2015	
10	BLANK		20-020-00-01	SYS		12	Feb 15/2015	
20-010-01-01	SYS		1	Oct 15/2014		13	Feb 15/2015	
1	Feb 15/2015		2	Feb 15/2015		14	Feb 15/2015	
2	Feb 15/2015		3	Oct 15/2014		15	Feb 15/2015	
3	Feb 15/2015		4	Oct 15/2014		16	Feb 15/2015	
4	Feb 15/2015		5	Oct 15/2014		17	Feb 15/2015	
5	Feb 15/2015		6	Oct 15/2014		18	Feb 15/2015	
6	Feb 15/2015		7	Feb 15/2015		19	Feb 15/2015	
7	Feb 15/2015		8	Feb 15/2015		20-030-02-01	SYS	
8	Feb 15/2015		9	Feb 15/2015		1	Feb 15/2015	
9	Feb 15/2015		10	Feb 15/2015		2	Feb 15/2015	
10	Feb 15/2015		11	Feb 15/2015		3	Feb 15/2015	
11	Feb 15/2015		12	Feb 15/2015		4	Feb 15/2015	
12	Feb 15/2015		13	Feb 15/2015		5	Feb 15/2015	
13	Feb 15/2015		14	Feb 15/2015		6	Feb 15/2015	
14	Feb 15/2015		15	Feb 15/2015		7	Feb 15/2015	
15	Feb 15/2015		16	Feb 15/2015		8	Feb 15/2015	
16	Feb 15/2015		17	Feb 15/2015		9	Feb 15/2015	
20-010-02-01	SYS		18	Feb 15/2015		10	Feb 15/2015	
1	Feb 15/2015		19	Feb 15/2015		11	Feb 15/2015	
2	Feb 15/2015		20	Feb 15/2015		12	Feb 15/2015	
3	Feb 15/2015		21	Feb 15/2015		13	Feb 15/2015	
4	Feb 15/2015		22	Feb 15/2015		14	Feb 15/2015	
5	Feb 15/2015		23	Feb 15/2015		15	Jun 15/2015	
6	Feb 15/2015		20-030-01-01	SYS		16	Feb 15/2015	
7	Feb 15/2015		1	Feb 15/2015		17	Feb 15/2015	
8	Feb 15/2015		2	Feb 15/2015		18	Feb 15/2015	
9	Feb 15/2015		3	Feb 15/2015		19	Feb 15/2015	
10	Feb 15/2015		4	Feb 15/2015		20-040-01-01	SYS	
11	Feb 15/2015		5	Feb 15/2015		1	Feb 15/2015	
12	Feb 15/2015		6	Feb 15/2015		2	Feb 15/2015	
13	Jun 15/2015		7	Feb 15/2015		3	Feb 15/2015	
14	Feb 15/2015		8	Feb 15/2015		4	Feb 15/2015	
15	Feb 15/2015		9	Feb 15/2015		5	Oct 15/2014	
16	Feb 15/2015		10	Feb 15/2015		6	Feb 15/2015	

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20-040-01-01	SYS (cont)		20-040-01-01	SYS (cont)		20-040-02-01	SYS (cont)	
7	Feb 15/2015		43	Feb 15/2015		20	Feb 15/2015	
8	Feb 15/2015		44	Feb 15/2015		21	Oct 15/2014	
9	Feb 15/2015		45	Oct 15/2014		22	Feb 15/2015	
10	Feb 15/2015		46	Feb 15/2015		23	Feb 15/2015	
11	Feb 15/2015		47	Feb 15/2015		24	Jun 15/2015	
12	Feb 15/2015		48	Oct 15/2014		25	Feb 15/2015	
13	Feb 15/2015		49	Feb 15/2015		26	Feb 15/2016	
14	Feb 15/2015		50	Feb 15/2015		27	Oct 15/2014	
15	Feb 15/2015		51	Oct 15/2014		28	Oct 15/2014	
16	Feb 15/2015		52	Feb 15/2015		29	Feb 15/2015	
17	Feb 15/2015		53	Feb 15/2015		30	Feb 15/2015	
18	Feb 15/2015		54	Oct 15/2014		31	Feb 15/2015	
19	Oct 15/2014		55	Oct 15/2014		32	Feb 15/2015	
20	Feb 15/2015		56	Feb 15/2015		33	Oct 15/2014	
21	Feb 15/2015		57	Oct 15/2014		34	Feb 15/2015	
22	Feb 15/2015		58	Feb 15/2015		35	Feb 15/2015	
23	Feb 15/2015		20-040-02-01	SYS		36	Oct 15/2014	
24	Feb 15/2015		1	Jun 15/2015		37	Feb 15/2015	
25	Feb 15/2015		2	Jun 15/2015		38	Feb 15/2015	
26	Feb 15/2015		3	Feb 15/2015		39	Oct 15/2014	
27	Feb 15/2015		4	Feb 15/2015		40	Feb 15/2015	
28	Feb 15/2015		5	Oct 15/2014		41	Oct 15/2014	
29	Feb 15/2015		6	Feb 15/2015		42	Feb 15/2015	
30	Feb 15/2015		7	Feb 15/2015		43	Oct 15/2014	
31	Feb 15/2015		8	Feb 15/2015		44	Jun 15/2015	
32	Oct 15/2014		9	Oct 15/2014		45	Feb 15/2015	
33	Feb 15/2015		10	Feb 15/2015		46	Oct 15/2014	
34	Feb 15/2015		11	Feb 15/2016		47	Jun 15/2015	
35	Oct 15/2014		12	Feb 15/2016		48	Feb 15/2015	
36	Feb 15/2015		13	Feb 15/2015		49	Oct 15/2014	
37	Feb 15/2015		14	Oct 15/2014		50	Feb 15/2015	
38	Oct 15/2014		15	Oct 15/2014		51	Feb 15/2015	
39	Feb 15/2015		16	Feb 15/2015		52	Oct 15/2014	
40	Oct 15/2014		17	Feb 15/2016		53	Oct 15/2014	
41	Feb 15/2015		18	Feb 15/2015		54	Feb 15/2015	
42	Oct 15/2014		19	Oct 15/2014		55	Feb 15/2015	

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20-040-02-01	SYS (cont)		20-040-06-01	SYS (cont)		20-060-00-01	SYS	
56	Feb 15/2015		4	Feb 15/2015		1	Feb 15/2016	
57	Oct 15/2014		5	Oct 15/2014		2	Feb 15/2015	
58	Oct 15/2014		6	Feb 15/2015		3	Oct 15/2014	
59	Feb 15/2015		20-040-06-02	SYS		4	Feb 15/2015	
60	Oct 15/2014		1	Feb 15/2015		5	Feb 15/2015	
61	Feb 15/2015		2	Feb 15/2015		6	Feb 15/2015	
20-040-04-01	SYS		3	Feb 15/2015		7	Feb 15/2015	
1	Feb 15/2015		4	Feb 15/2015		8	Feb 15/2015	
2	Feb 15/2015		5	Oct 15/2014		9	Oct 15/2014	
3	Feb 15/2016		6	Feb 15/2015		10	Oct 15/2014	
4	Oct 15/2014		20-050-00-01	SYS		11	Feb 15/2016	
5	Jun 15/2015		1	Oct 15/2014		12	Feb 15/2016	
6	Feb 15/2015		2	Feb 15/2015		13	Feb 15/2015	
7	Feb 15/2015		3	Oct 15/2014		14	Oct 15/2014	
8	Oct 15/2014		4	Oct 15/2014		15	Feb 15/2015	
9	Oct 15/2014		5	Oct 15/2014		16	Oct 15/2014	
10	Oct 15/2014		6	Oct 15/2014		17	Oct 15/2014	
11	Oct 15/2014		7	Feb 15/2015		18	Feb 15/2015	
20-040-05-01	SYS		8	Feb 15/2015		19	Oct 15/2014	
1	Feb 15/2015		9	Feb 15/2015		20	Feb 15/2015	
2	Feb 15/2015		10	Feb 15/2015		21	Feb 15/2015	
3	Feb 15/2015		11	Feb 15/2015		22	Oct 15/2014	
4	Feb 15/2015		12	Feb 15/2015		23	Feb 15/2015	
5	Oct 15/2014		13	Feb 15/2015		24	Feb 15/2015	
6	Feb 15/2015		14	Feb 15/2015		25	Feb 15/2015	
20-040-05-02	SYS		15	Feb 15/2015		26	Jun 15/2015	
1	Feb 15/2015		16	Feb 15/2015		27	Feb 15/2015	
2	Feb 15/2015		17	Feb 15/2015		28	Feb 15/2015	
3	Feb 15/2015		18	Feb 15/2015		29	Feb 15/2015	
4	Feb 15/2015		19	Feb 15/2015		30	Feb 15/2015	
5	Oct 15/2014		20	Feb 15/2015		31	Oct 15/2014	
6	Feb 15/2015		21	Feb 15/2015		32	Feb 15/2015	
20-040-06-01	SYS		22	Feb 15/2015		33	Feb 15/2015	
1	Feb 15/2015		23	Feb 15/2015		34	Feb 15/2015	
2	Feb 15/2015					35	Oct 15/2014	
3	Feb 15/2015					36	Feb 15/2015	

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37	Feb 15/2015		8	Jun 15/2015		13	Feb 15/2015	
38	Oct 15/2014		9	Oct 15/2014		14	Feb 15/2015	
39	Feb 15/2015		10	Feb 15/2015		15	Feb 15/2015	
40	Feb 15/2015		11	Feb 15/2015		16	Feb 15/2015	
20-070-00-01	SYS		12	Feb 15/2015		17	Feb 15/2015	
1	Oct 15/2014		13	Feb 15/2015		18	Feb 15/2015	
2	Feb 15/2015		14	Feb 15/2015		19	Feb 15/2015	
3	Feb 15/2015		15	Feb 15/2015		20	Feb 15/2015	
4	Feb 15/2015		16	Feb 15/2015		21	Feb 15/2015	
5	Feb 15/2015		17	Feb 15/2015		22	Feb 15/2015	
6	Feb 15/2015		18	Feb 15/2015		23	Feb 15/2015	
7	Feb 15/2015		19	Feb 15/2015		24	Feb 15/2015	
8	Feb 15/2015		20	Feb 15/2015		25	Feb 15/2015	
9	Feb 15/2015		21	Feb 15/2015		26	Feb 15/2015	
10	Feb 15/2015		22	Feb 15/2015		27	Feb 15/2015	
11	Feb 15/2015		23	Feb 15/2015		28	Feb 15/2015	
12	Feb 15/2015		24	Feb 15/2015		29	Feb 15/2015	
13	Feb 15/2015		25	Feb 15/2015		20-110-02-01	SYS	
14	Feb 15/2015		26	Feb 15/2015		1	Jun 15/2015	
15	Feb 15/2015		27	Feb 15/2015		2	Jun 15/2015	
16	Feb 15/2015	R	28	Jun 15/2016		3	Feb 15/2016	
17	Feb 15/2015		29	Feb 15/2015		4	Jun 15/2015	
18	Feb 15/2015		30	Feb 15/2015	R	5	Jun 15/2016	
19	Feb 15/2015		20-110-01-01	SYS		6	Feb 15/2015	
20	Feb 15/2015		1	Jun 15/2015		7	Feb 15/2015	
21	Feb 15/2015		2	Jun 15/2015		8	Feb 15/2015	
22	Feb 15/2015		3	Feb 15/2016		9	Feb 15/2015	
23	Feb 15/2015		4	Jun 15/2015		10	Feb 15/2015	
20-100-00-01	SYS	R	5	Jun 15/2016		11	Feb 15/2015	
1	Feb 15/2016		6	Feb 15/2015		12	Feb 15/2015	
2	Feb 15/2015		7	Feb 15/2015		13	Feb 15/2015	
3	Feb 15/2016		8	Feb 15/2015		14	Feb 15/2015	
4	Feb 15/2015		9	Feb 15/2015		15	Feb 15/2015	
5	Oct 15/2014		10	Feb 15/2015		16	Feb 15/2015	
6	Feb 15/2016		11	Feb 15/2015		17	Feb 15/2015	
7	Feb 15/2016		12	Feb 15/2015		18	Feb 15/2015	

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20-110-02-01	SYS (cont)		20-120-01-01	SYS (cont)		20-130-01-01	SYS	
19	Feb 15/2015		25	Feb 15/2015		1	Feb 15/2015	
20	Feb 15/2015		26	Feb 15/2015		2	Feb 15/2015	
21	Feb 15/2015		27	Feb 15/2015		3	Feb 15/2015	
22	Feb 15/2015		28	Feb 15/2015		4	Feb 15/2015	
23	Feb 15/2015		29	Feb 15/2015		20-130-02-01	SYS	
24	Feb 15/2015		20-120-02-01	SYS		1	Feb 15/2015	
25	Feb 15/2015		1	Jun 15/2015		2	Feb 15/2015	
26	Feb 15/2015		2	Jun 15/2015		3	Feb 15/2015	
27	Feb 15/2015		3	Jun 15/2015		4	Feb 15/2015	
28	Feb 15/2015		4	Jun 15/2015		20-140-00-01	SYS	
29	Feb 15/2015	R	5	Jun 15/2016		1	Feb 15/2015	
20-120-01-01	SYS		6	Feb 15/2015		2	Feb 15/2015	
1	Jun 15/2015		7	Feb 15/2015		3	Oct 15/2014	
2	Jun 15/2015		8	Feb 15/2015		4	Oct 15/2014	
3	Jun 15/2015		9	Feb 15/2015		5	Oct 15/2014	
4	Jun 15/2015		10	Feb 15/2015		6	Feb 15/2015	
R	5	Jun 15/2016	11	Feb 15/2015		7	Feb 15/2015	
	6	Feb 15/2015	12	Feb 15/2015		8	Oct 15/2014	
	7	Feb 15/2015	13	Feb 15/2015		9	Feb 15/2016	
	8	Feb 15/2015	14	Feb 15/2015		10	Feb 15/2015	
	9	Feb 15/2015	15	Feb 15/2015		11	Feb 15/2015	
	10	Feb 15/2015	16	Feb 15/2015		12	Oct 15/2014	
	11	Feb 15/2015	17	Feb 15/2015		13	Feb 15/2015	
	12	Feb 15/2015	18	Feb 15/2015		14	Oct 15/2014	
	13	Feb 15/2015	19	Feb 15/2015		15	Oct 15/2014	
	14	Feb 15/2015	20	Feb 15/2015		16	Oct 15/2015	
	15	Feb 15/2015	21	Feb 15/2015		17	Feb 15/2015	
	16	Feb 15/2015	22	Feb 15/2015		18	Feb 15/2015	
	17	Feb 15/2015	23	Feb 15/2015		19	Oct 15/2015	
	18	Feb 15/2015	24	Feb 15/2015		20	Oct 15/2015	
	19	Feb 15/2015	25	Feb 15/2015		21	Feb 15/2015	
	20	Feb 15/2015	26	Feb 15/2015		22	Feb 15/2016	
	21	Feb 15/2015	27	Feb 15/2015		23	Oct 15/2014	
	22	Feb 15/2015	28	Feb 15/2015		24	Feb 15/2015	
	23	Feb 15/2015	29	Feb 15/2015		25	Feb 15/2016	

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20-141-00-01	SYS		20-290-00-01	SYS		20-320-00-01	SYS (cont)	
1	Feb 15/2015		1	Feb 15/2015		R 7	Jun 15/2016	
2	Feb 15/2015		2	Feb 15/2015		R 8	Jun 15/2016	
3	Oct 15/2014	R	3	Jun 15/2016		20-325-00-01	SYS	
4	Oct 15/2014	R	4	Jun 15/2016		1	Oct 15/2014	
5	Oct 15/2014	R	5	Jun 15/2016		2	Feb 15/2015	
6	Feb 15/2015	R	6	Jun 15/2016		3	Feb 15/2015	
20-142-01-01	SYS		20-300-00-01	SYS		R 4	Jun 15/2016	
1	Feb 15/2015		1	Feb 15/2015		R 5	Jun 15/2016	
2	Feb 15/2015		2	Feb 15/2015		R 6	Jun 15/2016	
3	Feb 15/2015	R	3	Jun 15/2016		R 7	Jun 15/2016	
4	Oct 15/2014	R	4	Jun 15/2016		R 8	Jun 15/2016	
5	Oct 15/2014	R	5	Jun 15/2016		20-330-00-01	SYS	
6	Oct 15/2014	R	6	Jun 15/2016		1	Feb 15/2015	
7	Oct 15/2014	R	7	Jun 15/2016		2	Feb 15/2015	
8	Oct 15/2014		20-305-00-01	SYS		R 3	Jun 15/2016	
9	Oct 15/2014		1	Oct 15/2014		R 4	Jun 15/2016	
20-142-02-01	SYS		2	Feb 15/2015		R 5	Jun 15/2016	
1	Feb 15/2015	R	3	Jun 15/2016		R 6	Jun 15/2016	
2	Feb 15/2015	R	4	Jun 15/2016		R 7	Jun 15/2016	
3	Feb 15/2015	R	5	Jun 15/2016		R 8	Jun 15/2016	
4	Oct 15/2014	R	6	Jun 15/2016		20-335-00-01	SYS	
5	Oct 15/2014		20-310-00-01	SYS		1	Oct 15/2014	
6	Oct 15/2014		1	Feb 15/2015		2	Feb 15/2015	
7	Oct 15/2014		2	Feb 15/2015		R 3	Jun 15/2016	
8	Oct 15/2014		3	Oct 15/2014		R 4	Jun 15/2016	
9	Oct 15/2014	R	4	Jun 15/2016		R 5	Jun 15/2016	
20-142-03-01	SYS		R 5	Jun 15/2016		R 6	Jun 15/2016	
1	Feb 15/2015	R	6	Jun 15/2016		R 7	Jun 15/2016	
2	Feb 15/2015	R	7	Jun 15/2016		R 8	Jun 15/2016	
3	Feb 15/2015		20-320-00-01	SYS		R 9	Jun 15/2016	
4	Oct 15/2014		1	Oct 15/2014		20-340-00-01	SYS	
5	Oct 15/2014		2	Feb 15/2015		1	Feb 15/2015	
6	Oct 15/2014	R	3	Jun 15/2016		2	Feb 15/2015	
7	Oct 15/2014	R	4	Jun 15/2016		R 3	Jun 15/2016	
8	Oct 15/2014	R	5	Jun 15/2016		R 4	Jun 15/2016	
9	Oct 15/2014	R	6	Jun 15/2016		R 5	Jun 15/2016	

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20-340-00-01	SYS (cont)		20-380-00-01	SYS		20-420-00-01	SYS (cont)	
R 6	Jun 15/2016		1	Feb 15/2015		R 3	Jun 15/2016	
20-350-00-01	SYS		2	Feb 15/2015		R 4	Jun 15/2016	
1	Feb 15/2015		R 3	Jun 15/2016		5	Feb 15/2015	
2	Feb 15/2015		R 4	Jun 15/2016		20-430-00-01	SYS	
R 3	Jun 15/2016		5	Oct 15/2014		1	Feb 15/2015	
R 4	Jun 15/2016		R 6	Jun 15/2016		2	Feb 15/2015	
R 5	Jun 15/2016		20-390-00-01	SYS		R 3	Jun 15/2016	
20-360-00-01	SYS		1	Feb 15/2015		R 4	Jun 15/2016	
1	Oct 15/2014		2	Feb 15/2015		5	Feb 15/2015	
2	Feb 15/2015		R 3	Jun 15/2016		20-435-00-01	SYS	
R 3	Jun 15/2016		R 4	Jun 15/2016		1	Feb 15/2015	
R 4	Jun 15/2016		R 5	Jun 15/2016		2	Feb 15/2015	
R 5	Jun 15/2016		20-400-00-01	SYS		R 3	Jun 15/2016	
R 6	Jun 15/2016		1	Feb 15/2015		R 4	Jun 15/2016	
R 7	Jun 15/2016		2	Feb 15/2015		20-440-00-01	SYS	
20-370-00-01	SYS		R 3	Jun 15/2016		1	Feb 15/2015	
1	Feb 15/2015		R 4	Jun 15/2016		2	Feb 15/2015	
2	Feb 15/2015		5	Feb 15/2015		R 3	Jun 15/2016	
R 3	Jun 15/2016		20-410-00-01	SYS		R 4	Jun 15/2016	
R 4	Jun 15/2016		1	Oct 15/2014		5	Feb 15/2015	
R 5	Jun 15/2016		2	Feb 15/2015		20-445-00-01	SYS	
R 6	Jun 15/2016		R 3	Jun 15/2016		1	Feb 15/2015	
R 7	Jun 15/2016		R 4	Jun 15/2016		2	Feb 15/2015	
R 8	Jun 15/2016		R 5	Jun 15/2016		R 3	Jun 15/2016	
R 9	Jun 15/2016		6	Feb 15/2015		R 4	Jun 15/2016	
20-375-00-01	SYS		7	Feb 15/2015		5	Feb 15/2015	
1	Oct 15/2014		20-415-00-01	SYS		20-450-00-01	SYS	
2	Feb 15/2015		1	Oct 15/2014		1	Oct 15/2014	
R 3	Jun 15/2016		2	Feb 15/2015		2	Feb 15/2015	
R 4	Jun 15/2016		R 3	Jun 15/2016		R 3	Jun 15/2016	
R 5	Jun 15/2016		R 4	Jun 15/2016		R 4	Jun 15/2016	
R 6	Jun 15/2016		R 5	Jun 15/2016		R 5	Jun 15/2016	
R 7	Jun 15/2016		6	Feb 15/2015		6	Feb 15/2015	
R 8	Jun 15/2016		20-420-00-01	SYS		20-460-00-01	SYS	
R 9	Jun 15/2016		1	Feb 15/2015		1	Oct 15/2014	
			2	Feb 15/2015		2	Feb 15/2015	

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20-460-00-01	SYS (cont)		20-500-00-01	SYS		20-540-00-01	SYS (cont)	
R 3	Jun 15/2016		1	Oct 15/2014		7	Feb 15/2015	
R 4	Jun 15/2016		2	Feb 15/2015		20-550-00-01	SYS	
R 5	Jun 15/2016		R 3	Jun 15/2016		1	Oct 15/2014	
6	Feb 15/2015		R 4	Jun 15/2016		2	Feb 15/2015	
7	Feb 15/2015		R 5	Jun 15/2016		R 3	Jun 15/2016	
20-465-00-01	SYS		6	Feb 15/2015		R 4	Jun 15/2016	
1	Oct 15/2014		20-510-00-01	SYS		R 5	Jun 15/2016	
2	Feb 15/2015		1	Oct 15/2014		6	Feb 15/2015	
R 3	Jun 15/2016		2	Feb 15/2015		7	Feb 15/2015	
R 4	Jun 15/2016		R 3	Jun 15/2016		8	Feb 15/2015	
R 5	Jun 15/2016		R 4	Jun 15/2016		20-560-00-01	SYS	
6	Feb 15/2015		R 5	Jun 15/2016		1	Oct 15/2014	
20-470-00-01	SYS		6	Feb 15/2015		2	Feb 15/2015	
1	Oct 15/2014		7	Feb 15/2015		3	Feb 15/2015	
2	Feb 15/2015		20-520-00-01	SYS		R 4	Jun 15/2016	
R 3	Jun 15/2016		1	Oct 15/2014		R 5	Jun 15/2016	
R 4	Jun 15/2016		2	Feb 15/2015		R 6	Jun 15/2016	
R 5	Jun 15/2016		3	Feb 15/2015		7	Feb 15/2015	
6	Feb 15/2015		R 4	Jun 15/2016		8	Feb 15/2015	
20-480-00-01	SYS		R 5	Jun 15/2016		9	Feb 15/2015	
1	Oct 15/2014		R 6	Jun 15/2016		20-570-00-01	SYS	
2	Feb 15/2015		7	Feb 15/2015		1	Oct 15/2014	
R 3	Jun 15/2016		20-530-00-01	SYS		2	Feb 15/2015	
R 4	Jun 15/2016		1	Oct 15/2014		R 3	Jun 15/2016	
R 5	Jun 15/2016		2	Feb 15/2015		R 4	Jun 15/2016	
6	Feb 15/2015		R 3	Jun 15/2016		R 5	Jun 15/2016	
20-490-00-01	SYS		R 4	Jun 15/2016		6	Feb 15/2015	
1	Oct 15/2014		R 5	Jun 15/2016		20-580-00-01	SYS	
2	Feb 15/2015		6	Feb 15/2015		1	Oct 15/2014	
R 3	Feb 15/2015		20-540-00-01	SYS		2	Feb 15/2015	
R 4	Jun 15/2016		1	Oct 15/2014		R 3	Jun 15/2016	
R 5	Jun 15/2016		2	Feb 15/2015		R 4	Jun 15/2016	
R 6	Jun 15/2016		R 3	Jun 15/2016		R 5	Jun 15/2016	
7	Feb 15/2015		R 4	Jun 15/2016		6	Feb 15/2015	
			R 5	Jun 15/2016				
			6	Feb 15/2015				

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

20-EFFECTIVE PAGES

AKS

737-600/700/800/900

TASK CARDS**CHAPTER 20
STANDARD PRACTICES**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
20-590-00-01	SYS							
1	Oct 15/2014							
2	Feb 15/2015							
R 3	Jun 15/2016							
R 4	Jun 15/2016							
R 5	Jun 15/2016							
6	Feb 15/2015							
7	Feb 15/2015							
8	Jun 15/2015							
20-600-00-01	SYS							
1	Oct 15/2014							
2	Feb 15/2015							
3	Feb 15/2015							
R 4	Jun 15/2016							
R 5	Jun 15/2016							
R 6	Jun 15/2016							
7	Feb 15/2015							
8	Feb 15/2015							
9	Feb 15/2015							
20-610-00-01	SYS							
1	Oct 15/2014							
2	Feb 15/2015							
R 3	Jun 15/2016							
R 4	Jun 15/2016							
R 5	Jun 15/2016							
6	Feb 15/2015							
20-620-00-01	SYS							
1	Oct 15/2014							
2	Feb 15/2015							
R 3	Jun 15/2016							
R 4	Jun 15/2016							
R 5	Jun 15/2016							
6	Feb 15/2015							

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

20-EFFECTIVE PAGES

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-010-01-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL AVION				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 191FL 431AL 431AR 431AT 431CR 511AB			ZONE 133 191 415 416 510 520 550 560 730

General visual inspection of HIRF/L sensitive wire runs outside the pressure vessel on left side of the airplane.
Look for obvious signs of damage and lack of security of the wire runs.

A. References

Reference	Title
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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TASK 05-55-25-200-802

MECH

INSP

1. Wire Bundle Inspection Left Wheel Well

(Figure 1)

A. Prepare for the procedure

SUBTASK 05-55-25-010-002

- (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 05-55-25-210-005

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-25-210-006

- (2) Connectors listed in this Table are used for the task above.

Table 1 Left Wheel Well Connectors

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1022	D42100P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 3 - Spoiler, FCC
W1022	D42102P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 2 - Spoiler, FCC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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TASK 05-55-25-200-803

MECH

INSP

2. Wire Bundle Inspection - Left Wing To Body Fairing

(Figure 2)

A. Prepare for the procedure

SUBTASK 05-55-25-040-005

- (1) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801

SUBTASK 05-55-25-220-003

- (2) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
-------	---

B. Procedure

SUBTASK 05-55-25-210-013

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
- (b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-25-210-014

- (2) Connectors listed in this Table are used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1182	D39931	26-11-11, 73-22-11, 74-11-11	AC520, Alt Pwr - EEC
W1184	D39911	76-21-11, 77-12-21, 80-11-11	AC520, CDS - M2 Speed

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-210-001

- (1) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
-------	---

SUBTASK 05-55-25-440-002

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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TASK 05-55-25-200-804

MECH

INSP

3. Wire Bundle Inspection - Left Wing Trailing Edge

(Figure 3)

A. Prepare for the procedure

SUBTASK 05-55-25-220-005

- (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 05-55-25-220-012

- (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

B. Procedure

SUBTASK 05-55-25-210-007

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-25-210-008

- (2) Connectors listed in this Table are used for the task above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1024	D275 or D00275	22-11-11, 22-12-31, 27-32-21, 27-52-11	T427-Flap Posn Sensor
W1024	D1695	22-11-31	Spoiler 4, FCC (POS 1)
W1024	D1699	22-11-31	Spoiler 4, FCC (POS 2)

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-440-003

- (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-25-210-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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TASK 05-55-25-200-805

MECH

INSP

4. Wire Bundle Inspection - Left Wing Leading Edge

(Figure 4)

A. Prepare for the procedure

SUBTASK 05-55-25-220-007

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.

SUBTASK 05-55-25-220-008

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-25-210-003

- (3) Open these access panels:

Number Name/Location

431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

B. Procedure

SUBTASK 05-55-25-210-009

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-25-210-010

- (2) Connectors listed in this Table are used for the task above.

Table 4

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1164	D30016	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AW258L, M2 speed - CDS
W1168	D30084	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 77-31-11, 78-35-11, 78-26-11	AW258L, EEC, CDS
W1172	D30042	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-32-51, 78-35-11, 78-36-11	AW258L, EEC - P8
W1178	D8056	26-11-11, 30-21-11, 31-62-14, 73-22-11, 74-11-11, 77-12-11, 77-31-11, 79-31-11	AW258L, Alt pwr - EEC

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT	
		D633A109-AKS	Page 5 of 16

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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C. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-25-440-001

- (1) Close these access panels:

Number Name/Location

431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

SUBTASK 05-55-25-220-010

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-25-220-011

- (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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TASK 05-55-25-200-806

MECH

INSP

5. Wire Bundle Inspection - Strut Disconnect - Left Engine

(Figure 5)

A. Prepare for the procedure**SUBTASK 05-55-25-020-001**

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.

SUBTASK 05-55-25-040-001

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-25-040-002

- (3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM
TASK 78-31-00-040-802-F00.

SUBTASK 05-55-25-020-002

- (4) Open these access panels:

Number	Name/Location
---------------	----------------------

431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

B. Procedure**SUBTASK 05-55-25-210-011**

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-25-210-012

- (2) Connectors listed in Tables are used for the task above.

Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1168	D30208	78-35-11, 78-36-11	AS2L, T/R 1vdt - EEC
W1168	D30210	78-35-11, 78-36-11	AS2I
W1172	D30202	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8
W1172	D30206	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-01-01
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Table 6

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1164	D30234	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AS1L, M2 speed - CDS		
W1166	D30256	73-22-11, 74-11-11	AS1L, Pwr relay-alt pwr EEC		
W1168	D30260	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L		
W1170	D30212	73-22-11, 74-11-11, 77-12-11	AS1L, EEC-eng start		
W1170	D30228	30-21-11, 31-62-14, 77-31-11, 79-31-11	AS1L		
W1172	D30224	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L, EEC - P8		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-210-004

- (1) Close these access panels:

Number **Name/Location**

- | | |
|-------|--|
| 431AL | Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1 |
| 431AR | Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1 |
| 431AT | Forward Strut Fairing, Thumbnail Fairing, Strut 1 |

SUBTASK 05-55-25-040-003

- (2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00.

SUBTASK 05-55-25-040-004

- (3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-25-020-003

- (4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

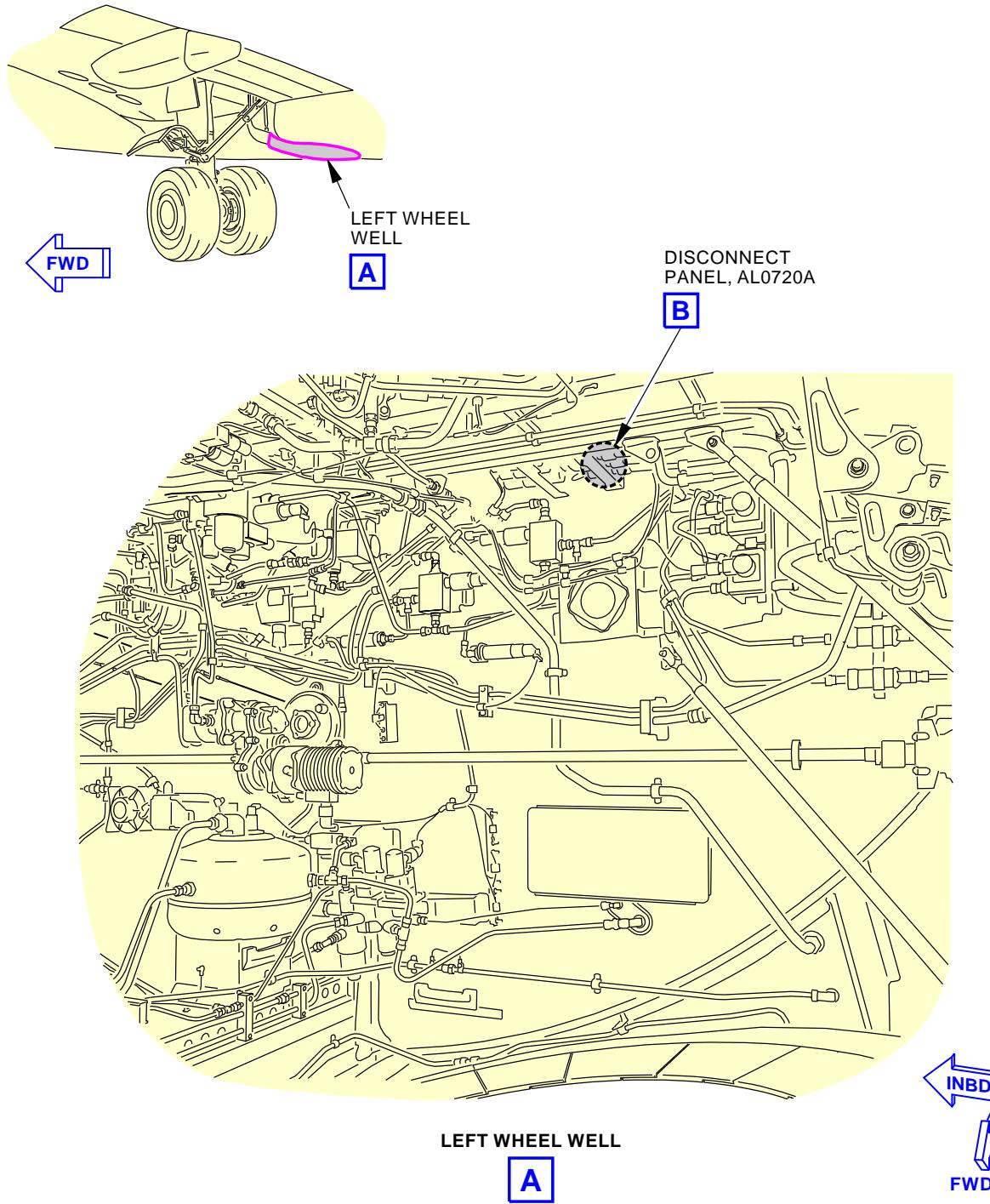
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-01-01

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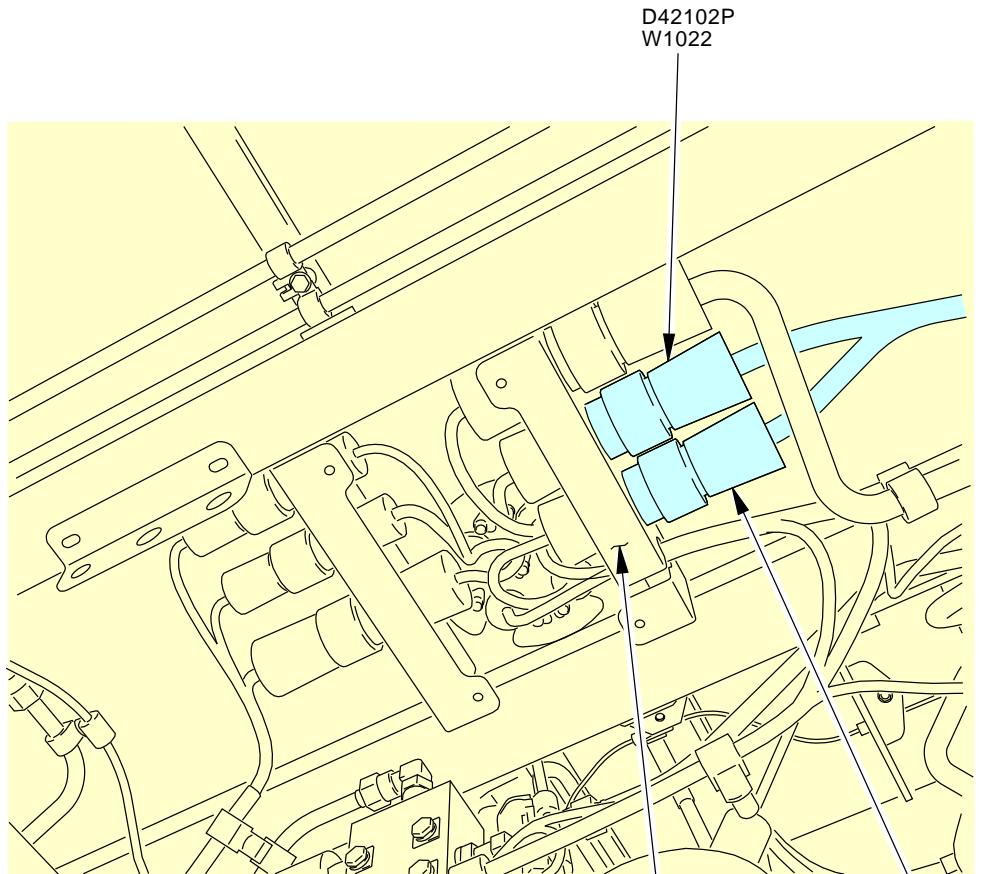
**High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-01-01



DISCONNECT PANEL, AL0720A

**NOTE:**

COVER PLATE REMOVED.

U68864 S0000213533_V2

**High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
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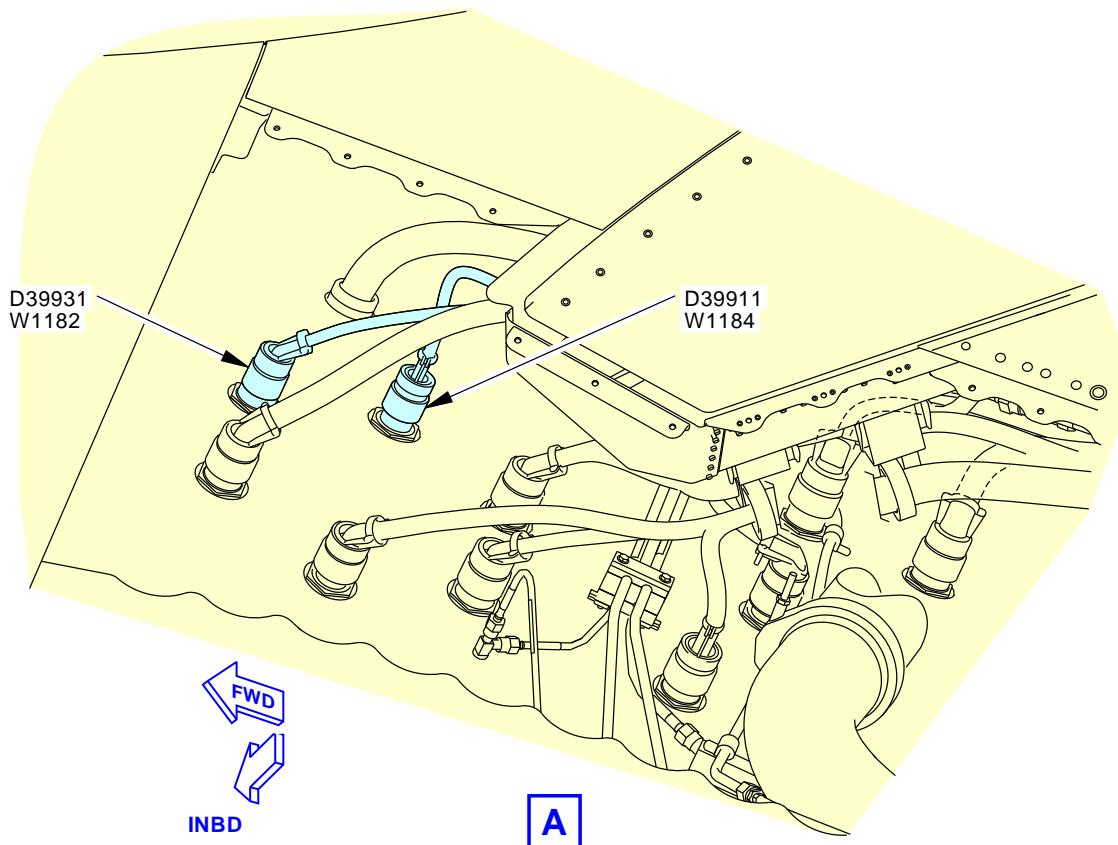
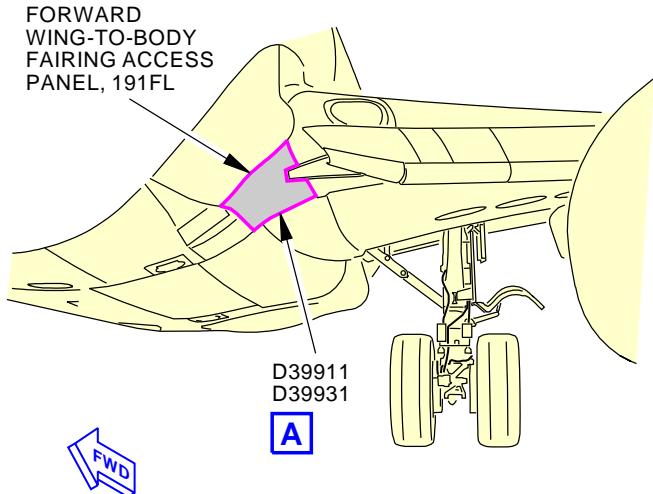
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-01-01

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**High Intensity Radiated Fields (HIRF) Inspection (Left Wing-to-Body Fairing Disconnect)
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE
VESSEL - LEFT****D633A109-AKS
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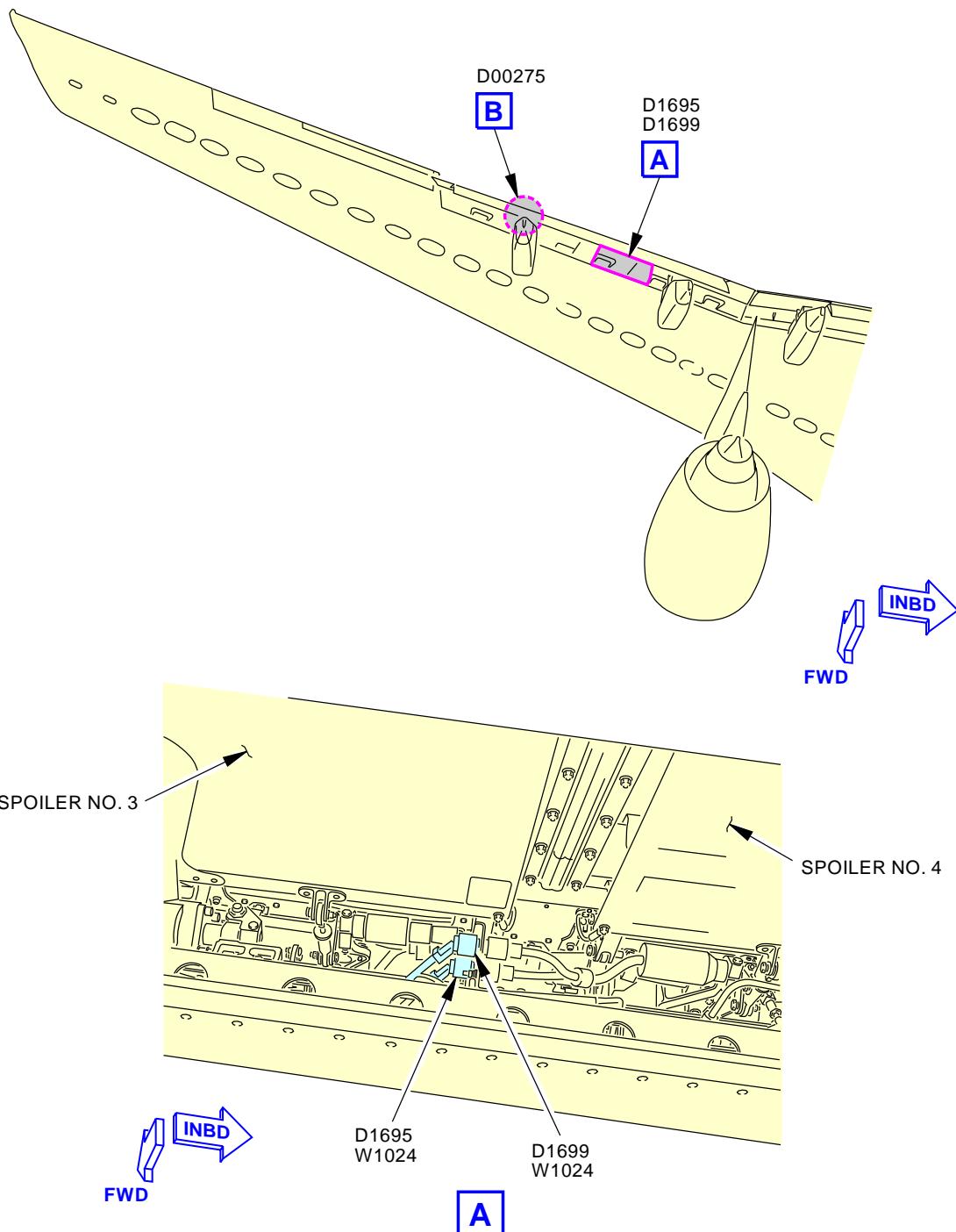
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-01-01

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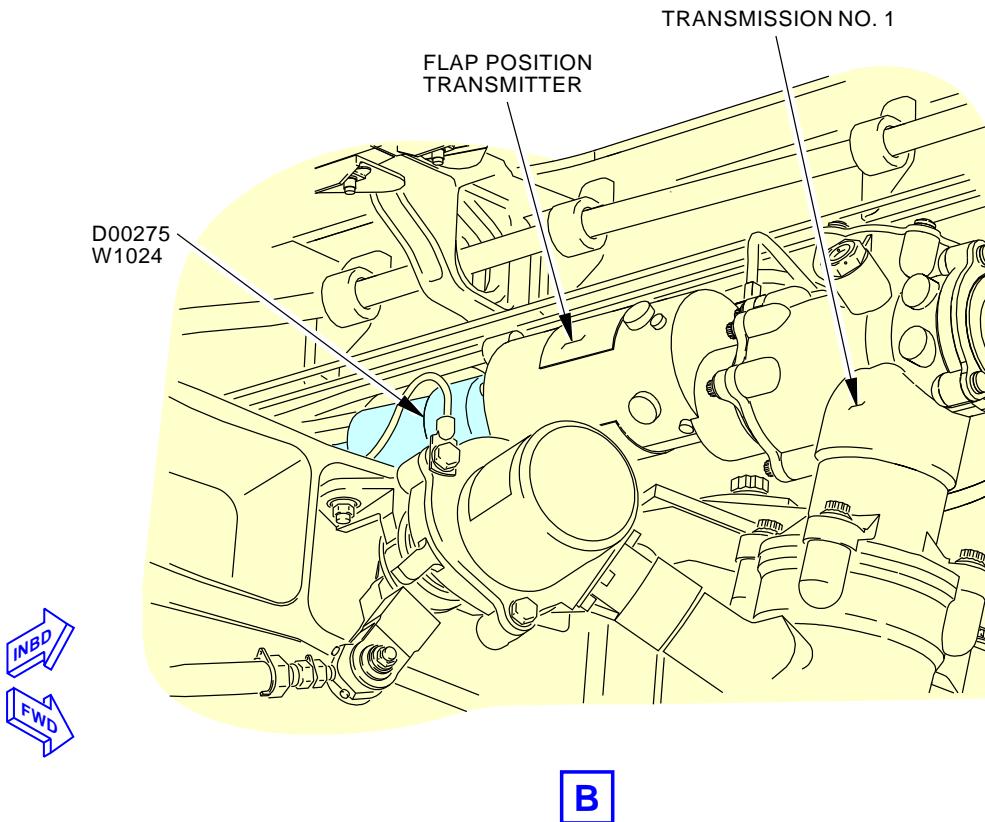
**High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 3 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-01-01



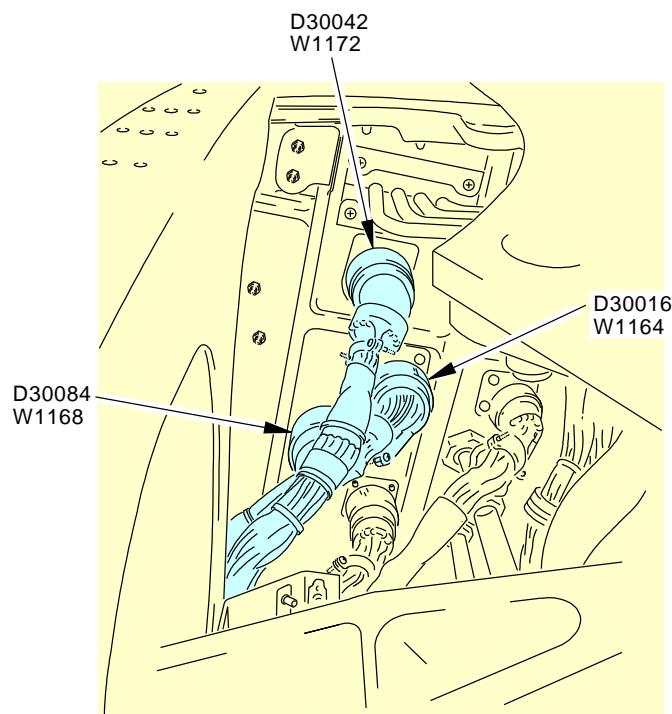
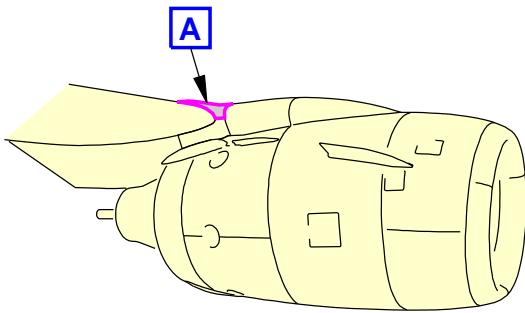
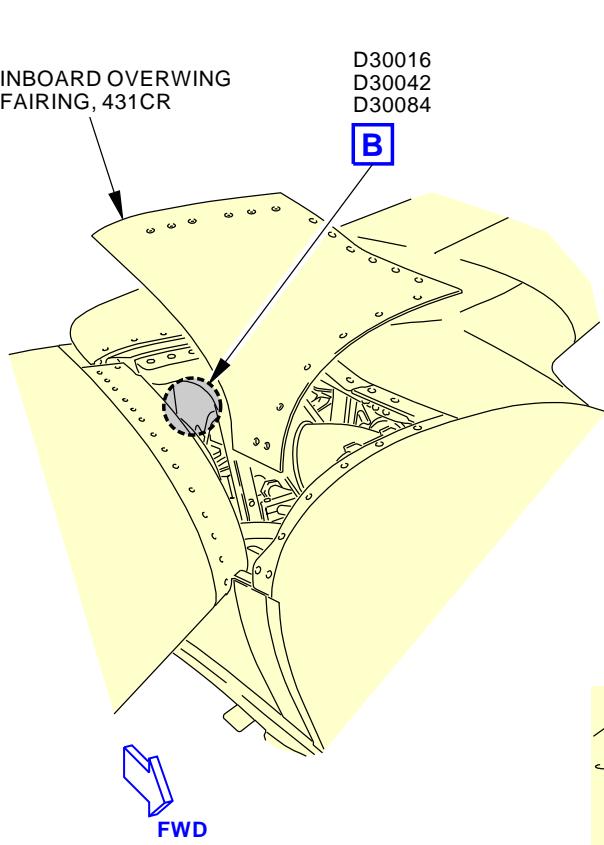
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**High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 3 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-01-01



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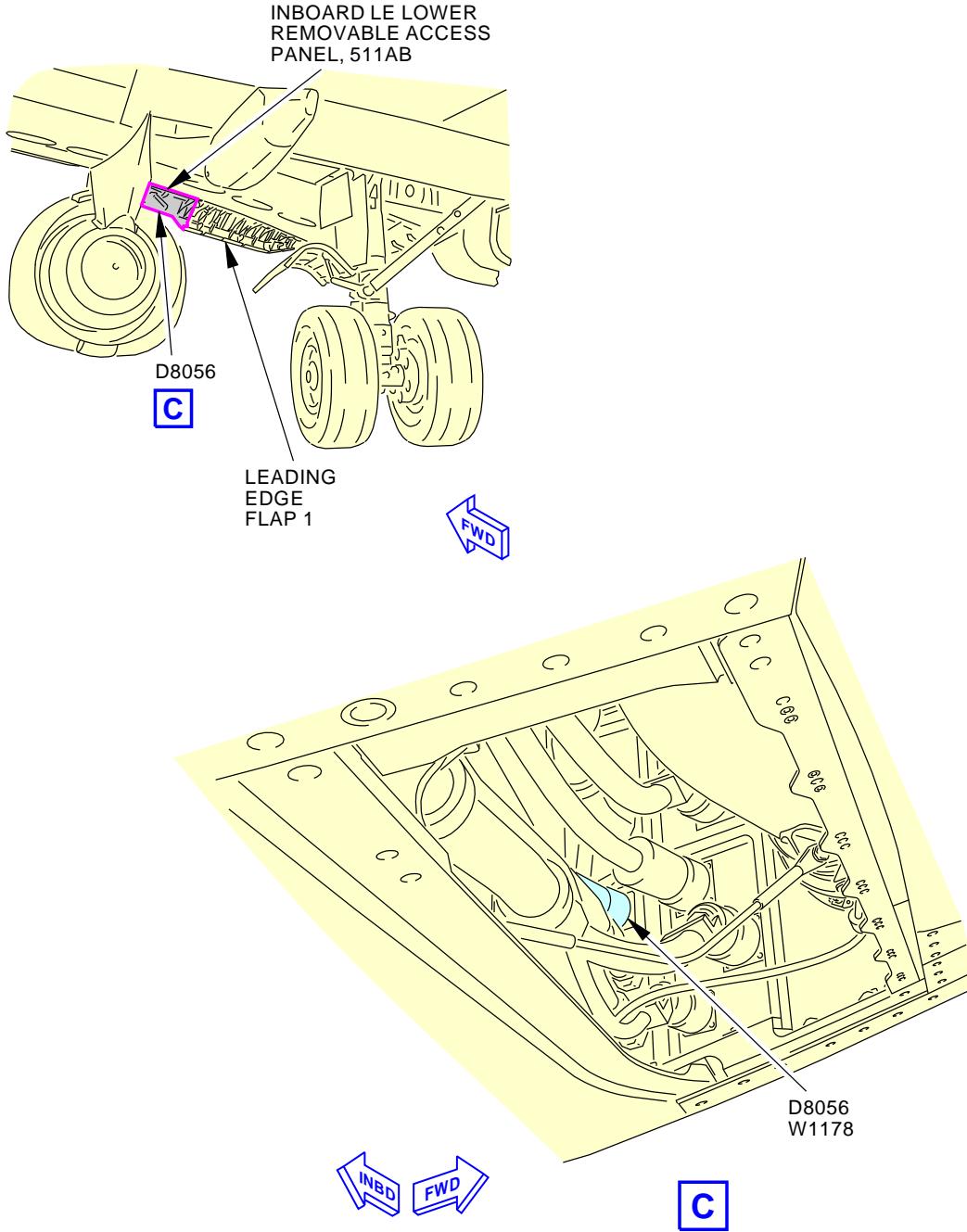
High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 4 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-01-01



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 4 (Sheet 2 of 2)

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EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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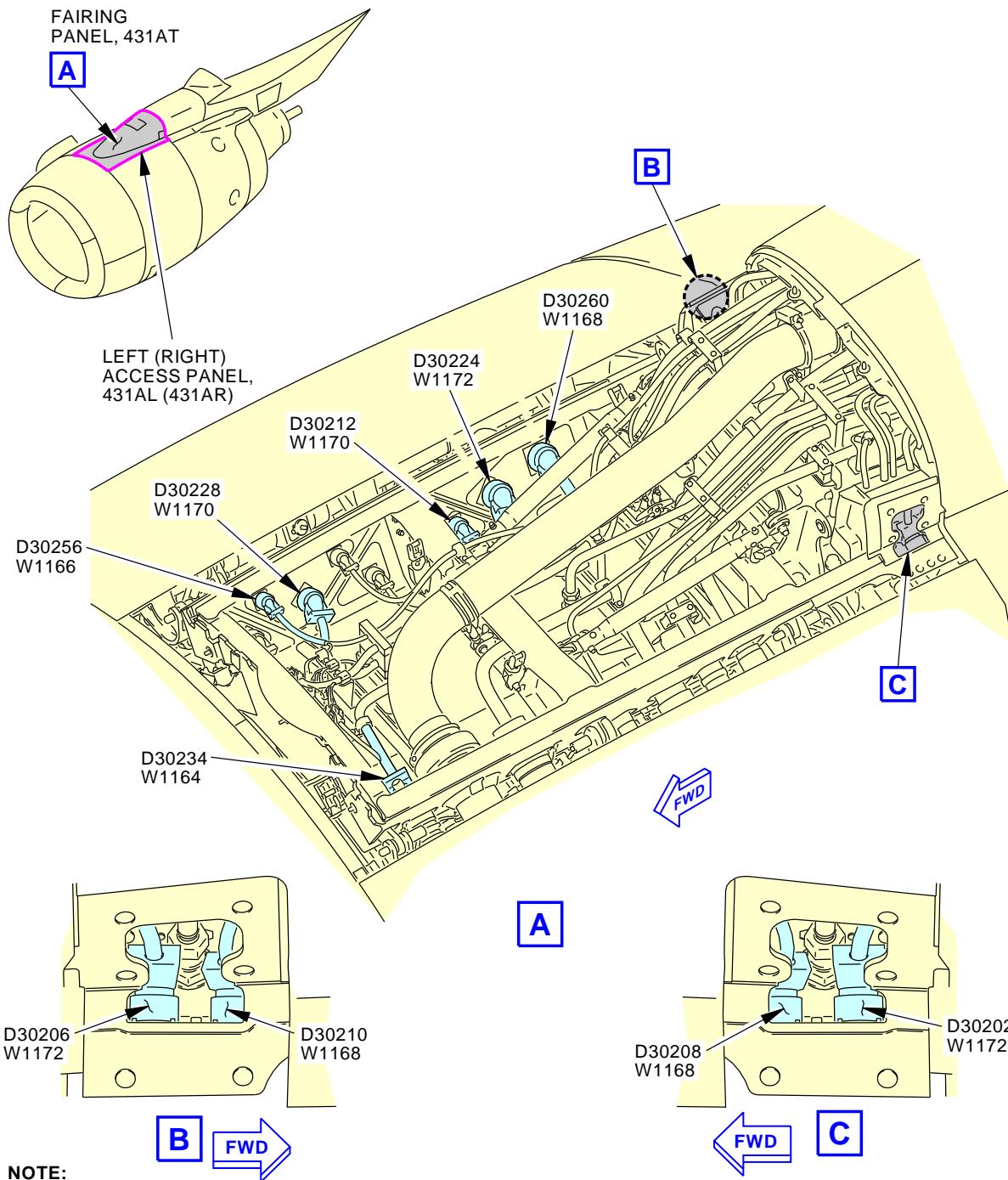
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-01-01**NOTE:**

PANELS 431AT, 431AL AND 431AR HAVE BEEN REMOVED.

U69020 S0000213619_V3

**High Intensity Radiated Fields (HIRF) Inspection (Left Engine Strut)
Figure 5**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-010-01-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-010-02-01
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL AVION				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 191FR 441AL 441AR 441AT 441CL 611AB 621GB			ZONE 131 191 425 426 441 610 620 650 660 740

General visual inspection of HIRF/L sensitive wire runs outside the pressure vessel on right side of the airplane.
Look for obvious signs of damage and lack of security of the wire runs.

A. References

Reference	Title
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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TASK 05-55-26-200-802

MECH

INSP

1. Wire Bundle Inspection - Right Wheel Well

(Figure 1)

A. Prepare for the procedure

SUBTASK 05-55-26-010-002

- (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 05-55-26-210-006

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-26-210-007

- (2) Connectors listed in this Table are used for the task above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1032	D43100P	22-11-31, 27-18-11, 27-32-11, 27-62-14	AL720C or AL0720C POS 1 - Spoiler, DFCS
W1032	D43102P	22-11-11, 22-11-31, 22-12-41	AL720D or AL0720D POS 2 - Spoiler, DFCS

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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TASK 05-55-26-200-803

MECH

INSP

2. Wire Bundle Inspection - Right Wing To Body Fairing

(Figure 2)

A. Prepare for the procedure

SUBTASK 05-55-26-040-005

- (1) Deactivate the Leading edge Slats:

- (a) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801

SUBTASK 05-55-26-220-003

- (2) Open this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

B. Procedure

SUBTASK 05-55-26-210-008

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-26-210-009

- (2) Connectors listed in this Table are used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1282	D39932	26-11-21, 73-22-11, 74-11-11	AC520, Alt pwr - Relay
W1284	D39912	76-21-21, 77-12-21, 80-11-11	AC520, EEC - Starter valve

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-210-001

- (1) Install the following access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-26-440-002

- (2) Re-Activate the Leading Edge slats if necessary:

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01	
(a) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801				MECH	INSP
END OF TASK					
EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT			
		D633A109-AKS 20-010-02-01		Page 4 of 17 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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TASK 05-55-26-200-804

MECH

INSP

3. Wire Bundle Inspection - Right Wing Trailing Edge

(Figure 3)

A. Prepare for the procedure

SUBTASK 05-55-26-220-012

- (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 05-55-26-220-013

- (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

B. Procedure

SUBTASK 05-55-26-210-010

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
- (b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-26-210-011

- (2) Connectors listed in this Table are used for the task above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1034	D00229	22-11-11, 22-12-41, 27-32-11, 27-52-11	T428-Flap Posn Sensor
W1034	D1697	22-11-31	Spoiler 9, sensor, FCC (a)
W1034	D1701	22-11-31	Spoiler 9, sensor, FCC (b)

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-440-003

- (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-26-210-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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TASK 05-55-26-200-805

MECH

INSP

4. Wire Bundle Inspection - Right Wing Leading Edge

(Figure 4)

A. Prepare for the procedure**SUBTASK 05-55-26-210-003**

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.

SUBTASK 05-55-26-220-007

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-26-220-008

- (3) Open these access panels:

Number Name/Location

441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

B. Procedure**SUBTASK 05-55-26-210-012**

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
(b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-26-210-013

- (2) Connectors listed in this Table are used for the task above.

Table 4

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1264	D30116	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AW258R, M2 speed - CDS
W1268	D30184	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 77-31-21, 78-35-21, 78-36-21	AW258R, EEC, CDS

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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Table 4 (Continued)

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1272	D30142	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-32-61, 78-35-21, 78-36-21	AW258R, EEC - P8		
W1278	D8156J	26-11-21, 30-21-21, 31-62-24, 73-22-11, 74-11-11, 77-12-11, 77-31-21, 79-31-11	AW258R, Alt pwr - EEC		
W1664	D4578J	28-41-11, 28-44-11	AD520, Wing Refuel Panel		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-220-010

- (1) Close these access panels:

Number Name/Location

441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

SUBTASK 05-55-26-210-004

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-26-440-004

- (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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TASK 05-55-26-200-806

MECH

INSP

5. Wire Bundle Inspection - Strut Disconnect - Right Engine

(Figure 5)

A. Prepare for the procedure

SUBTASK 05-55-26-040-001

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.

SUBTASK 05-55-26-040-002

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-26-040-003

- (3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM
TASK 78-31-00-040-802-F00.

SUBTASK 05-55-26-220-011

- (4) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

B. Procedure

SUBTASK 05-55-26-210-014

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
- (b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-26-210-015

- (2) Connectors listed in Tables are used for the task above.

Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1268	D30408	78-35-21, 78-36-21	AS2R, T/R 1vdt - EEC
W1268	D30410	78-35-21, 78-36-21	AS3R, EEC - T/R 1vdt
W1272	D30402	78-32-61, 78-35-21, 78-36-21	AS2R, EEC - T/R LVDT
W1272	D30406	78-32-61, 78-35-21, 78-36-21	AS3R, EEC - T/R LVDT

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-010-02-01
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Table 6

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1264	D30434	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AS1R, M2 speed - CDS		
W1266	D30456	73-22-11, 74-11-11	AS1R, Pwr relay-alt pwr EEC		
W1268	D30460	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 78-35-21	AS1R, EEC - T/R 1vdt		
W1270	D30428	30-21-21, 31-62-24, 77-31-21, 79-31-11	AS1R		
W1272	D30424	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-35-21	AS1R, EEC - T/R LVDT		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-210-005

- (1) Close these access panels:

Number **Name/Location**

- | | |
|-------|--|
| 441AL | Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2 |
| 441AR | Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2 |
| 441AT | Forward Strut Fairing, Thumbnail Fairing, Strut 2 |

SUBTASK 05-55-26-040-004

- (2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00.

SUBTASK 05-55-26-440-001

- (3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-26-440-005

- (4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

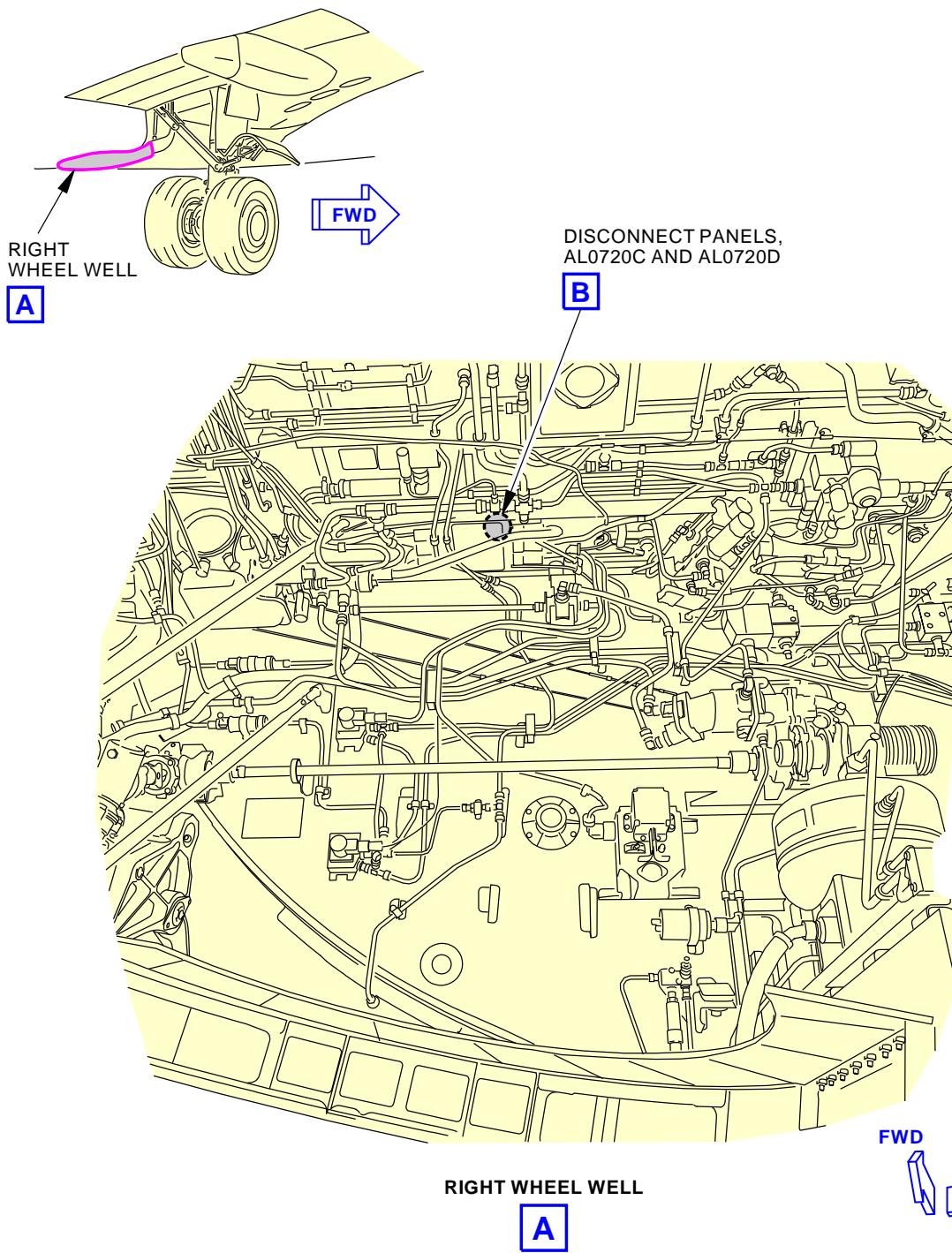
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

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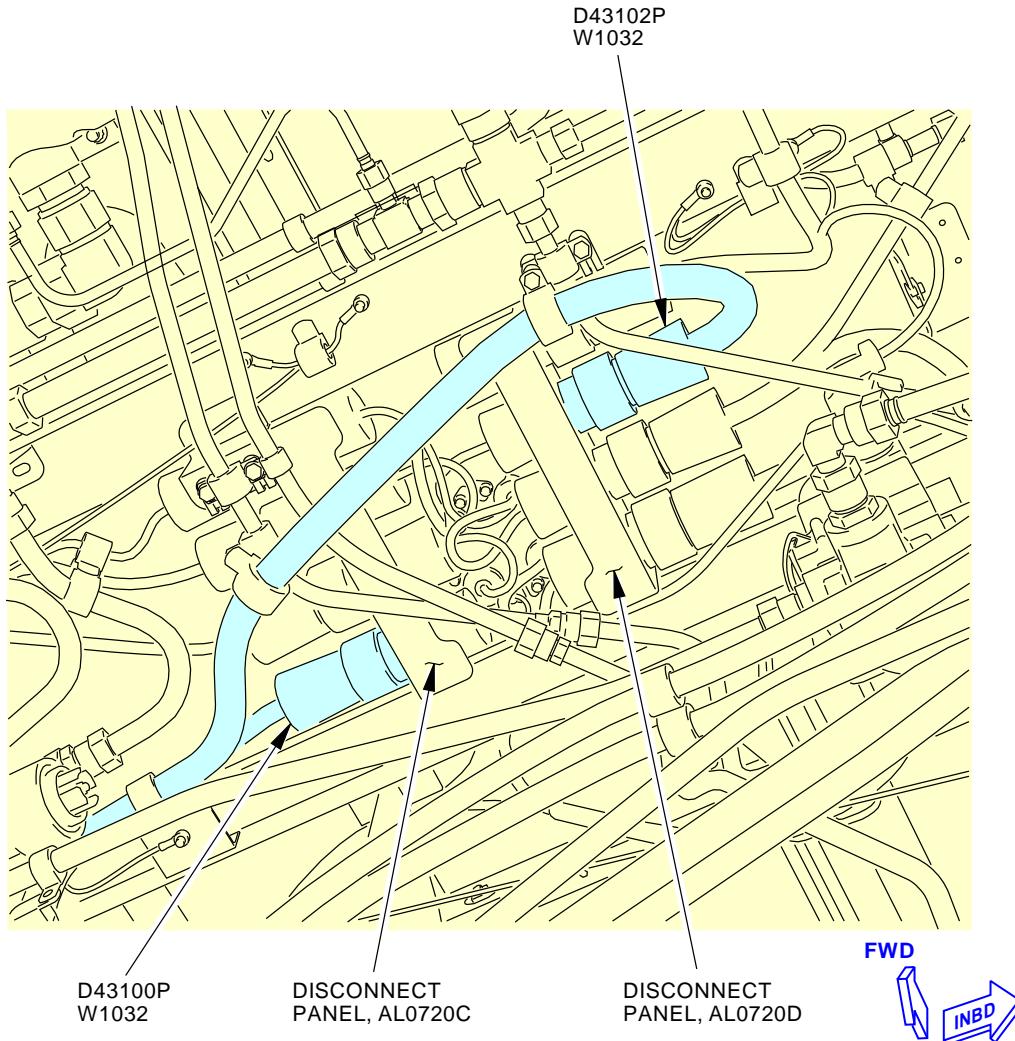
**High Intensity Radiated Fields (HIRF) Inspection (Right Main Landing Gear Wheel Well)
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-02-01

**DISCONNECT PANELS, AL0720C AND AL0720D**

NOTE:
COVER PLATE REMOVED.

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**High Intensity Radiated Fields (HIRF) Inspection (Right Main Landing Gear Wheel Well)
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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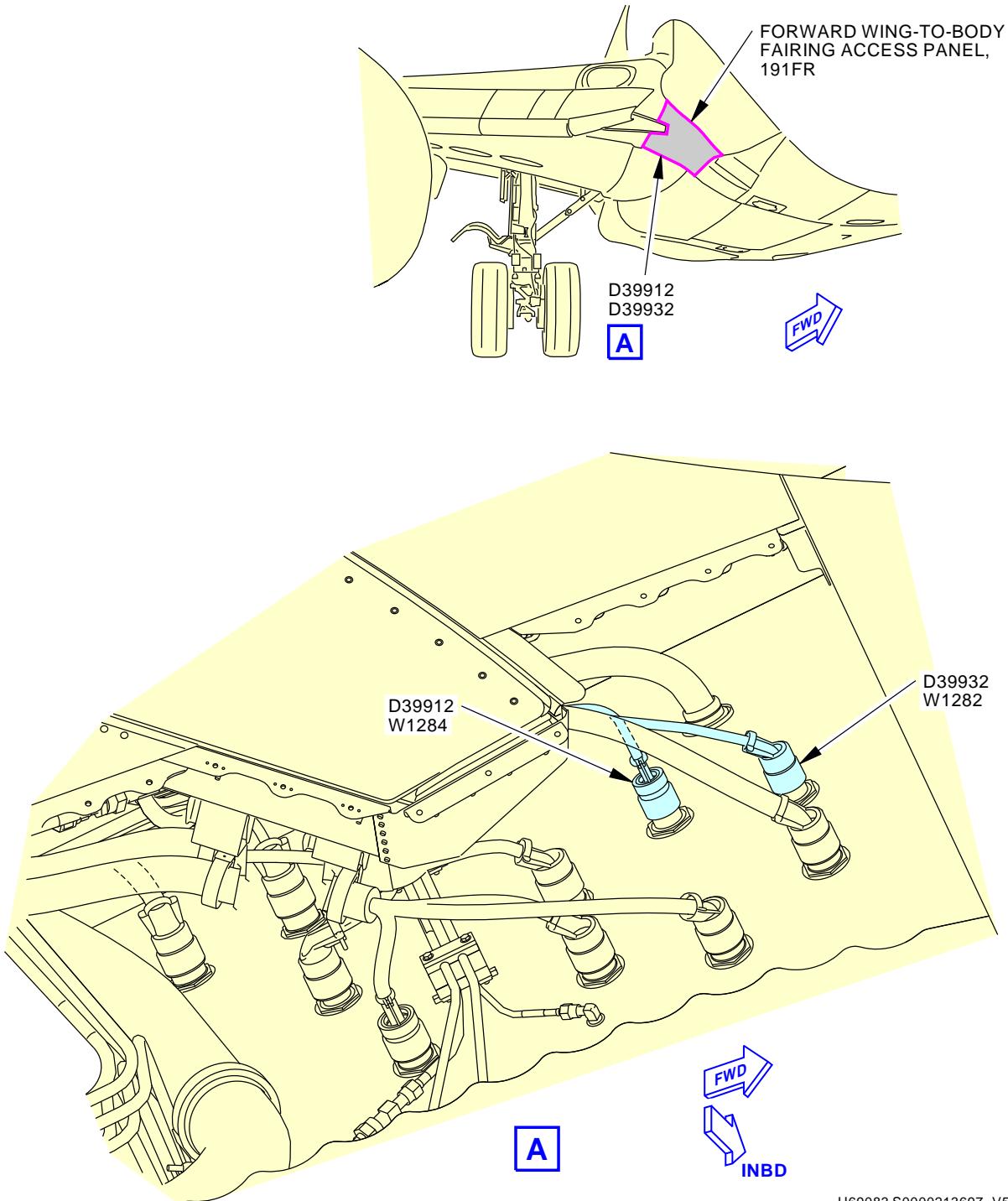
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

**High Intensity Radiated Fields (HIRF) Inspection (Right Wing-to-Body Fairing Disconnect)
Figure 2**

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EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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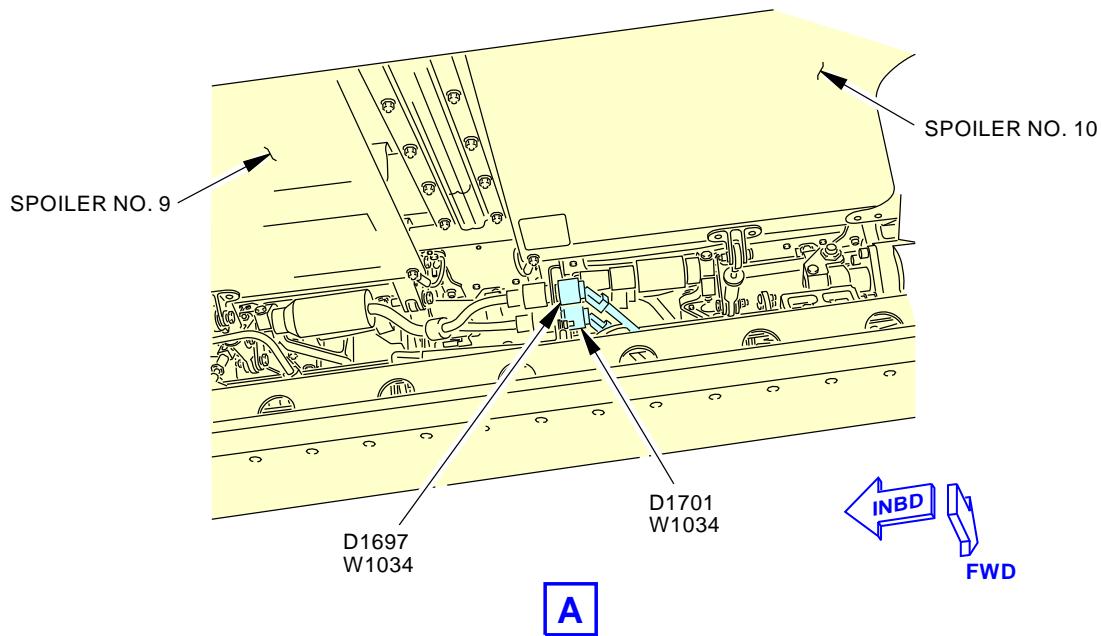
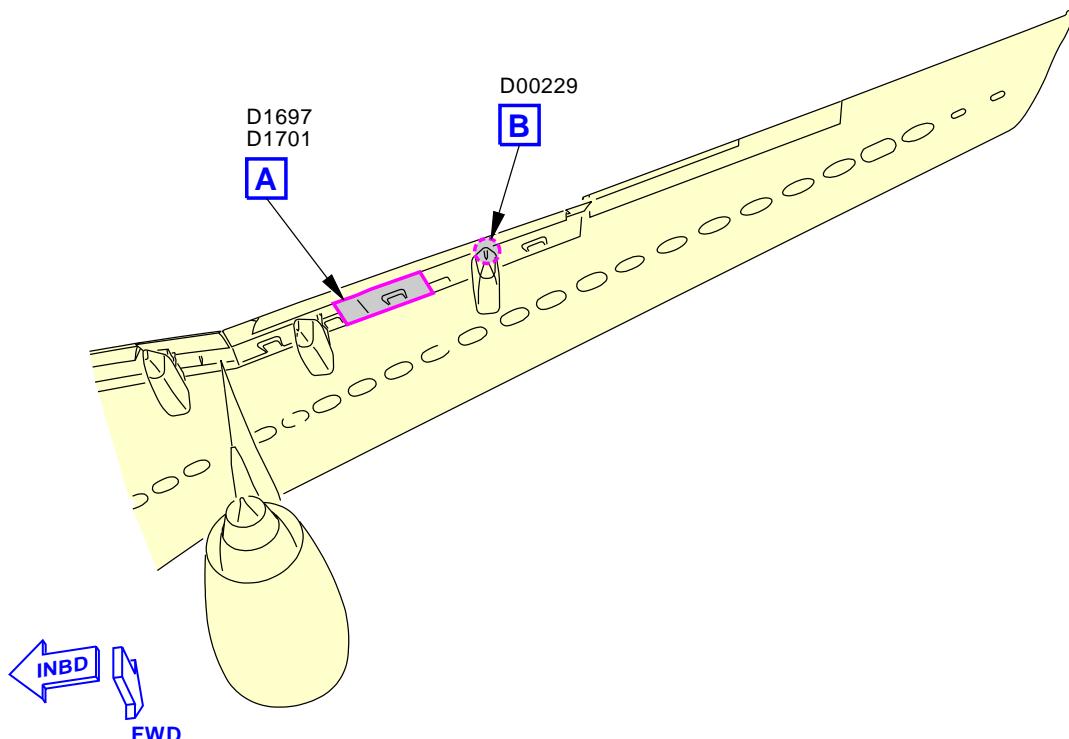
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 3 (Sheet 1 of 2)

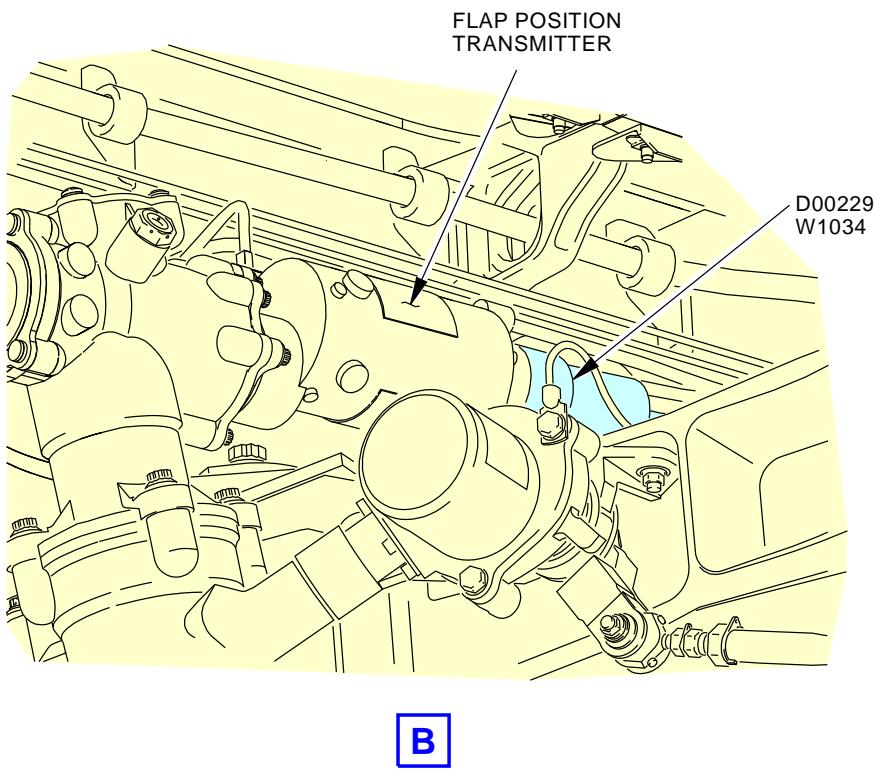
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EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-010-02-01



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**High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 3 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

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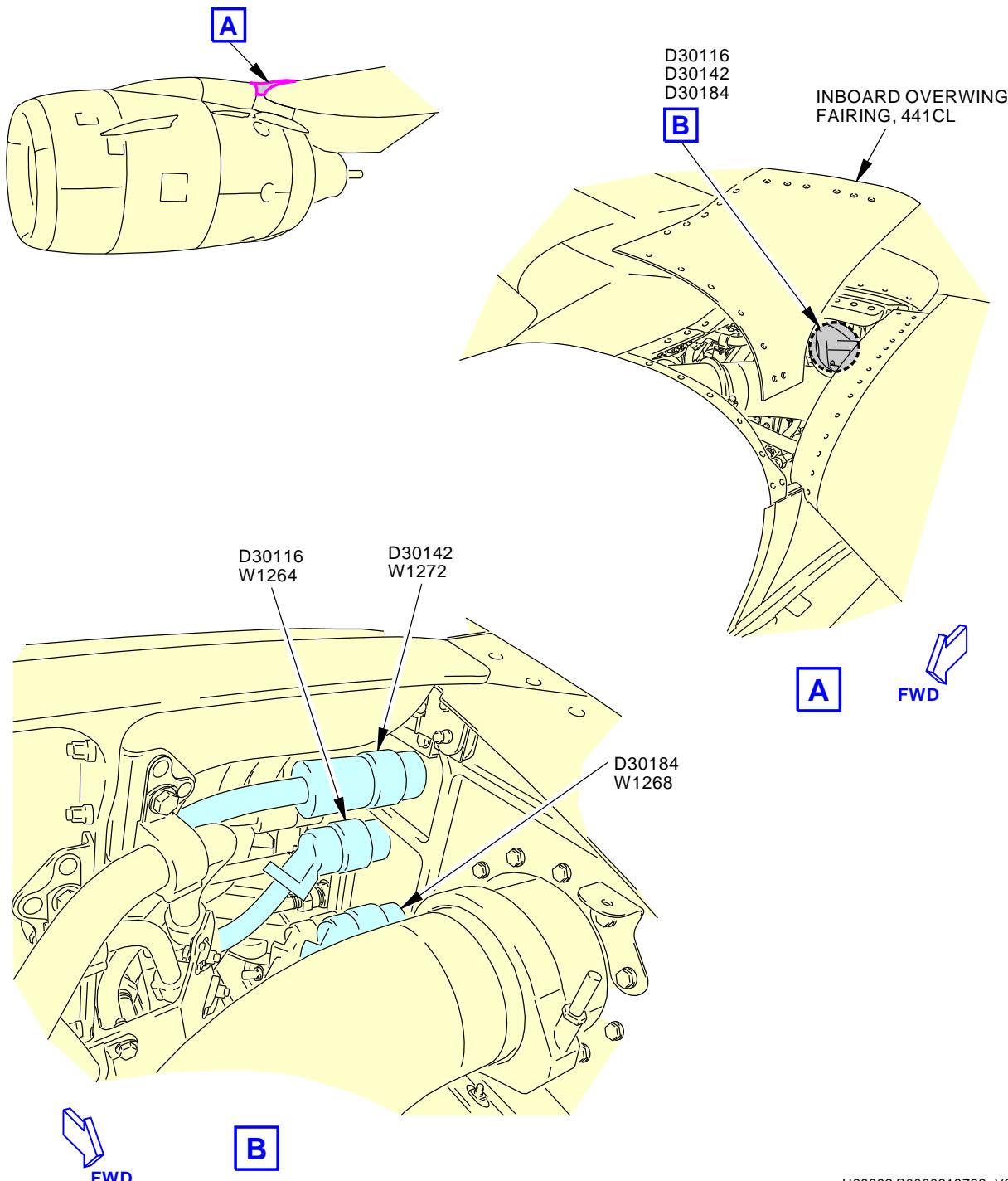
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

U69092 S0000213722_V3

**HIRF/Lightning Protection - Right Wing Leading Edge
Figure 4 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE
VESSEL - RIGHT****D633A109-AKS
20-010-02-01****Page 15 of 17
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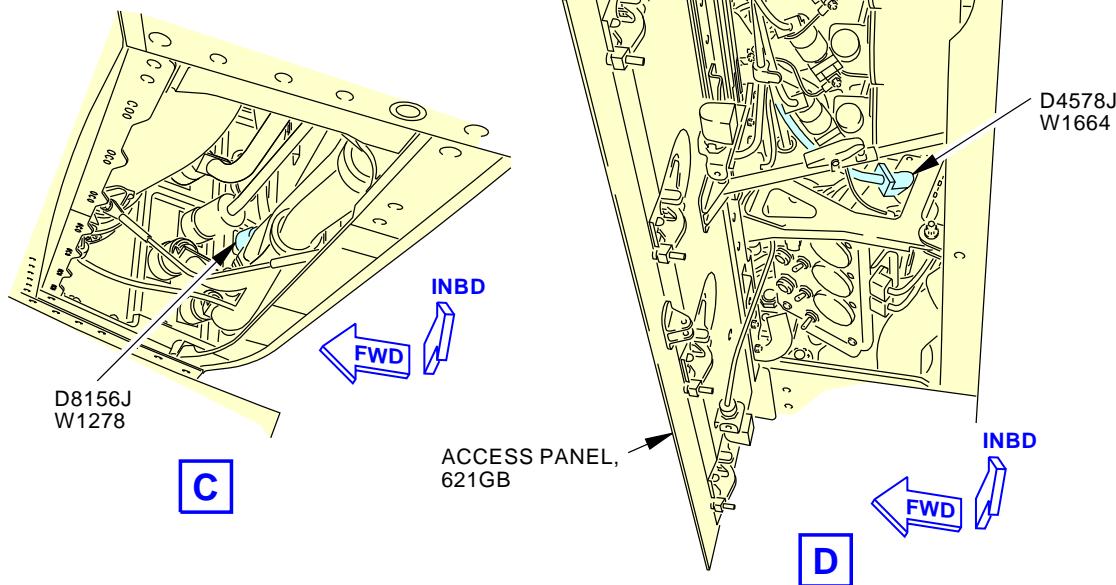
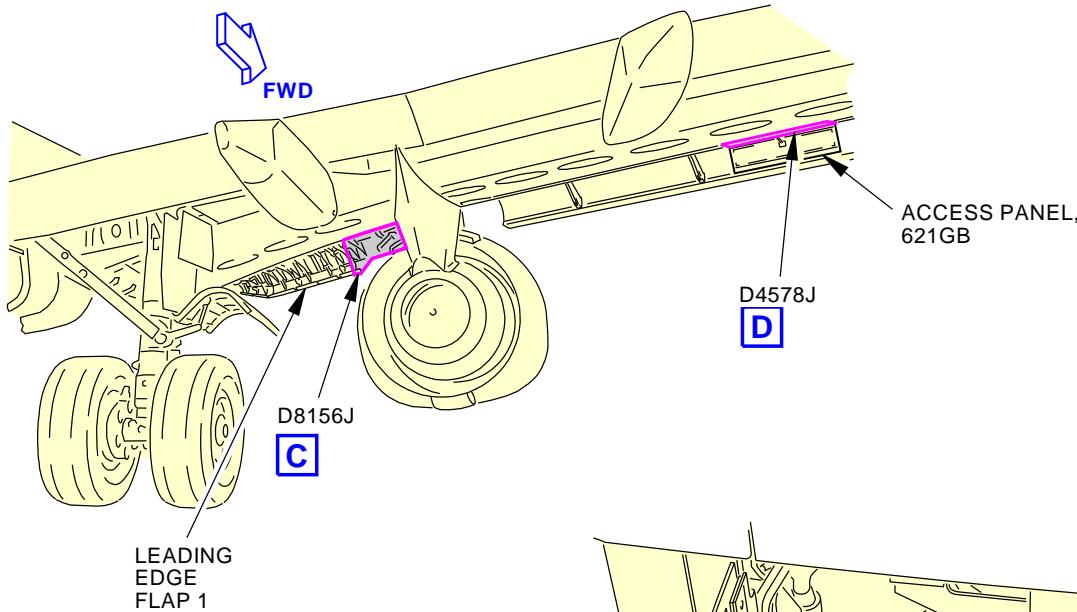
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

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**HIRF/Lightning Protection - Right Wing Leading Edge
Figure 4 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-010-02-01

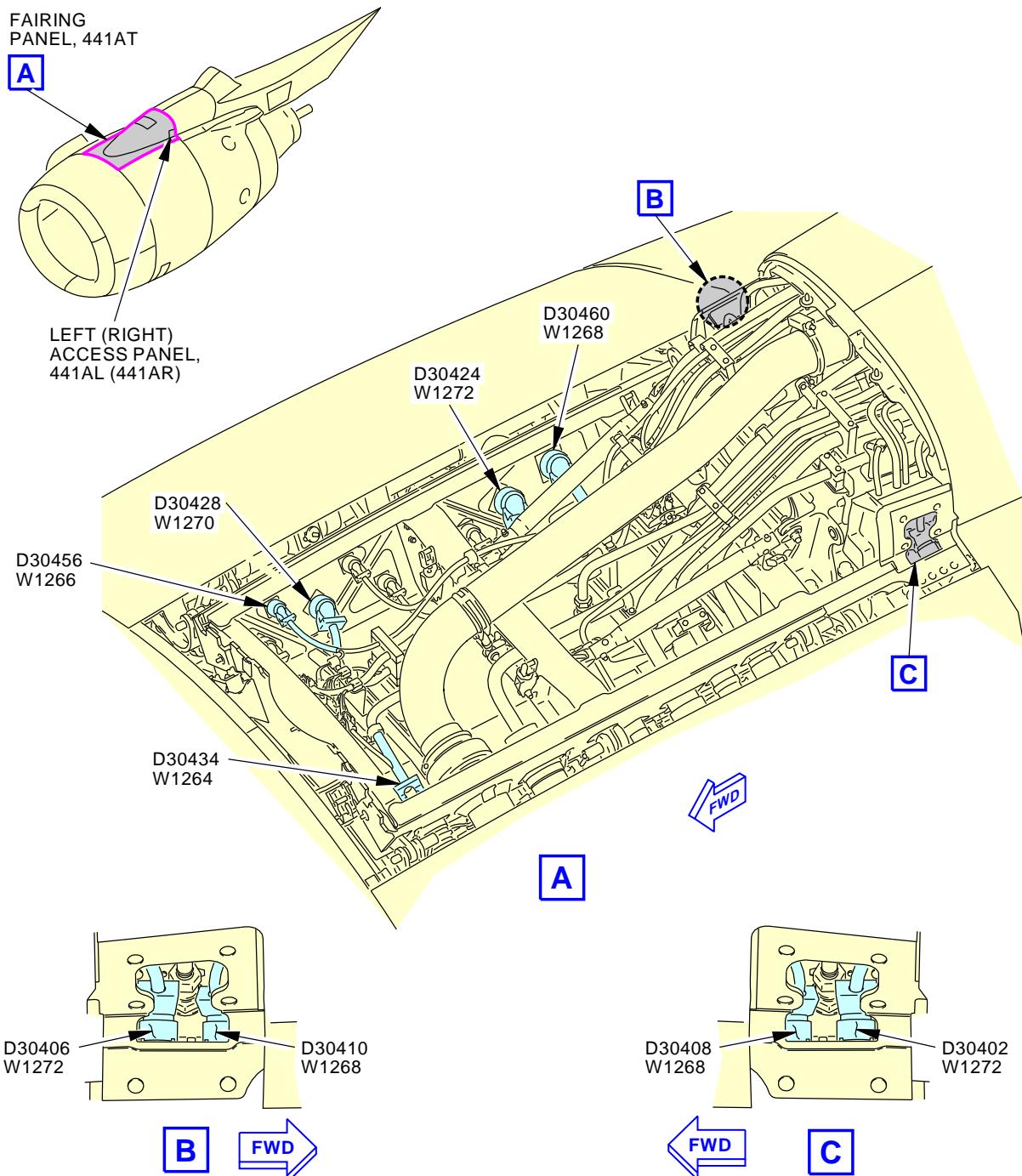
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-010-02-01

NOTE:
PANELS 441AT, 441AL AND 441AR HAVE BEEN REMOVED.

U69100 S0000213731_V3

High Intensity Radiated Fields (HIRF) Inspection (Right Engine Strut)
Figure 5

EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS OUTSIDE PRESSURE
VESSEL - RIGHT****D633A109-AKS
20-010-02-01****Page 17 of 17
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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-020-00-01
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1	THRESHOLD 30000 FH	REPEAT 30000 FH	RELATED CARD
STATION	SKILL AVION				AIRPLANE ALL ENGINE ALL
		ACCESS 112A 113BW 117A 121EW 121JW 121KW 122GW 122HW			ZONE 117 118

General visual inspection of HIRF/L sensitive wire runs inside the pressure vessel. Look for obvious signs of damage and lack of security of the wire runs.

A. References

Reference	Title
AMM 25-21-45-000-803-001	Main Ceiling Panel - Removal (P/B 401)
AMM 25-21-45-400-803-001	Main Ceiling Panel - Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-020-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-020-00-01												
				MECH INSP												
TASK 05-55-15-200-806																
1. General Visual Inspection - Wiring at Connectors Inside the Pressure Vessel																
A. General																
(1) A General Visual Inspection is a visual check for obvious damage associated with assemblies or installations.																
(a) You will search for evidence of wiring irregularities near connectors, using normally available lighting.																
(b) Do not remove sealant when you do this task.																
(c) Do not disassemble connectors when you do this task.																
(d) Do not remove system LRUs when you do this task.																
B. Prepare for the procedure																
SUBTASK 05-55-15-010-006																
(1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.																
SUBTASK 05-55-15-010-007																
(2) Open these access panels:																
<table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>112A</td><td>Forward Access Door</td></tr><tr><td>113BW</td><td>Forward Nose Wheel Well Panel</td></tr><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>121EW</td><td>Panel Assy - Fwd Cargo Compartment Aft Bulkhead</td></tr><tr><td>122GW</td><td>Panel Assy - FWD Cargo Compartment Aft Bulkhead</td></tr></tbody></table>					Number	Name/Location	112A	Forward Access Door	113BW	Forward Nose Wheel Well Panel	117A	Electronic Equipment Access Door	121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead	122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead
Number	Name/Location															
112A	Forward Access Door															
113BW	Forward Nose Wheel Well Panel															
117A	Electronic Equipment Access Door															
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122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead															
SUBTASK 05-55-15-010-008																
(3) Remove the protective covers from the E2, E3, and E4 racks.																
Open these access panels:																
<table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>122HW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table>					Number	Name/Location	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER				
Number	Name/Location															
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121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER															
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
SUBTASK 05-55-15-010-009																
(4) Gain access to the connectors behind the Mode Control Panel.																
(a) Loosen the fasteners on MCP and slide it out to access the connectors.																
SUBTASK 05-55-15-010-010																
(5) Gain access to the connectors behind the AutoBrake/AntiSkid/Engine Control Panel:																
(a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.																
(b) Carefully hang the panel assembly by the connecting wire bundles.																

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL	
		D633A109-AKS	Page 2 of 23
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-020-00-01
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SUBTASK 05-55-15-010-011

- (6) Gain access to the disconnect panels above the passenger compartment ceiling. Do this task: remove the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-000-803-001).

C. Procedure

SUBTASK 05-55-15-210-018

- (1) Procedure to do the General Visual Inspection of the wire bundle cables listed in Table below:

NOTE: Do this Procedure only for the exposed part of the wire bundle.

- (a) Make sure the wire bundle cables are not chafed, cut, or worn.
- (b) Replace or repair any damaged wiring found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-15-200-016

- (2) Connectors in the Forward Access Area:

Table 1

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W6570	D11306	M1827	28-41-11

SUBTASK 05-55-15-200-017

- (3) Connectors in the Nose Wheel Well:

Table 2

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W0088	D48116J	J48A Pos 13	28-41-11
W0088	D48128J	J48A Pos 24	28-41-11
W5158	D48116P	J48A Pos 13	28-41-11
W6570	D48128P	J48A Pos 24	28-41-11

SUBTASK 05-55-15-200-018

- (4) Connectors in the E/E Bay Main Equipment Center:

Table 3

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D04069P	E1-1	22-11-11
W2465	D08019J	E1-4	22-11-11
W5367	D04073P	E1-1 Pos 27	22-11-31
W5375	D04077J	E1-4 Pos 15	22-11-31

SUBTASK 05-55-15-200-019

- (5) Connectors in the Forward Cargo Compartment, Forward:

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-020-00-01
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Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W0220	D40130J	E2-2 Pos 25	73-31-11		
W0220	D40136J	E2-2 Pos 7	80-11-11		
W0220	D40450J	E2-2 Pos 24	73-31-11		
W0410	D40156J	E4-1 Pos 50	73-21-21		
W0410	D40158J	E4-1 Pos 42	76-21-21		
W0410	D40390J	E4-1 Pos 52	73-21-31		
W0422	D40164J	E4-2 Pos 15	28-41-11		
W0422	D40388J	E4-2 Pos 24	27-62-11		
W0422	D40618J	E4-2 Pos 35	24-33-11		
W3170	D49994P	E3-1 Pos 14	79-33-11		
W4170	D40732P	E3-1 Pos 36	77-12-11		
W5158	D40618P	E4-2 Pos 35	24-33-11		
W5162	D40130P	E2-2 Pos 25	73-31-11		
W5310	D40448P	E3-1 Pos 11	73-24-11		
W5310	D40450P	E2-2 Pos 24	73-31-11		
W5375	D42053P	E3-2 Pos 47	27-18-11		
W5564	D40136P	E2-2 Pos 7	80-11-11		
W6162	D40156P	E4-1 Pos 50	73-21-21		
W6412	D40388P	E4-2 Pos 24	27-62-11		
W6412	D40390P	E4 -1 Pos 52	73-21-31		
W6412	D40394P	E3-1 Pos 34	36-11-11		
W6564	D40158P	E4-1 Pos 42	76-21-21		
W6586	D40164P	E4-2 Pos 15	28-41-11		

SUBTASK 05-55-15-200-020

(6) Connectors in the Forward Cargo Compartment, Aft:

Table 5

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W5162	D39921	AC0520 DM11	73-21-21
W5170	D39925	AC0520 DM13	79-31-11
W5172	D39917	AC0520 DM09	73-21-21
W5564	D39909	AC0520 DM05	76-21-11
W6162	D39922	AD0520 DM12	73-21-21

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL		
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**737-600/700/800/900
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Table 5 (Continued)

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W6170	D39926	AD0520 DM14	30-21-21		
W6172	D39918	AD0520 DM10	73-21-21		
W6564	D39910	AD0520 DM06	76-21-21		
W6586	D39906	AD0520 DM04	28-41-11		

SUBTASK 05-55-15-200-021

- (7) Connectors in the Flight Compartment:

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D00299	Mode Control Panel	22-11-11
W2363	D00301	Mode Control Panel	22-11-11
W2363	GD977	Shield Gnd	22-11-11
W2363	GD981	Shield Gnd	22-11-11
W2465	D01815	Mode Control Panel	22-11-11
W2465	GD980	Shield Gnd	22-11-11
W2465	GD985	Shield Gnd	22-11-11

SUBTASK 05-55-15-200-022

- (8) Connectors in the Passenger Cabin, Forward:

Table 7

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W3170/W5172	D40736P to D40736J	AB0420A Pos 2	79-31-11
W3170/W5170	D40734P to D40734J	AB0420A Pos 1	79-31-11
W4170/W6170	D40728P to D40728J	AB0405B Pos 1	77-12-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-15-410-006

- (1) Re-install the protective covers for the E2, E3, and E4 racks.

Close these access panels:

Number

Name/Location

- | | |
|-------|---|
| 121JW | PANEL ASSY - FORWARD CARGO COMPARTMENT FWD
BULKHEAD |
| 121KW | PANEL ASSY - FORWARD CARGO COMPARTMENT FWD
BULKHEAD FILTER COVER |
| 122HW | PANEL ASSY - FORWARD CARGO COMPARTMENT FWD
BULKHEAD FAN COVER |

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-020-00-01
				MECH INSP

SUBTASK 05-55-15-410-007

(2) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

SUBTASK 05-55-15-410-008

(3) Reinstall the MCP and tighten the fasteners.

SUBTASK 05-55-15-410-009

(4) Install the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-400-803-001).

SUBTASK 05-55-15-410-010

(5) Close these access panels:

Number	Name/Location
112A	Forward Access Door
113BW	Forward Nose Wheel Well Panel
117A	Electronic Equipment Access Door
121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead
122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-020-00-01

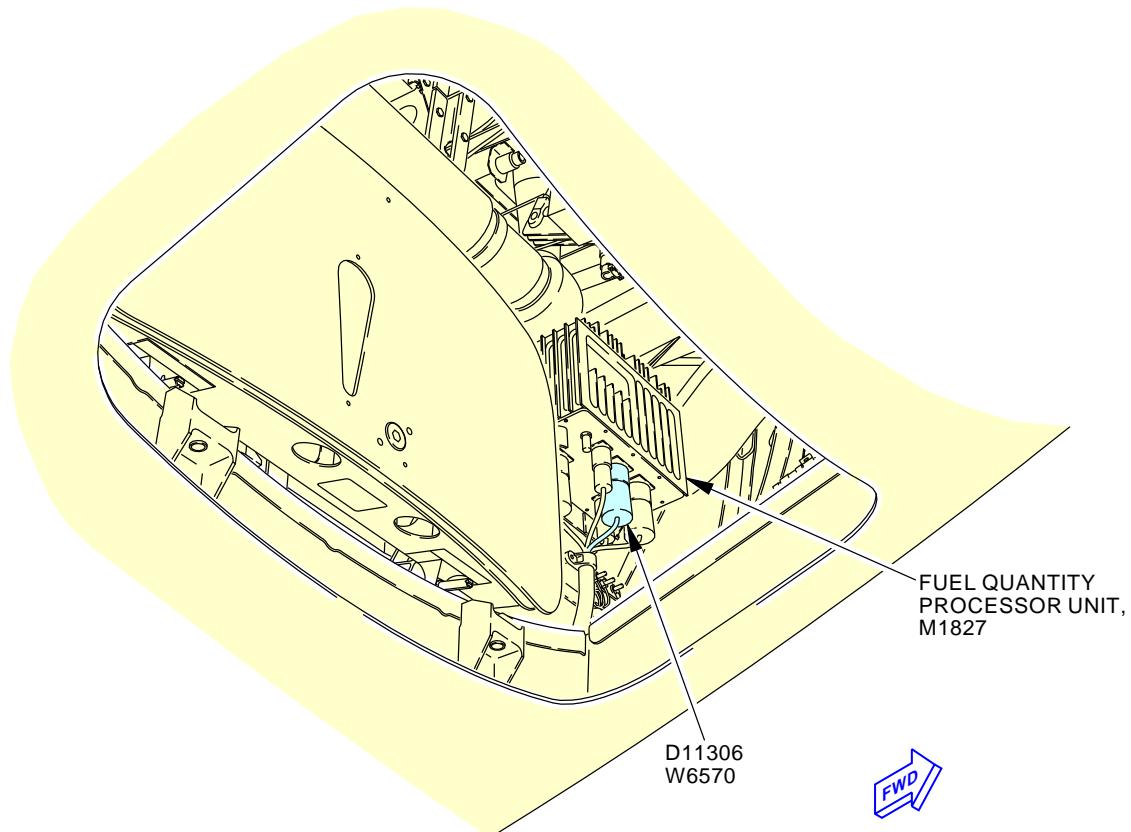
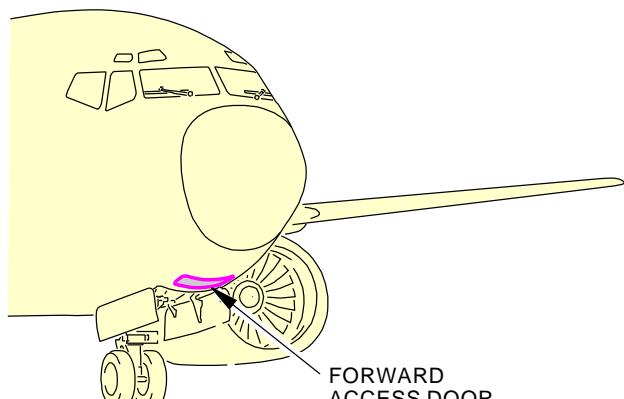
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-020-00-01

428181 S0000138908_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD ACCESS AREA - INSPECTION
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
PRESSURE VESSEL****D633A109-AKS
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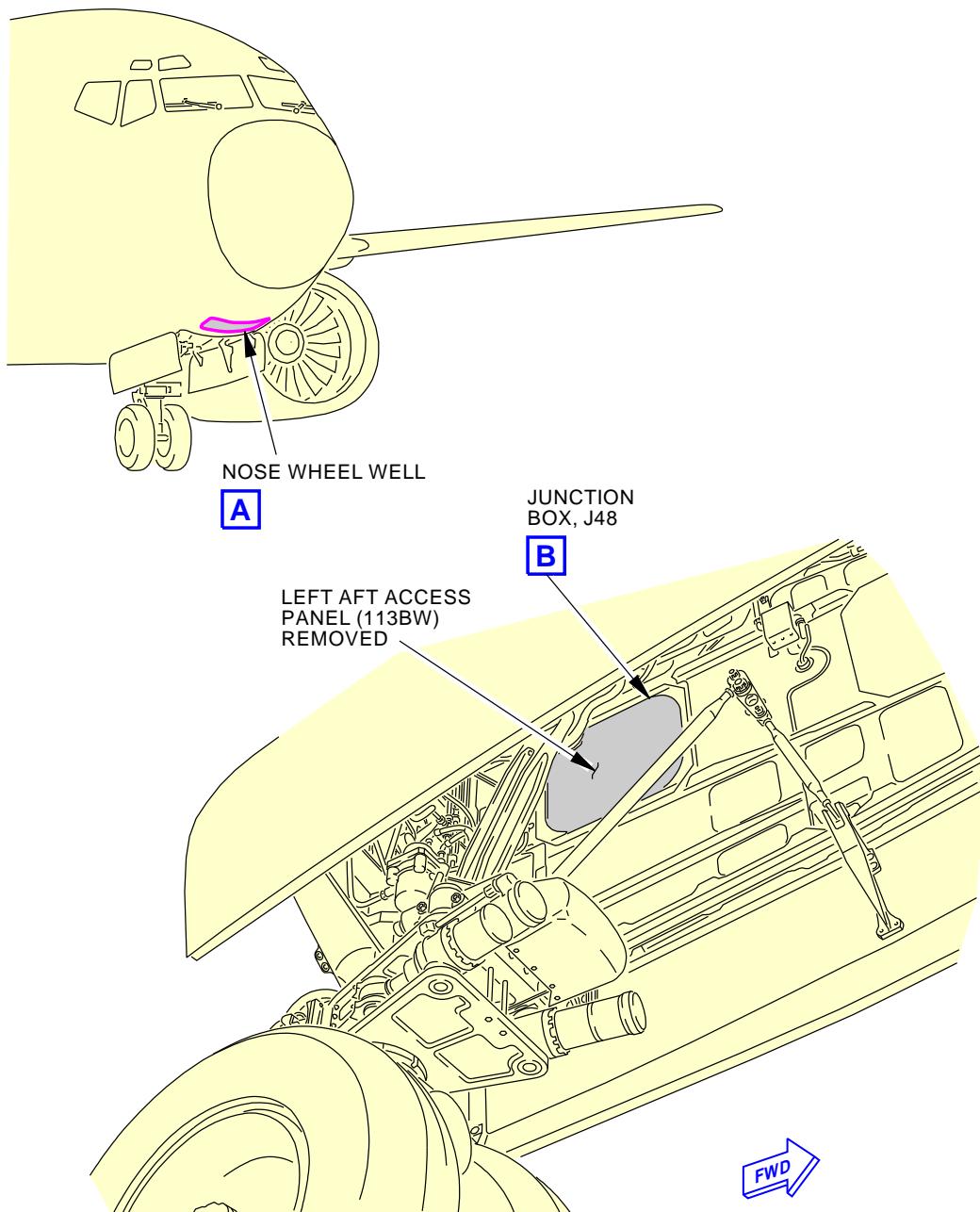
AKS**737-600/700/800/900
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NOSE WHEEL WELL

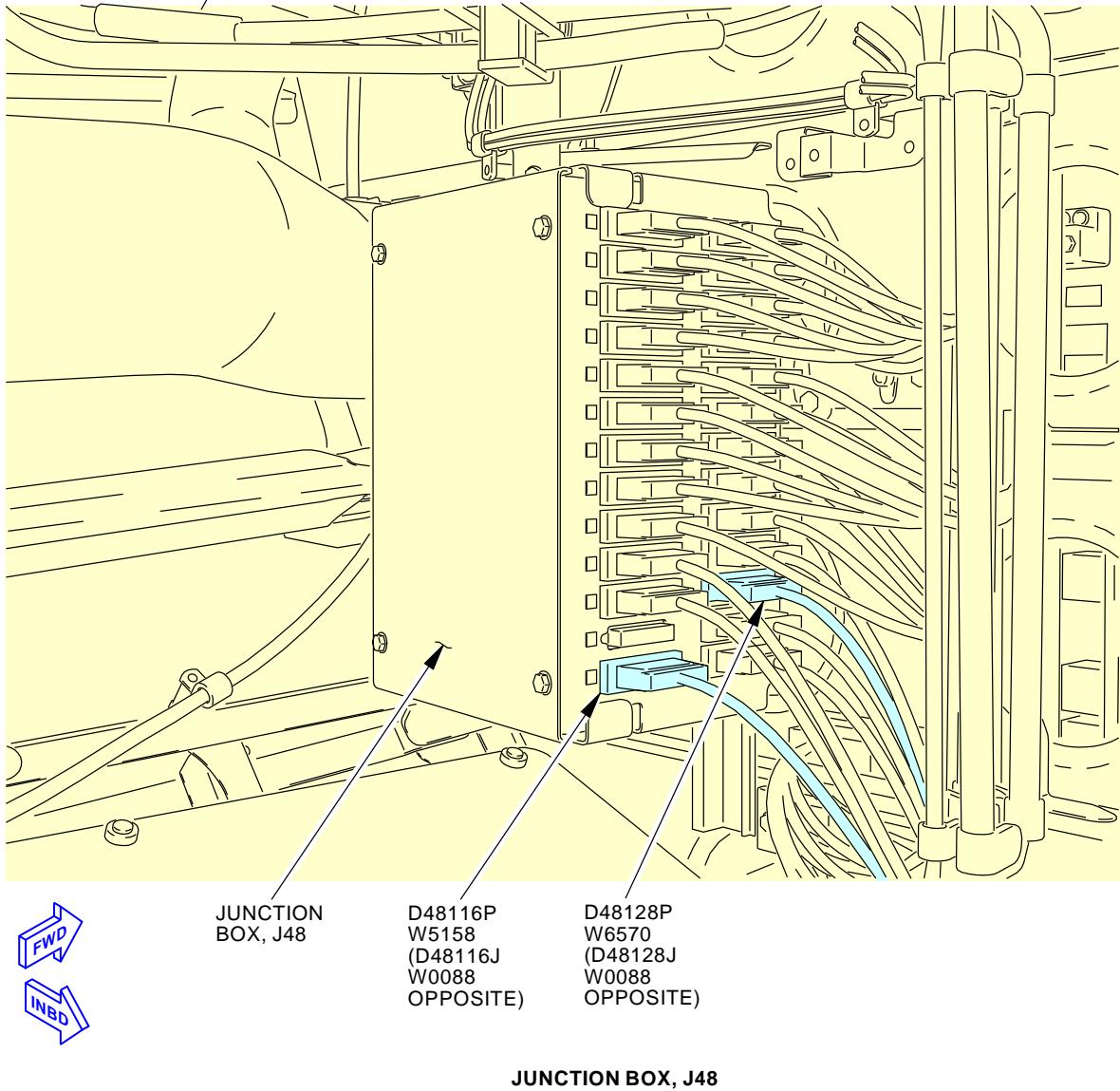
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HIRF/LIGHTNING PROTECTION - WIRING IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
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400708 S0000135331_V2

HIRF/LIGHTNING PROTECTION - WIRING IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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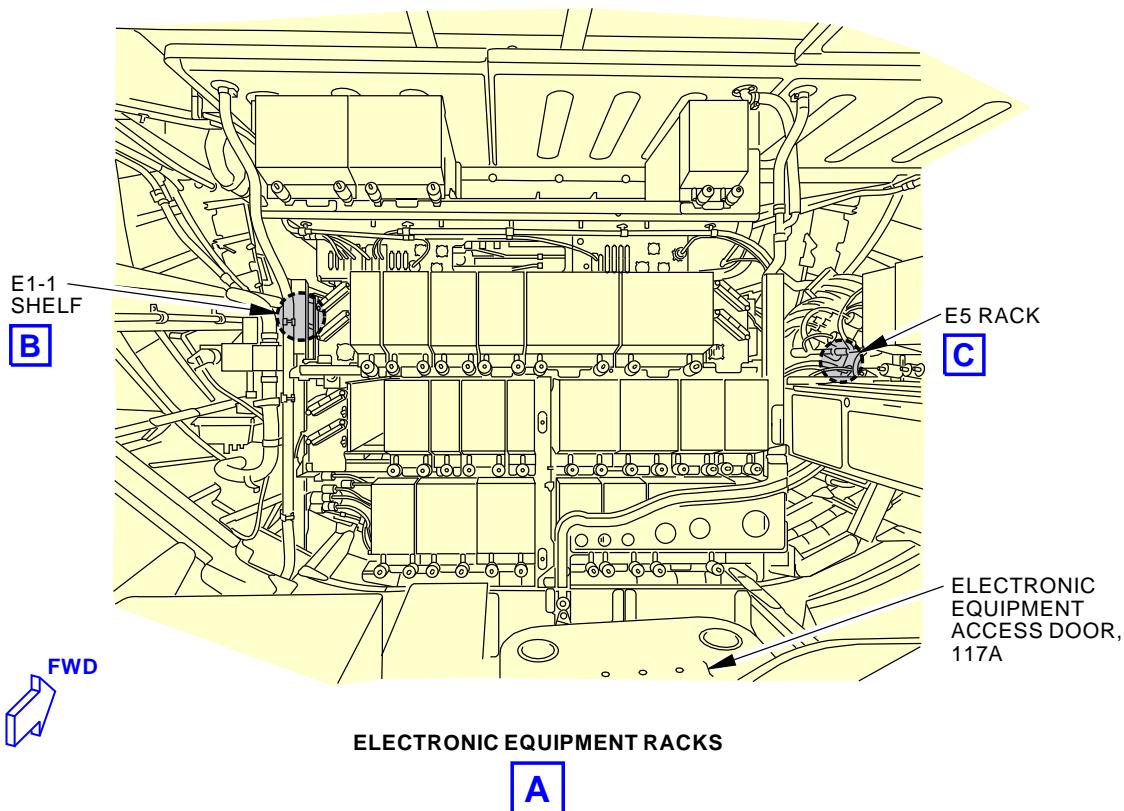
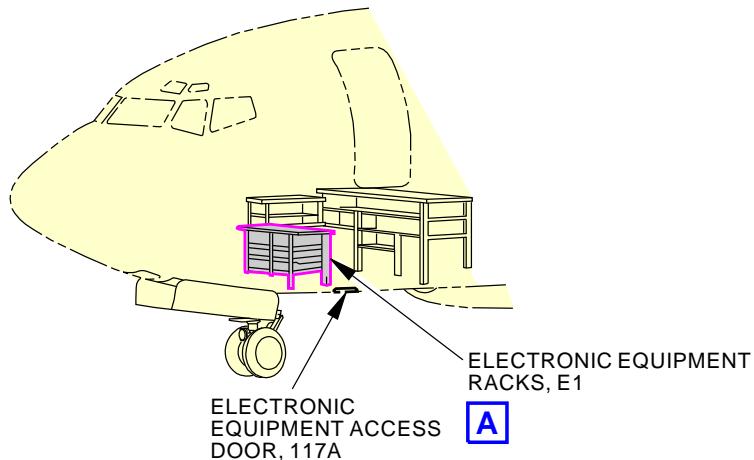
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
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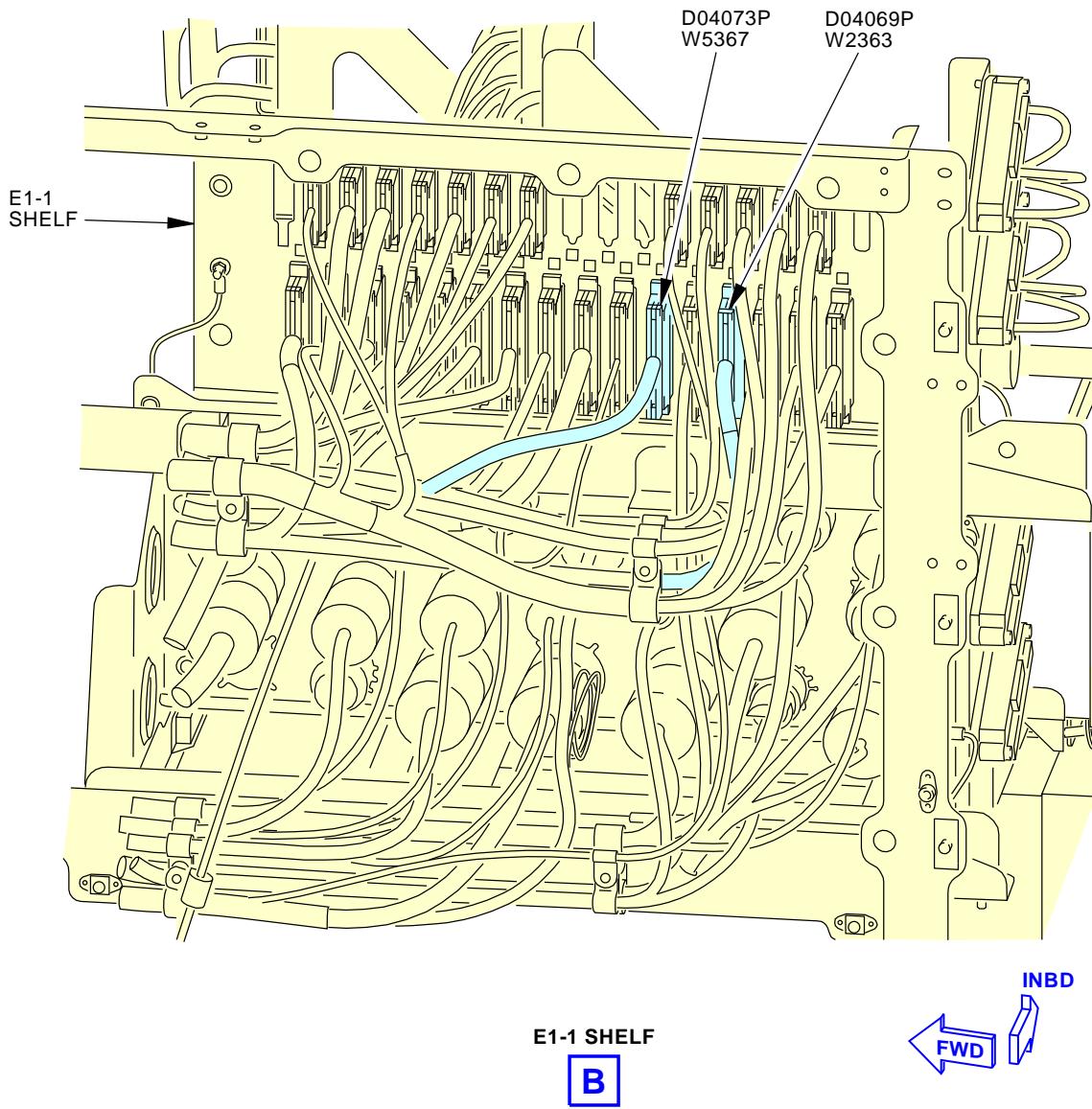
HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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TASK CARDS**

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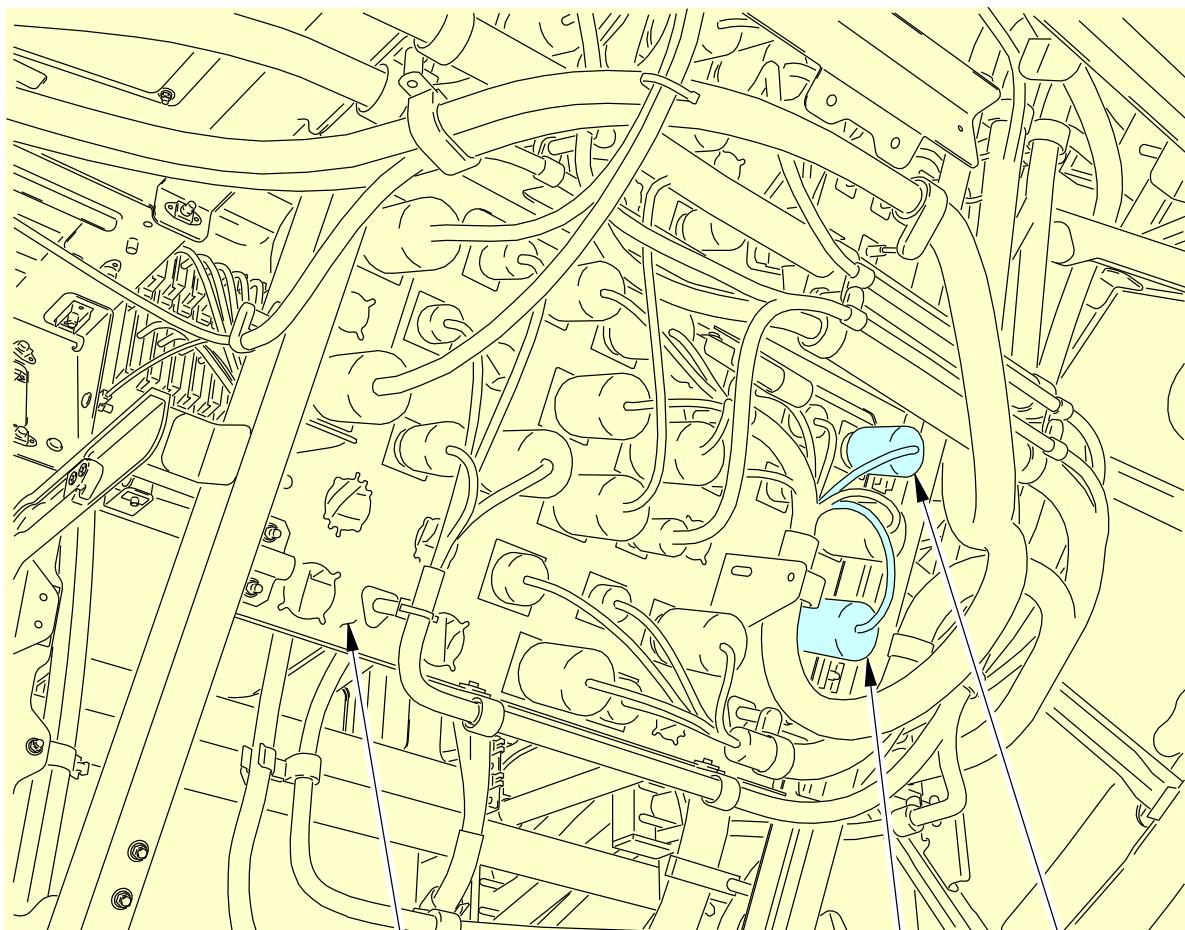
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HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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TASK CARDS**

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DISCONNECT
PANEL, AE0104A
(E5 RACK)D04077J
W5375

D08019J
W2465

DISCONNECT PANEL, AE0104A



400740 S0000135459_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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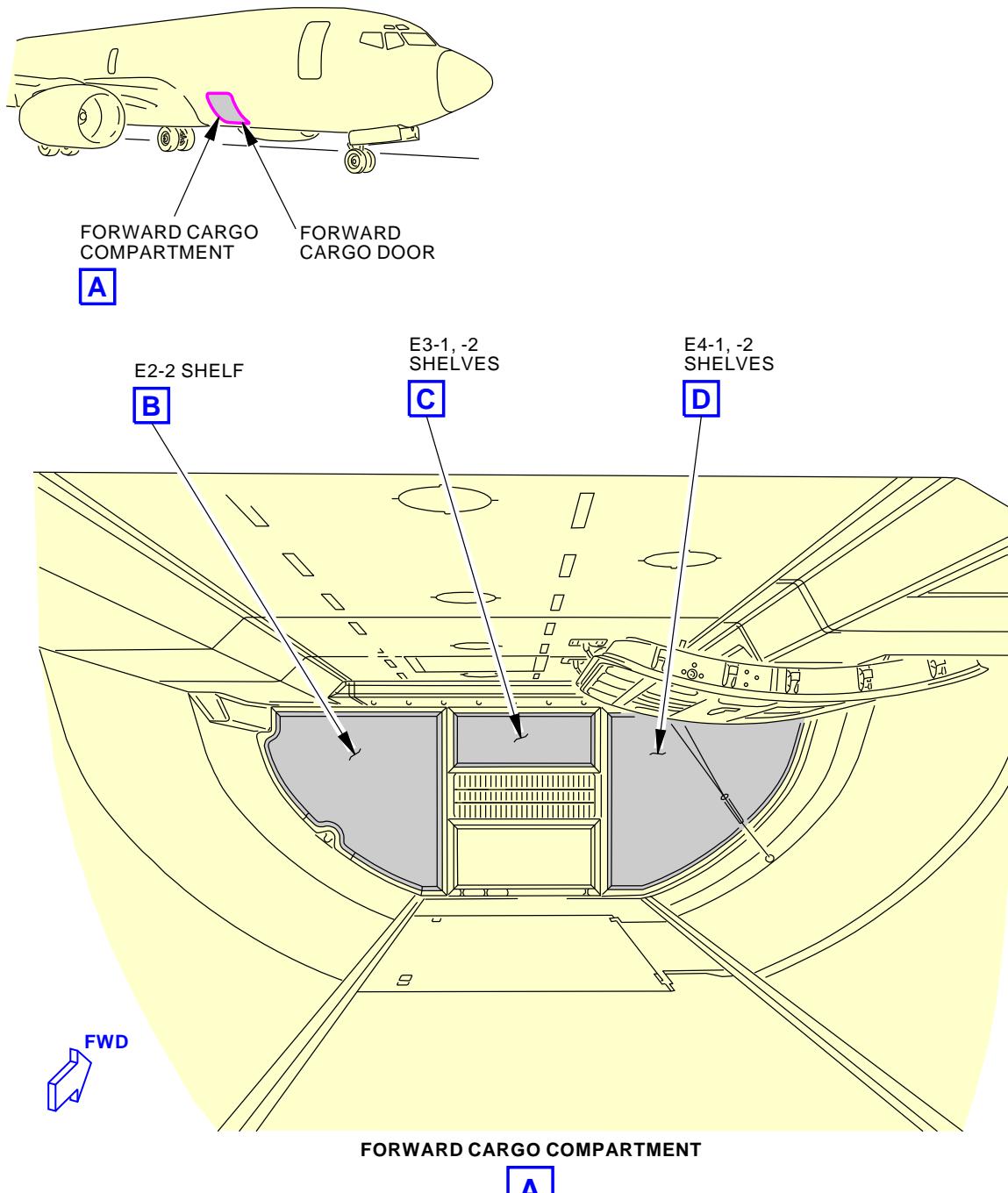
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

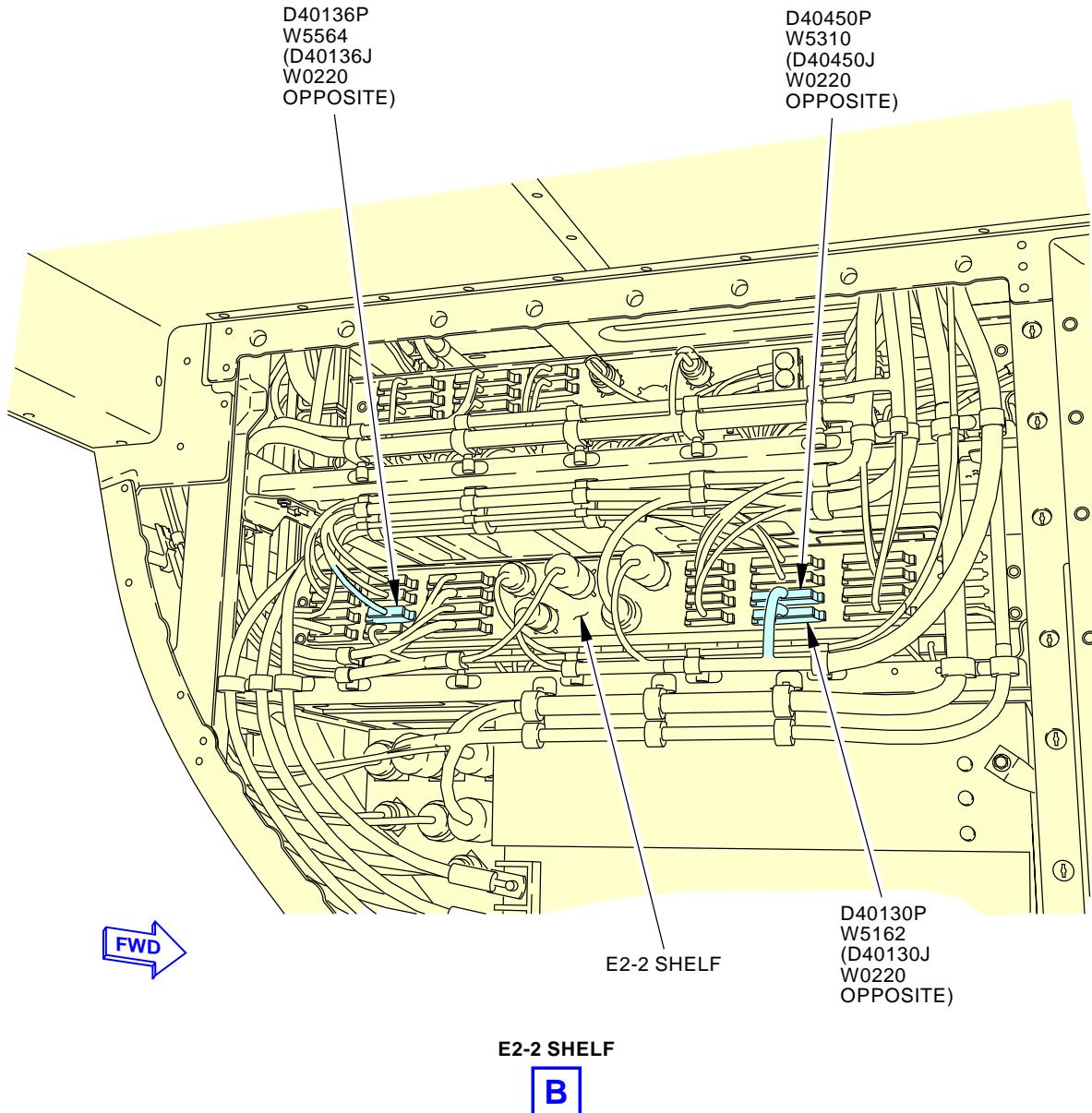
BOEING CARD NO.
20-020-00-01

400751 S0000135618_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 1 of 4)EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
PRESSURE VESSEL****D633A109-AKS
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-020-00-01



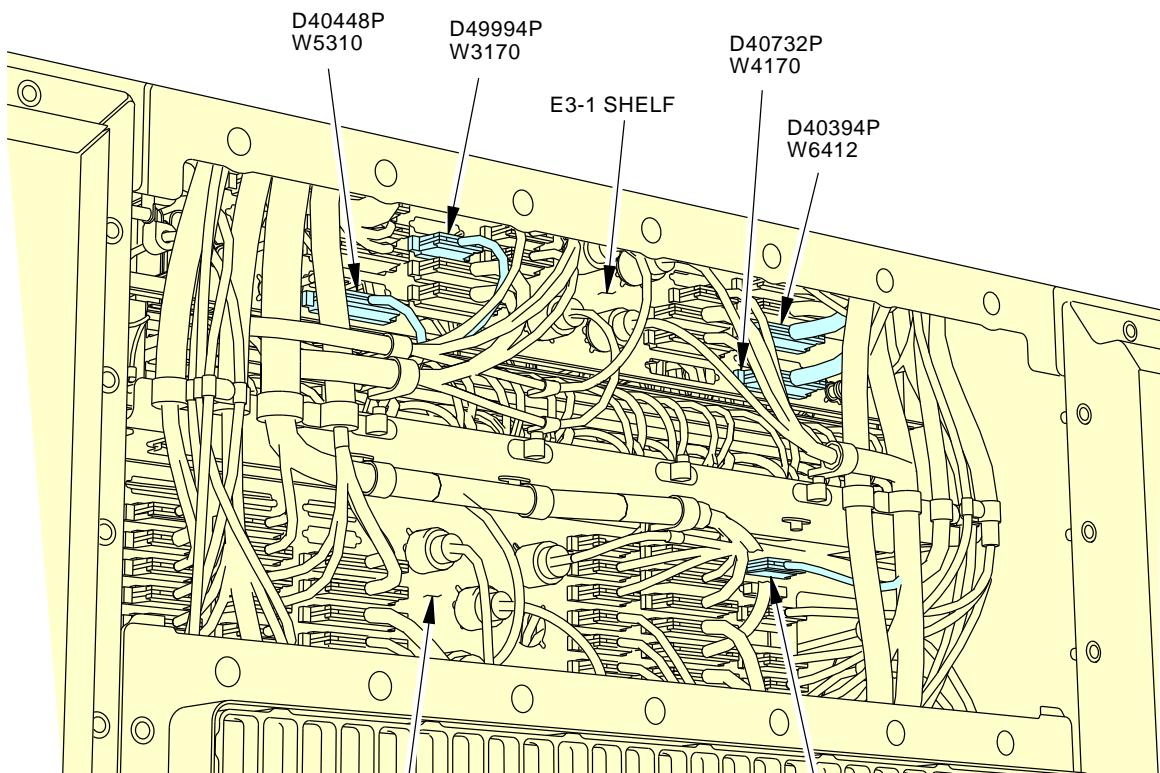
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**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 2 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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**E3-1, -2 SHELVES**

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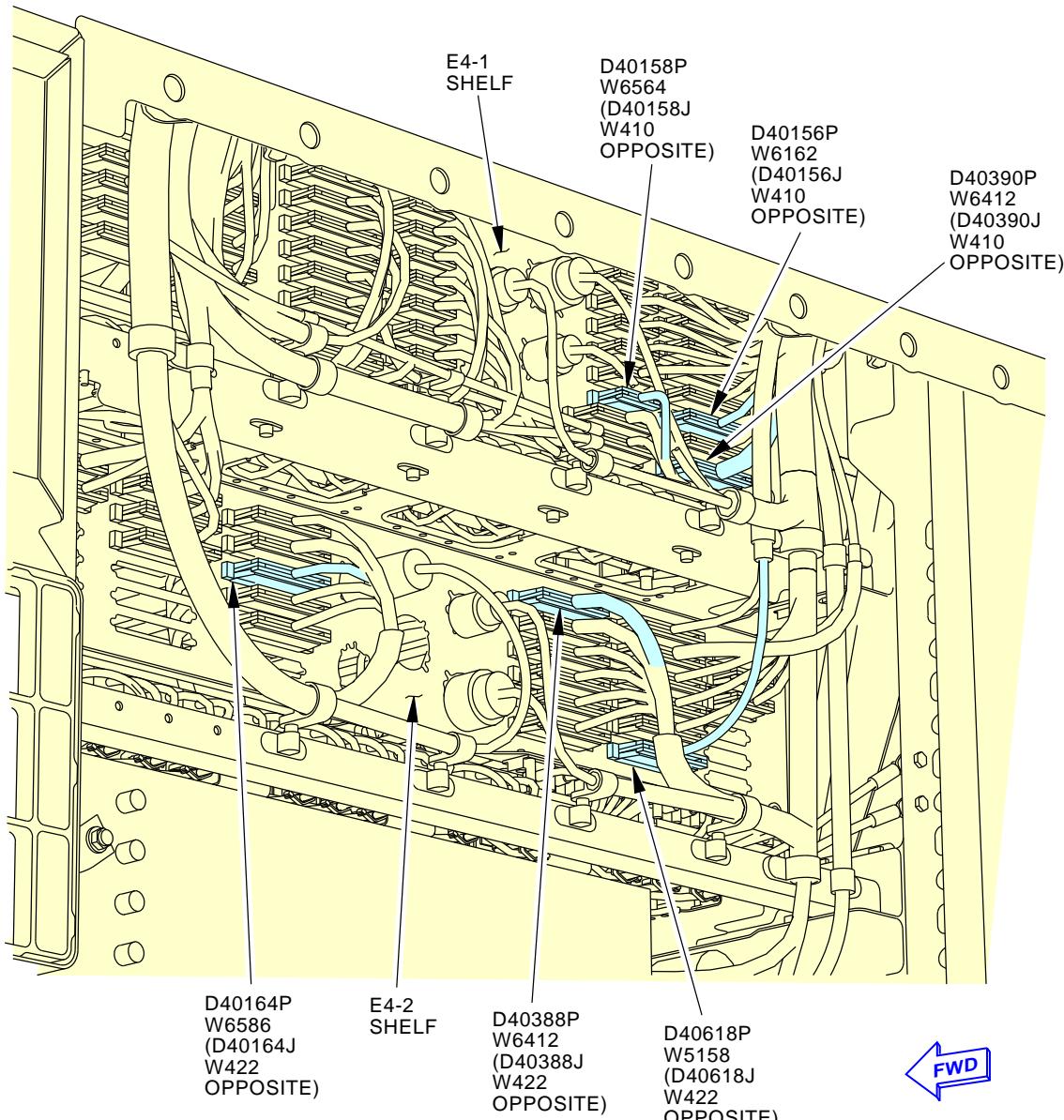
**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION****Figure 4 (Sheet 3 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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**E4-1, -2 SHELVES**

400754 S0000135718_V3

**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 4 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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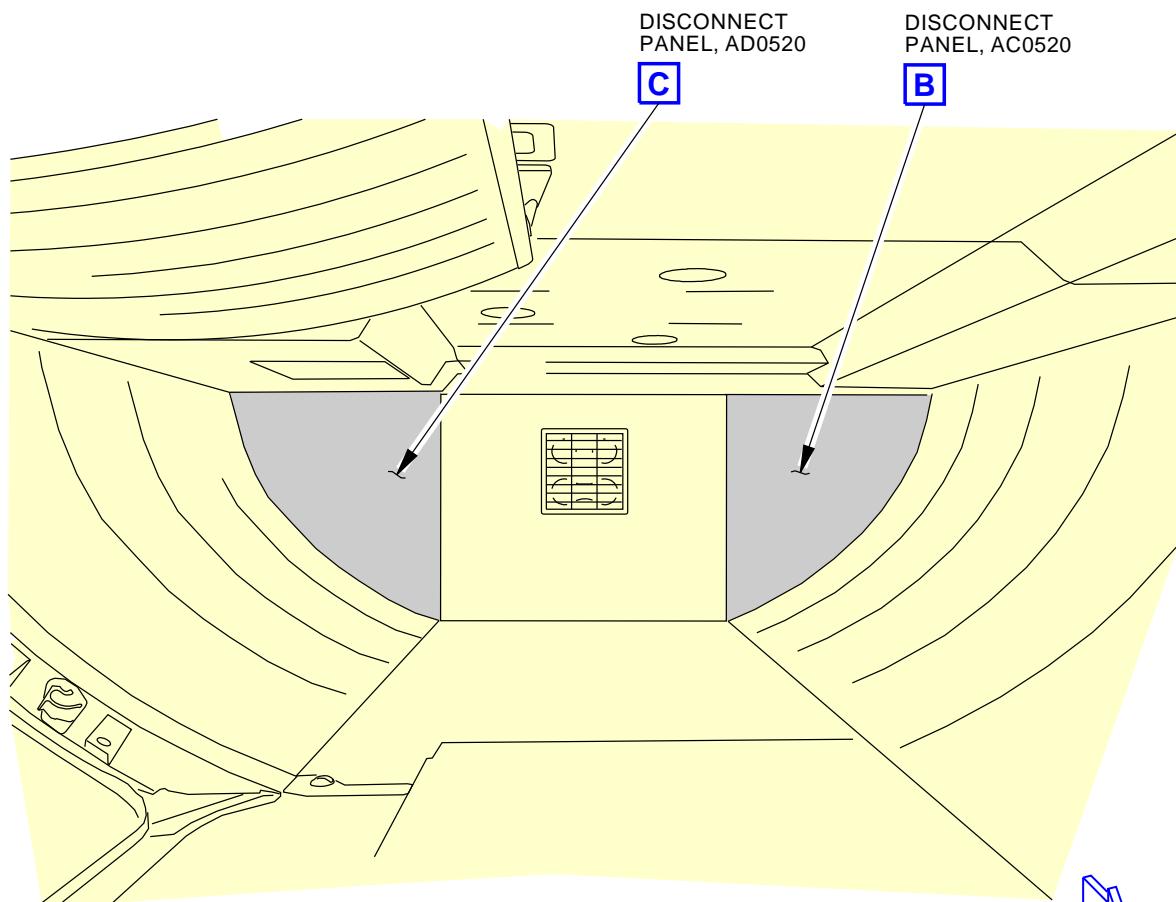
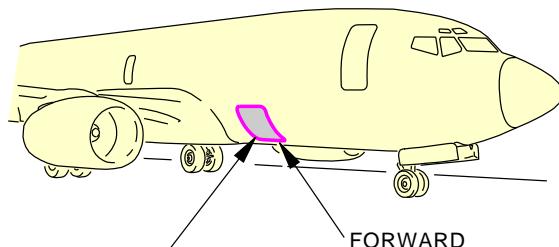
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

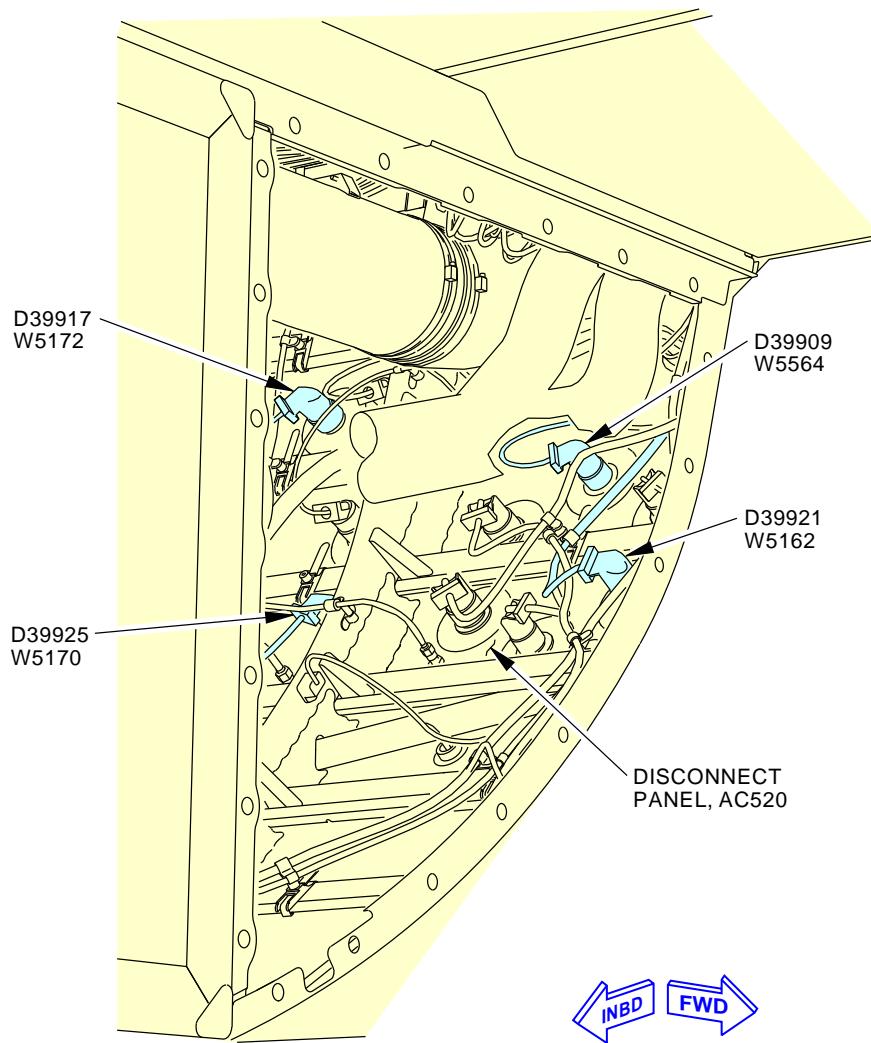
BOEING CARD NO.
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HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 1 of 3)EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
PRESSURE VESSEL****D633A109-AKS
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AKS**737-600/700/800/900
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
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DISCONNECT PANEL, AC0520



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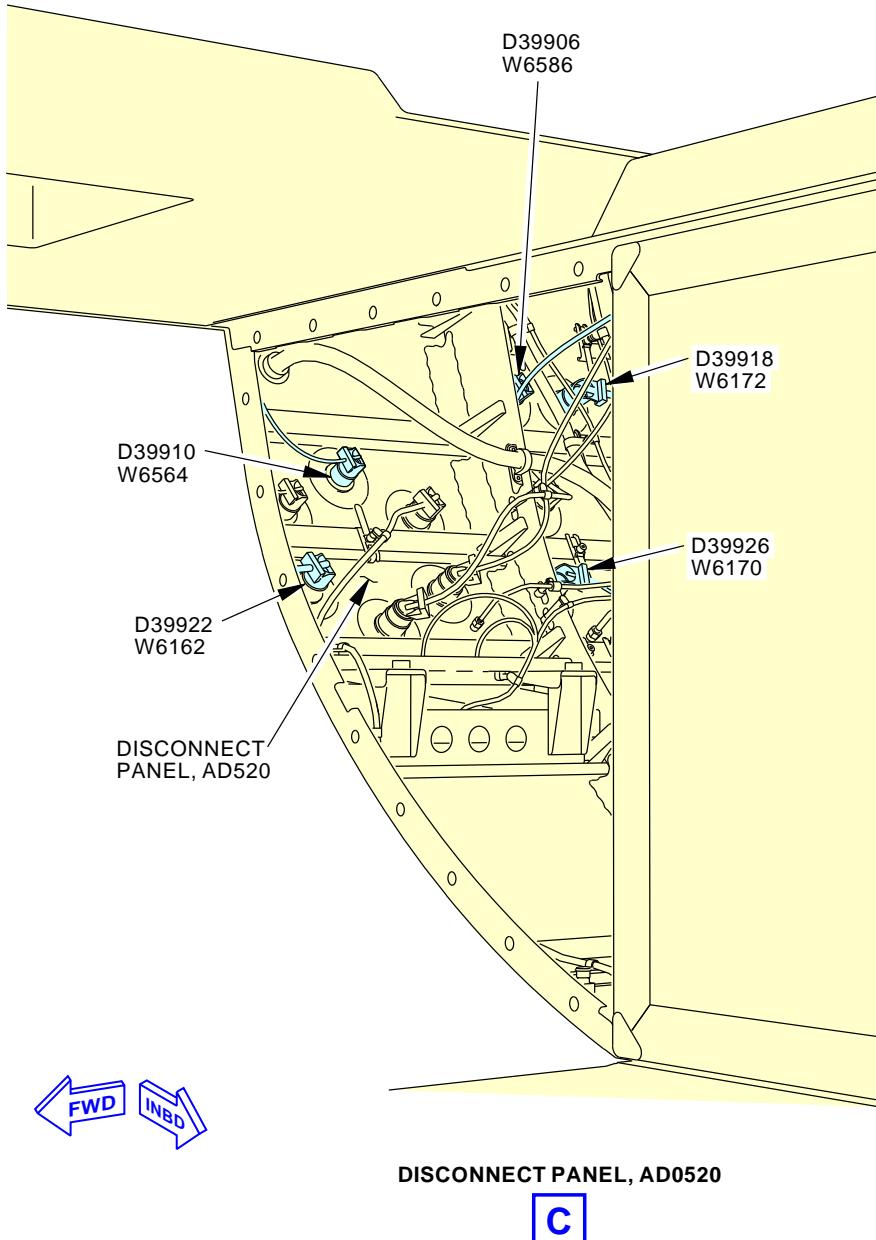
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
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AKS**737-600/700/800/900
TASK CARDS**

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				20-020-00-01

**NOTE:**

MIX BAY AIR DISTRIBUTION SYSTEM NOT SHOWN FOR CLARITY.

400773 S0000135757_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-020-00-01

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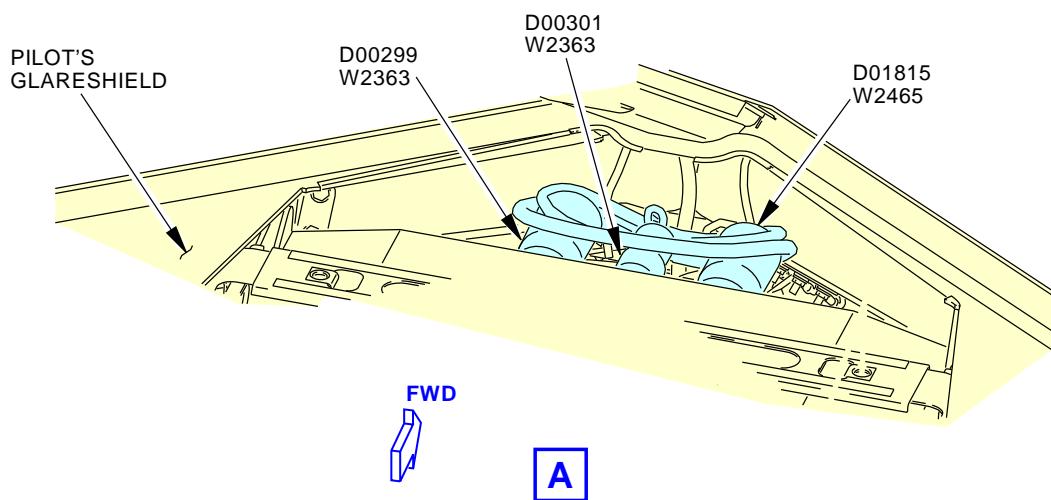
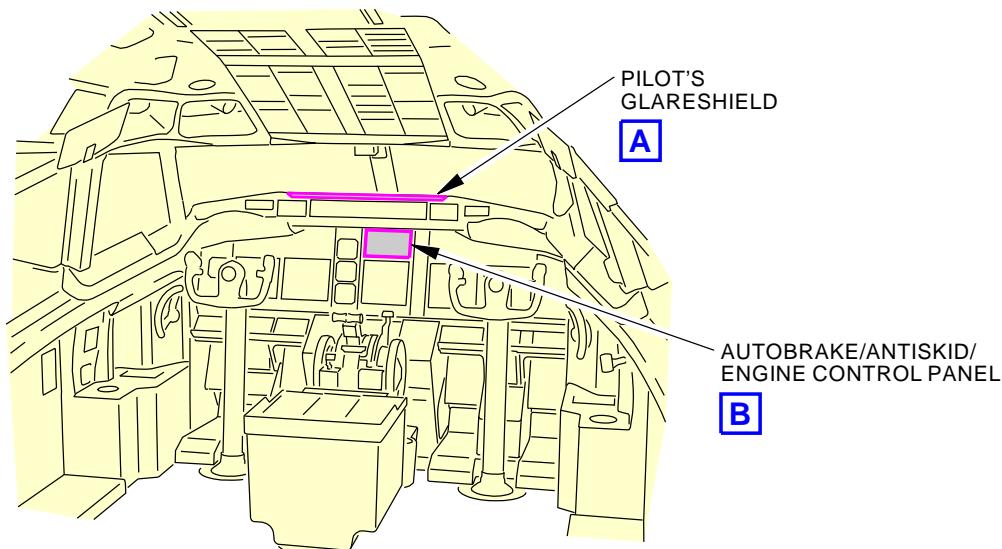
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-020-00-01

400782 S0000135812_V5

HIRF/LIGHTNING PROTECTION - WIRING IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-020-00-01

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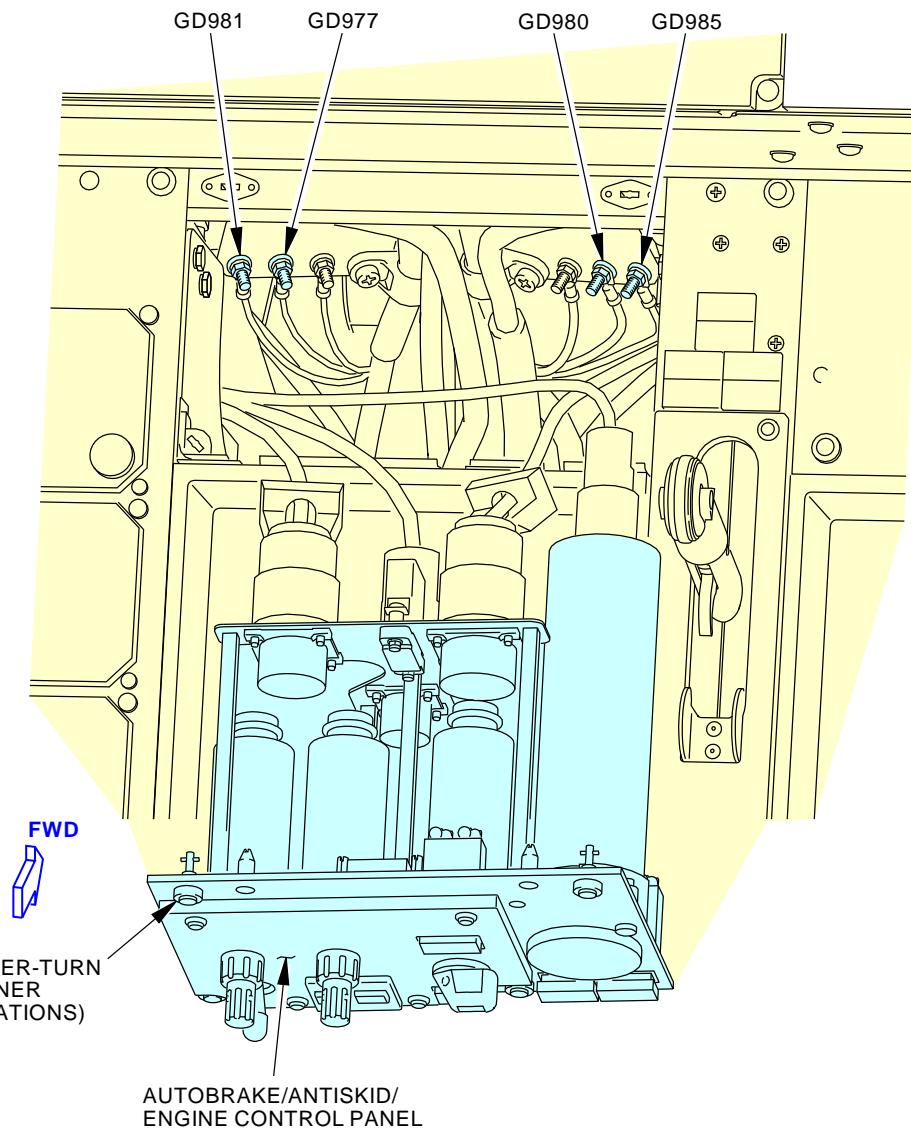
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-020-00-01**B**

418363 S0000137020_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
PRESSURE VESSEL****D633A109-AKS
20-020-00-01****Page 21 of 23
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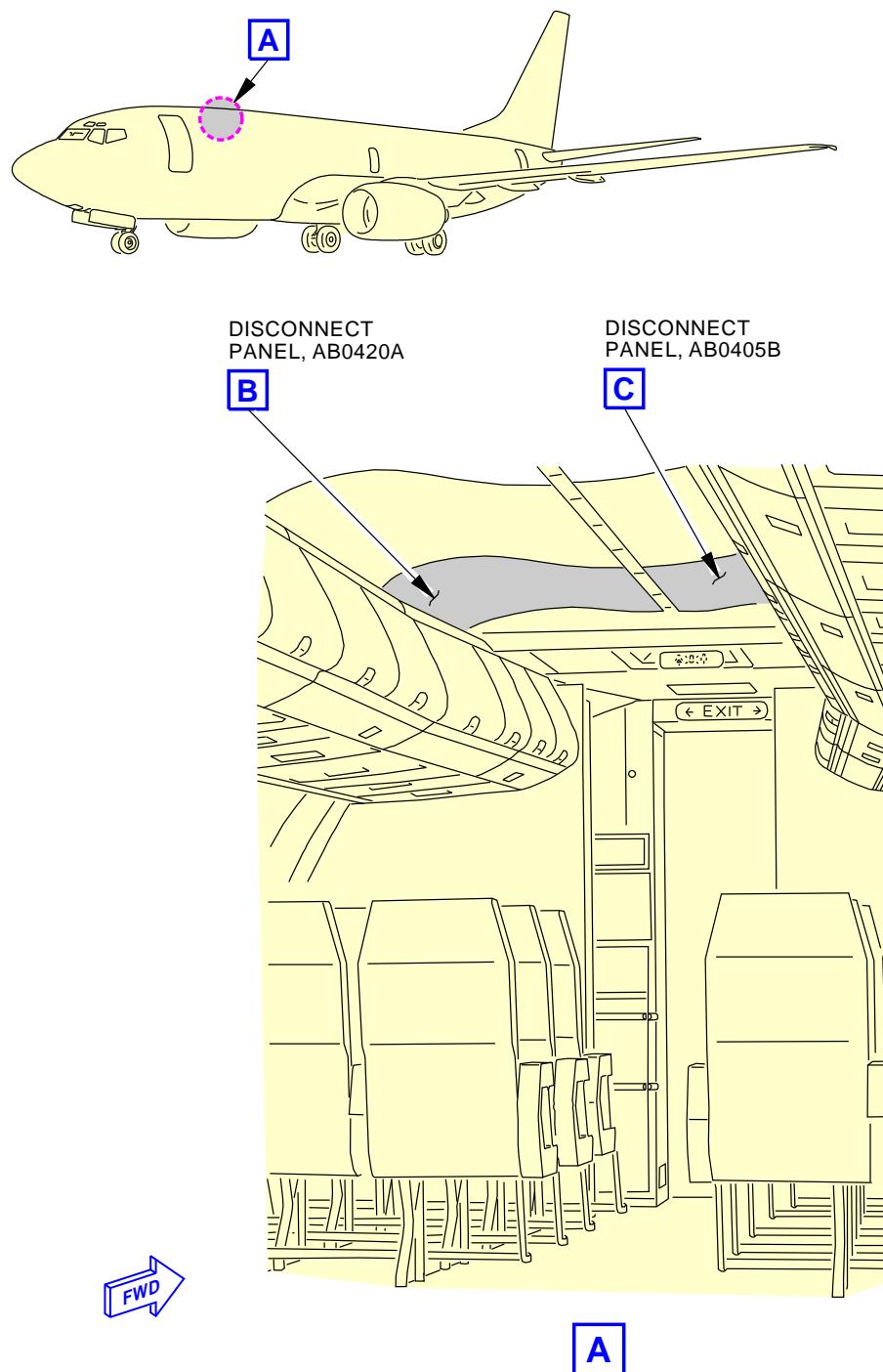
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

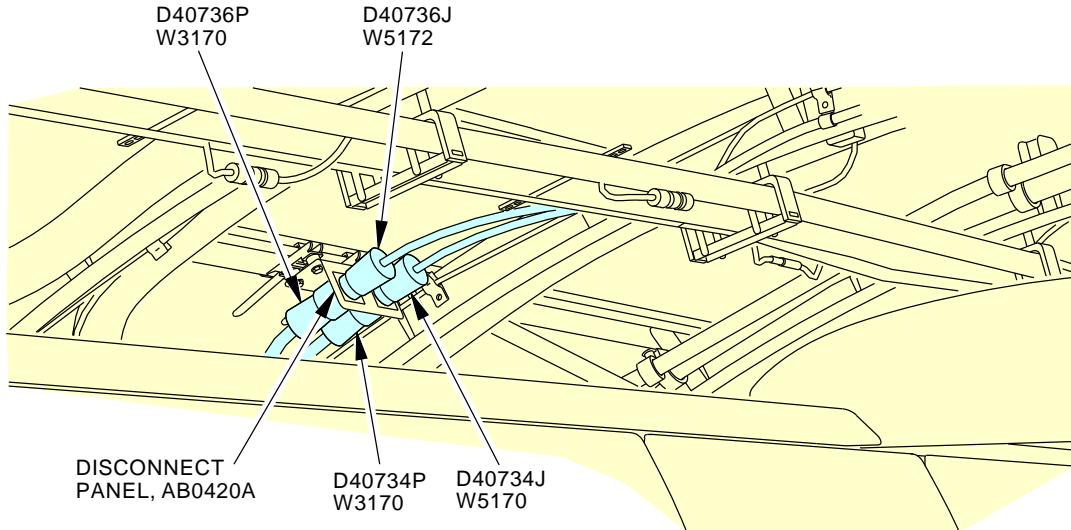
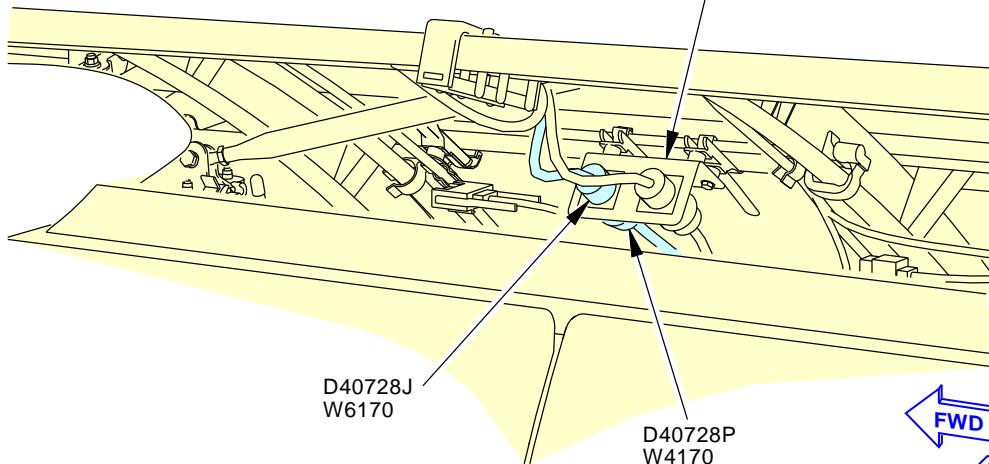
BOEING CARD NO.
20-020-00-01

400788 S0000135856_V2

**HIRF/LIGHTNING PROTECTION - WIRING IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 7 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE WIRE RUNS INSIDE THE
PRESSURE VESSEL****D633A109-AKS
20-020-00-01****Page 22 of 23
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-020-00-01

**DISCONNECT PANEL, AB0420A****B**DISCONNECT
PANEL, AB0405B**DISCONNECT PANEL, AB0405B****C**

INBD



FWD



INBD



FWD



INBD



FWD



INBD



FWD



INBD



FWD



INBD



FWD



INBD



FWD

INBD

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-030-01-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	RELATED CARD
STATION	SKILL AVION				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 191FL 431AL 431AR 431AT 431CR 511AB			ZONE 133 191 431 510 520 550 560

Detail visual inspection of the Lightning/HIRF Protection components outside the pressure vessel on the left side of airplane. Inspect for condition of security and signs of corrosion.

A. References

Reference	Title
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT	
		D633A109-AKS 20-030-01-01	Page 1 of 19 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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TASK 05-55-23-200-802

MECH

INSP

1. Detailed Visual Inspection - L/HIRF Protection Components - Left Wheel Well

(Figure 1)

A. Prepare for the procedure

SUBTASK 05-55-23-010-002

- (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 05-55-23-211-001

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
- (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-011

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
- (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-002

- (3) Connectors listed in this Table are used for the task above.

Table 1 Left Wheel Well Connectors

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1022	D42100P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 3 - Spoiler, FCC
W1022	D42102P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 2 - Spoiler, FCC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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TASK 05-55-23-200-803

MECH

INSP

2. Detailed Visual Inspection - L/HIRF Protection Components - Left Wing To Body Fairing
(Figure 2)

A. Prepare for the procedure

SUBTASK 05-55-23-040-005

- (1) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801

SUBTASK 05-55-23-220-003

- (2) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
-------	---

B. Procedure

SUBTASK 05-55-23-211-003

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
- (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-012

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
- (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-004

- (3) Connectors listed in this Table are used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1182	D39931	26-11-11, 73-22-11, 74-11-11	AC520, Alt Pwr - EEC
W1184	D39911	76-21-11, 77-12-21, 80-11-11	AC520, CDS - M2 Speed

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-030-01-01	Page 3 of 19 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. 20-030-01-01
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C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-210-001

- (1) Close this access panel:

Number Name/Location

191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-23-440-002

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

———— END OF TASK ——

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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TASK 05-55-23-200-804

MECH

INSP

3. Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Trailing Edge
(Figure 3)

A. Prepare for the procedure

SUBTASK 05-55-23-220-005

- (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 05-55-23-220-012

- (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

B. Procedure

SUBTASK 05-55-23-211-005

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
- (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-013

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
- (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-006

- (3) Connectors listed in this Table are used for the task above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1024	D275 or D00275	22-11-11, 22-12-31, 27-32-21, 27-52-11	T427-Flap Posn Sensor
W1024	D1695	22-11-31	Spoiler 4, FCC (POS 1)
W1024	D1699	22-11-31	Spoiler 4, FCC (POS 2)

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-440-003

- (1) Do this task Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT	
		D633A109-AKS 20-030-01-01	Page 5 of 19 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
SUBTASK 05-55-23-210-002 (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT		
		D633A109-AKS 20-030-01-01		Page 6 of 19 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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TASK 05-55-23-200-805

MECH

INSP

4. Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Leading Edge

Figure 4

A. Prepare for the procedure

SUBTASK 05-55-23-220-007

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.

SUBTASK 05-55-23-220-008

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-23-210-003

- (3) Open these access panels:

Number Name/Location

431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

B. Procedure

SUBTASK 05-55-23-211-007

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
- (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-014

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
- (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-23-211-008

- (3) Connectors listed in this Table are used for the task above.

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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Table 4

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1164	D30016	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AW258L, M2 speed - CDS		
W1168	D30084	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 77-31-11, 78-35-11, 78-26-11	AW258L, EEC, CDS		
W1172	D30042	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-32-51, 78-35-11, 78-36-11	AW258L, EEC - P8		
W1178	D8056	26-11-11, 30-21-11, 31-62-14, 73-22-11, 74-11-11, 77-12-11, 77-31-11, 79-31-11	AW258L, Alt pwr - EEC		

C. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-23-440-001

- (1) Close these access panels:

Number Name/Location

431CR Forward Strut Fairing, Right Overwing Fairing, Strut 1
 511AB Inboard Leading Edge, Lower Removable Panel

SUBTASK 05-55-23-220-010

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-23-220-011

- (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

END OF TASK

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01								
				MECH INSP								
TASK 05-55-23-200-806												
5. Detailed Visual Inspection - L/HIRF Protection Components - Strut Disconnect - Left Engine (Figure 5)												
A. Prepare for the procedure												
SUBTASK 05-55-23-020-001 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.												
SUBTASK 05-55-23-040-001 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.												
SUBTASK 05-55-23-040-002 (3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00.												
SUBTASK 05-55-23-020-002 (4) Open these access panels:												
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 1</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1	431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1	431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1	
<u>Number</u>	<u>Name/Location</u>											
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1											
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1											
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1											
B. Procedure												
SUBTASK 05-55-23-211-009 (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below: (a) Make sure all of the connectors are hand-tight. (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets. (c) Make sure the back shell is not loose or damaged. 1) Make sure the strain relief at the end of the backshell is tight. 2) Make sure the shield grounding band is tight. (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).												
SUBTASK 05-55-23-211-015 (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below: (a) Make sure the terminals do not have any sign of crack or corrosion. (b) Make sure there is no crack or chafed on the ground wire. (c) Make sure the connection between terminal and airplane structure is not loose. (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).												
SUBTASK 05-55-23-211-010 (3) Connectors listed in Tables are used for the task above.												
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT										
		D633A109-AKS 20-030-01-01										
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
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Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1168	D30208	78-35-11, 78-36-11	AS2L, T/R 1vdt - EEC		
W1168	D30210	78-35-11, 78-36-11	AS2I		
W1172	D30202	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8		
W1172	D30206	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8		

Table 6

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1164	D30234	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AS1L, M2 speed - CDS		
W1166	D30256	73-22-11, 74-11-11	AS1L, Pwr relay-alt pwr EEC		
W1168	D30260	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L		
W1170	D30212	73-22-11, 74-11-11, 77-12-11	AS1L, EEC-eng start		
W1170	D30228	30-21-11, 31-62-14, 77-31-11, 79-31-11	AS1L		
W1172	D30224	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L, EEC - P8		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-210-004

- (1) Close these access panels:

Number Name/Location

- | | |
|-------|--|
| 431AL | Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1 |
| 431AR | Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1 |
| 431AT | Forward Strut Fairing, Thumbnail Fairing, Strut 1 |

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-01-01
				MECH INSP
SUBTASK 05-55-23-040-003				
(2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00.				
SUBTASK 05-55-23-040-004				
(3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.				
SUBTASK 05-55-23-020-003				
(4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.				
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT		
		D633A109-AKS 20-030-01-01		

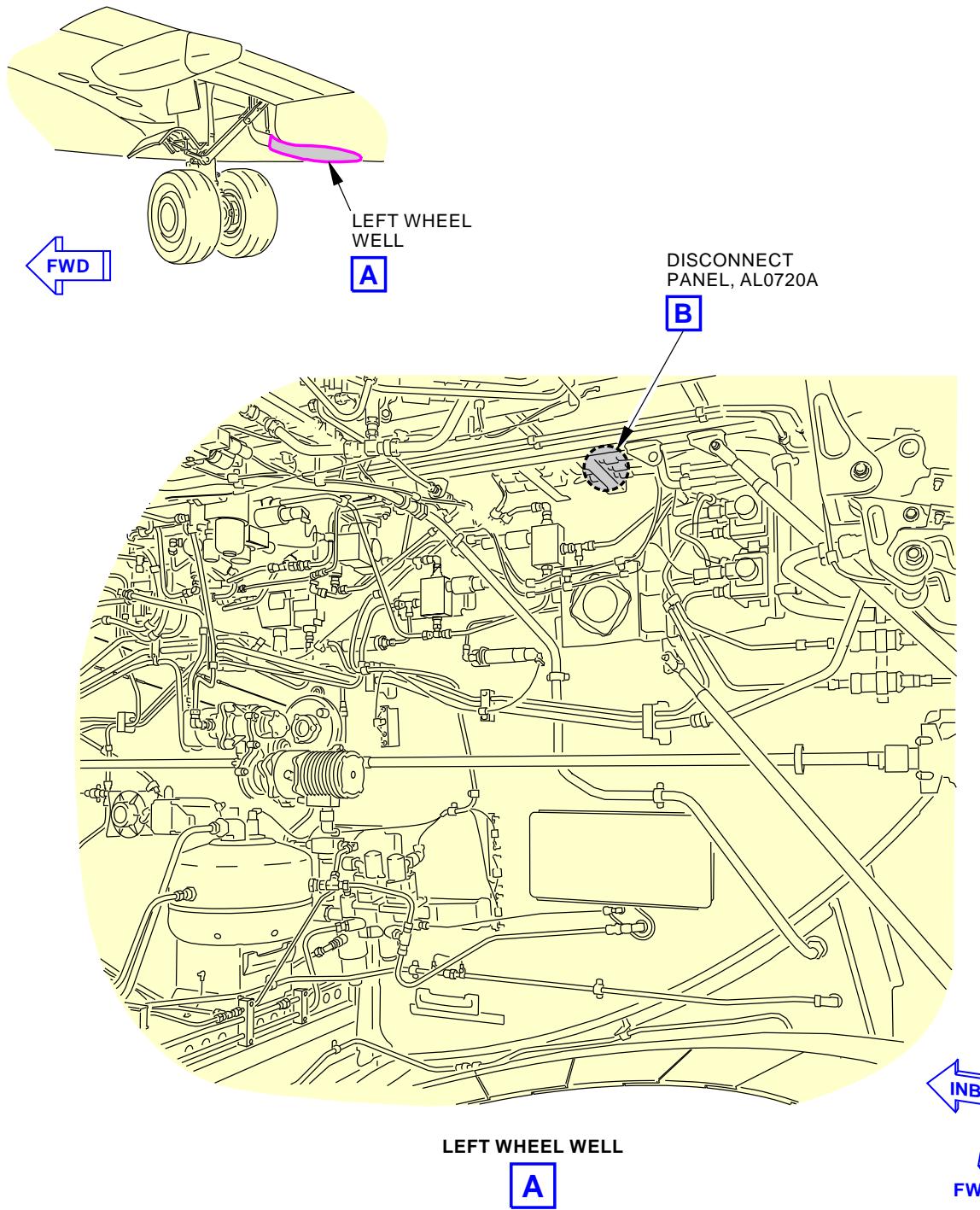
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-01-01

U68847 S0000213532_V2

Detailed Visual Inspection - L/HIRF Protection Components - Left Wheel Well
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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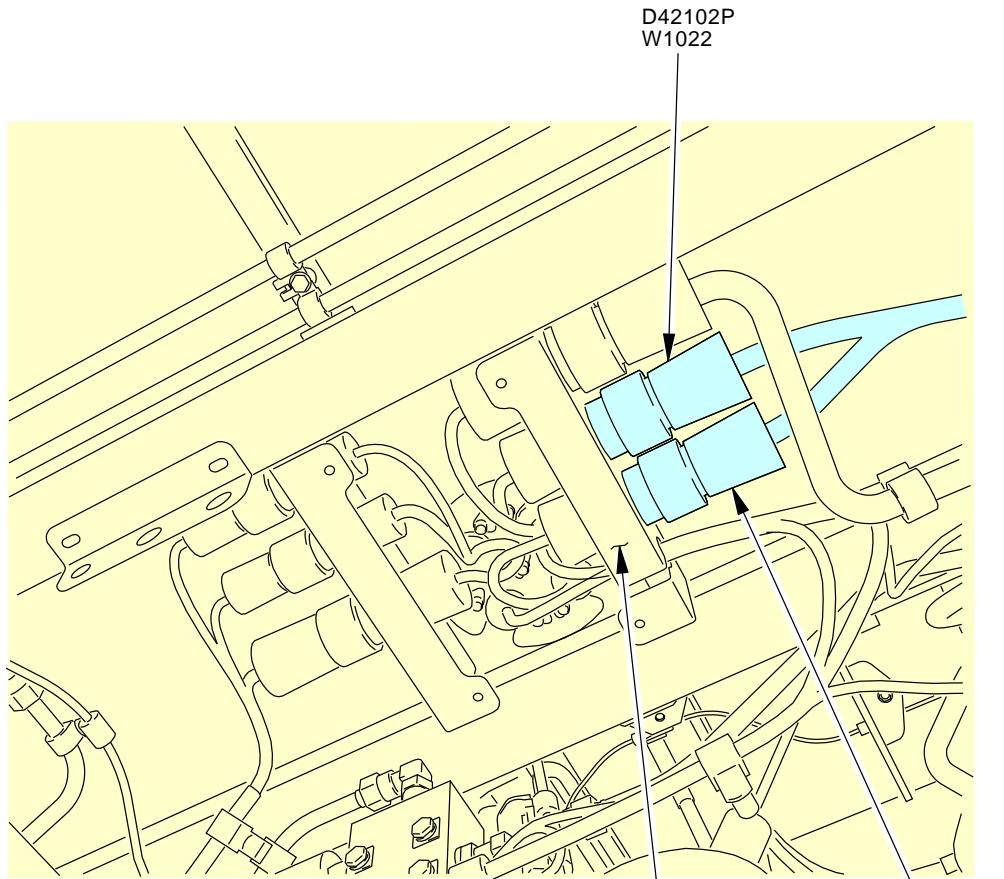
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-01-01

DISCONNECT PANEL, AL0720A

**NOTE:**

COVER PLATE REMOVED.

U68864 S0000213533_V2

**Detailed Visual Inspection - L/HIRF Protection Components - Left Wheel Well
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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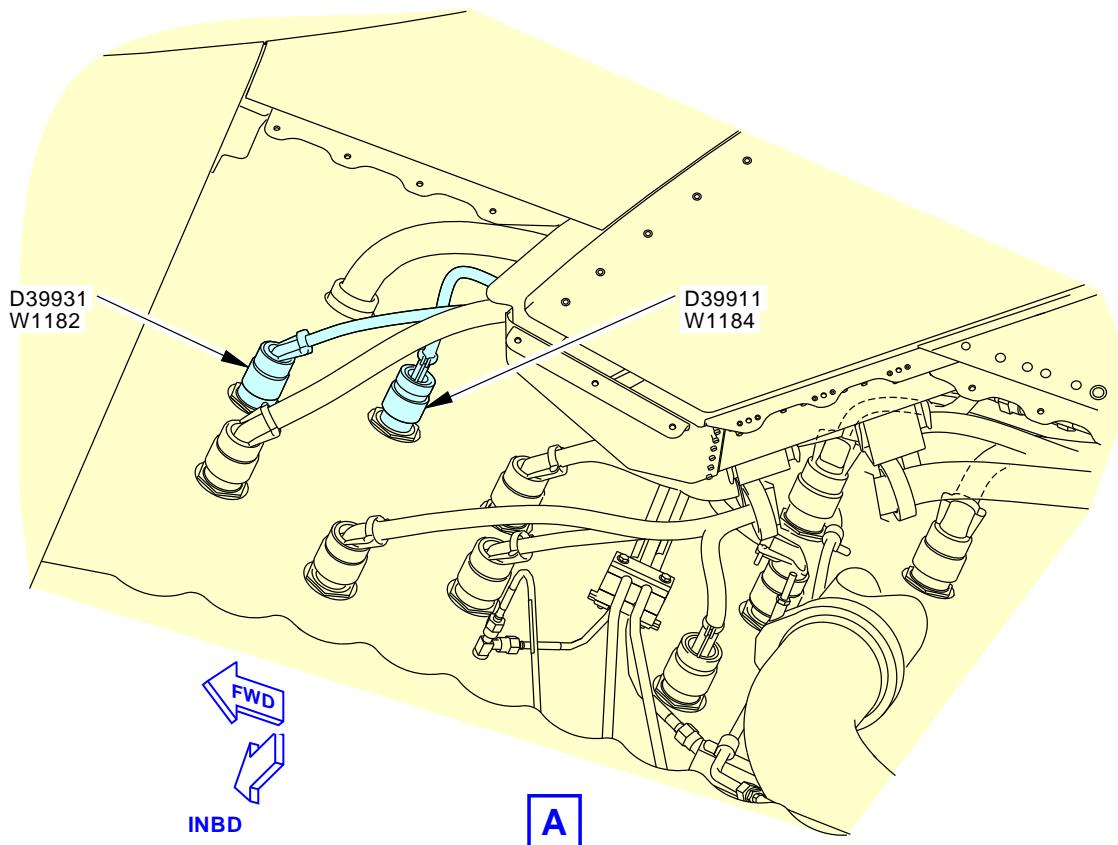
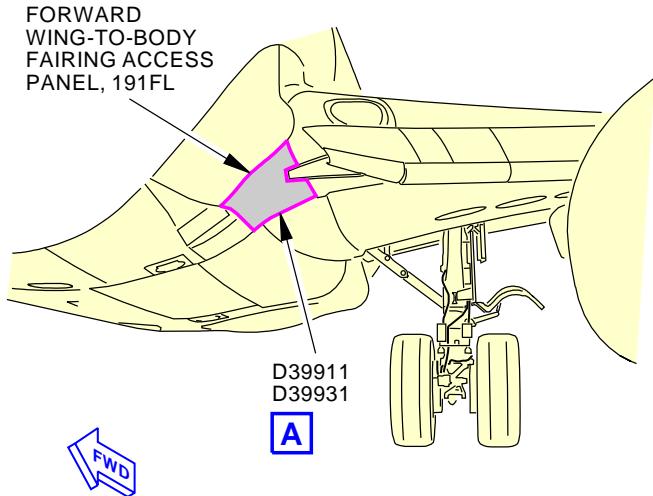
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-01-01

U68923 S0000213575_V4

**Detailed Visual Inspection - L/HIRF Protection Components - Left Wing To Body Fairing
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE
PRESSURE VESSEL - LEFT****D633A109-AKS
20-030-01-01****Page 14 of 19
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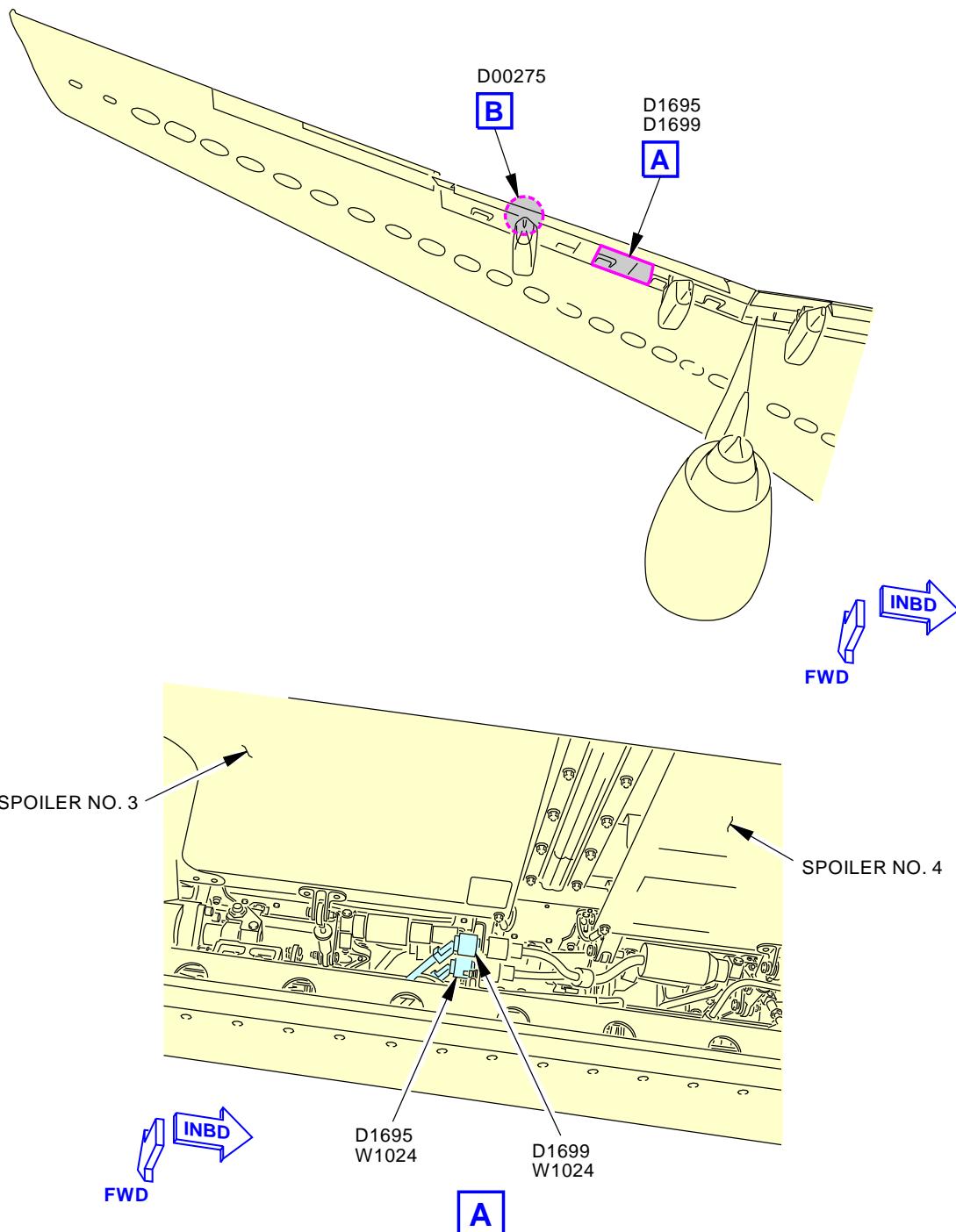
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-01-01

U68939 S0000213582_V3

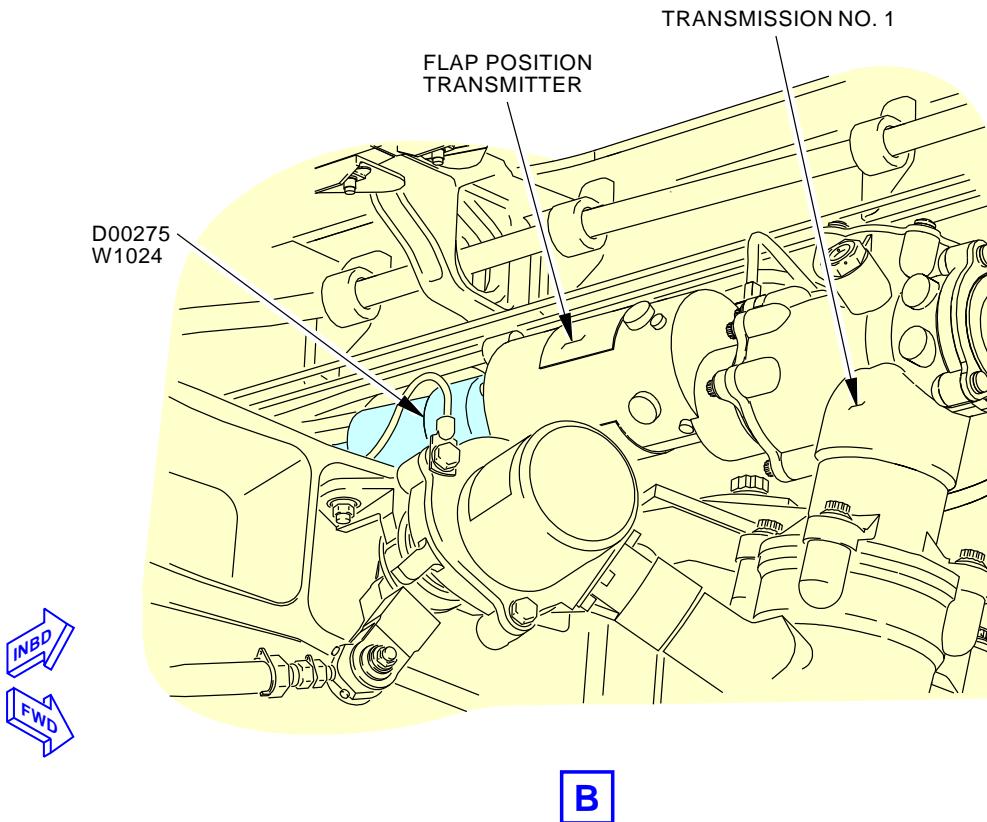
**Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Trailing Edge
Figure 3 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-030-01-01



U68957 S0000213583_V2

**Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Trailing Edge
Figure 3 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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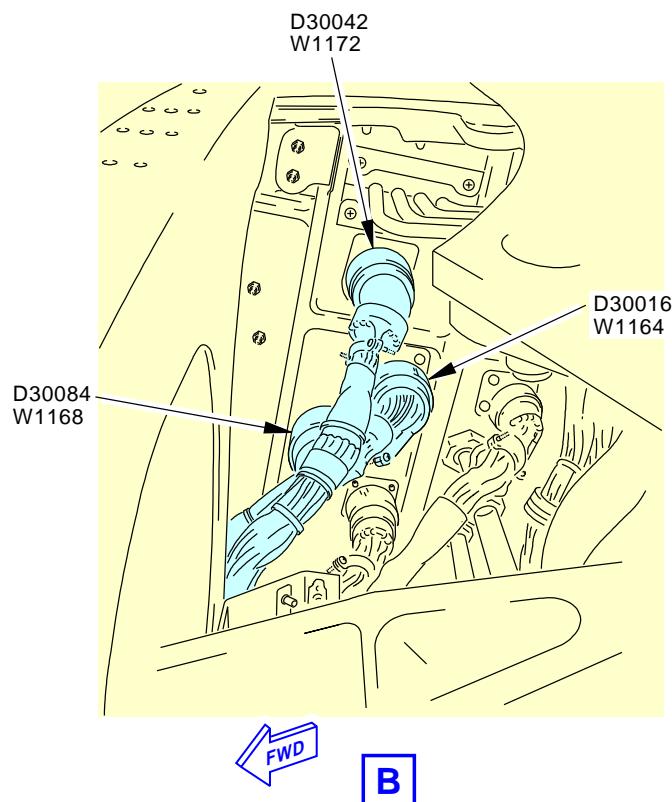
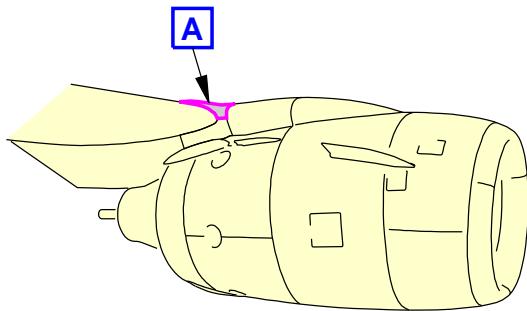
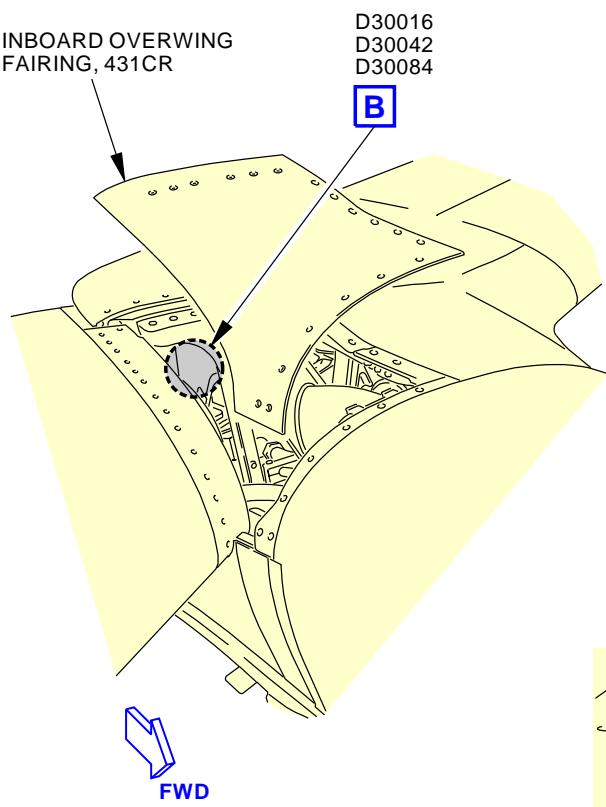
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

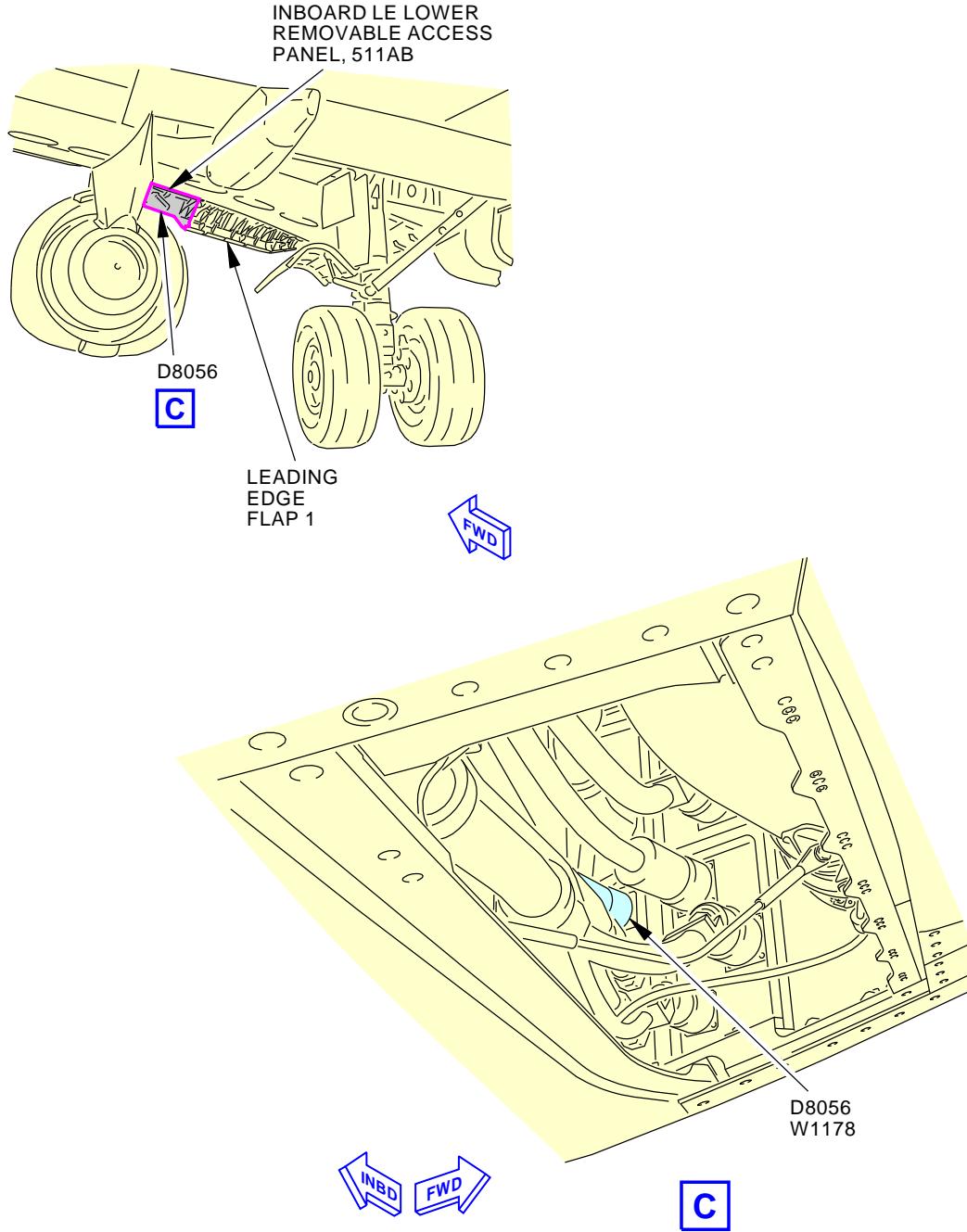
BOEING CARD NO.
20-030-01-01

U68976 S0000213589_V2

**Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Leading Edge
Figure 4 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE
PRESSURE VESSEL - LEFT****D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-030-01-01



U69017 S0000213590_V4
Detailed Visual Inspection - L/HIRF Protection Components - Left Wing Leading Edge
Figure 4 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-030-01-01

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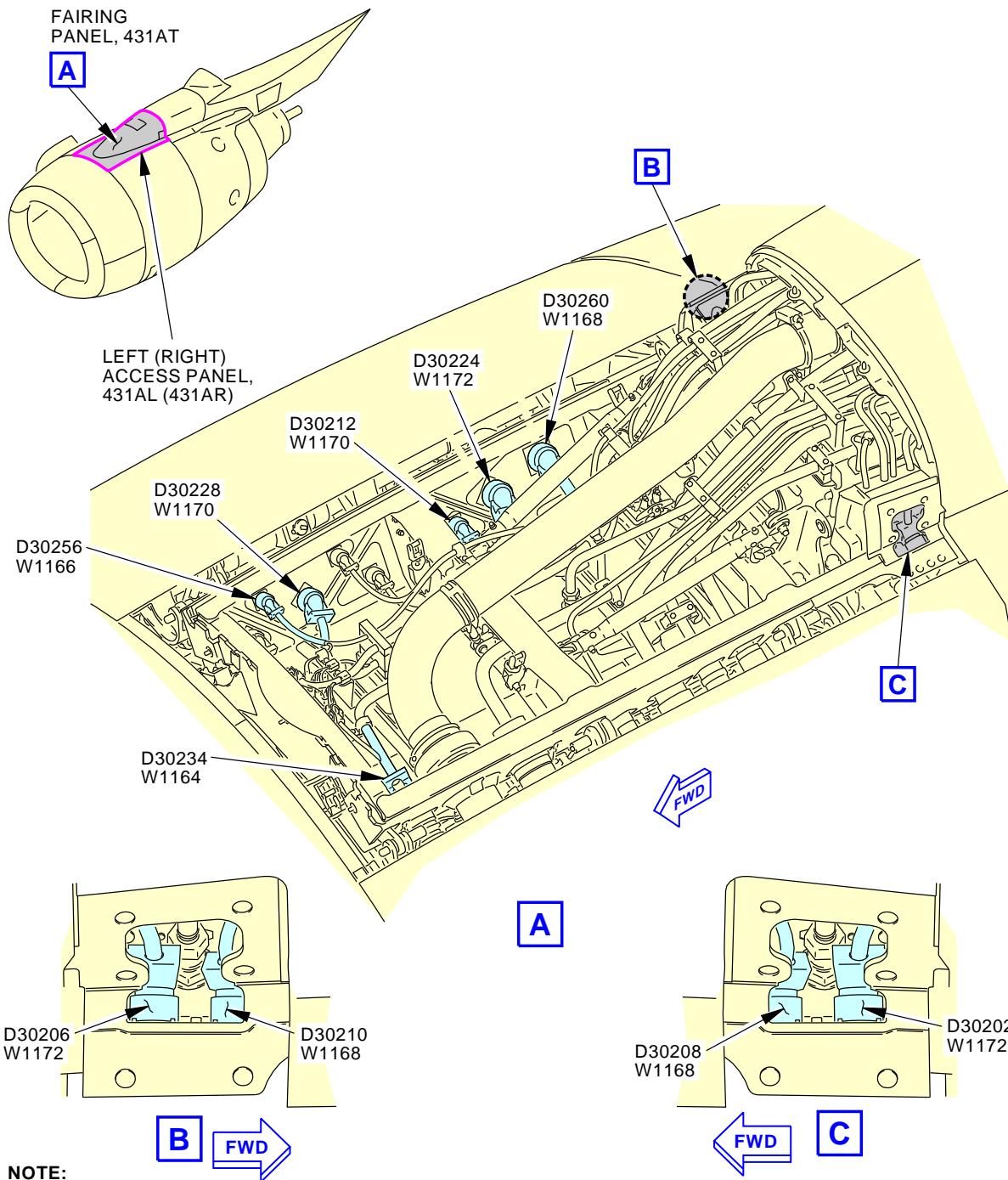
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-01-01**NOTE:**

PANELS 431AT, 431AL AND 431AR HAVE BEEN REMOVED.

U69020 S0000213619_V3

Detailed Visual Inspection - L/HIRF Protection Components - Strut Disconnect - Left Engine
Figure 5EFFECTIVITY
AKS ALLSOURCE
MRB**DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - LEFT****D633A109-AKS**
20-030-01-01**Page 19 of 19**
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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT			BOEING CARD NO. 20-030-02-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	APPLICABILITY
STATION	SKILL AVION				AIRPLANE ENGINE ALL ALL
		ACCESS 191FR 441AL 441AR 441AT 441CL 611AB 621GB			ZONE 134 191 441 610 620 650 660

Detail visual inspection of the Lightning/HIRF Protection components outside the pressure vessel on the right side of airplane. Inspect for condition of security and signs of corrosion.

A. References

Reference	Title
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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TASK 05-55-24-200-802

MECH

INSP

1. Detailed Visual Inspection - L/HIRF Protection Components - Right Wheel Well

(Figure 1)

A. Prepare for the procedure

SUBTASK 05-55-24-010-002

- (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 05-55-24-211-001

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
- (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-002

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
- (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-002

- (3) Connectors listed in this Table are used for the task above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1032	D43100P	22-11-31, 27-18-11, 27-32-11, 27-62-14	AL720C or AL0720C POS 1 - Spoiler, DFCS
W1032	D43102P	22-11-11, 22-11-31, 22-12-41	AL720D or AL0720D POS 2 - Spoiler, DFCS

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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TASK 05-55-24-200-803

MECH

INSP

2. Detailed Visual Inspection - L/HIRF Protection Components - Right Wing To Body Fairing
(Figure 2)

A. Prepare for the procedure**SUBTASK 05-55-24-040-005**

(1) Deactivate the Leading Edge Slats:

- (a) Do This task:Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801

SUBTASK 05-55-24-220-003

(2) Open this access panel:

Number Name/Location

- | | |
|-------|---|
| 191FR | Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet |
|-------|---|

B. Procedure**SUBTASK 05-55-24-211-003**

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:
 - (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-013

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:
 - (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-004

- (3) Connectors listed in this Table are used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1282	D39932	26-11-21, 73-22-11, 74-11-11	AC520, Alt pwr - Relay

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT	
		D633A109-AKS 20-030-02-01	Page 3 of 19 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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Table 2 (Continued)

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1284	D39912	76-21-21, 77-12-21, 80-11-11	AC520, EEC - Starter valve		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-210-001

- (1) Close this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-24-440-002

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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TASK 05-55-24-200-804

MECH INSP

20-030-02-01

20-030-02-01

3. Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Trailing Edge (Figure 3)

A. Prepare for the procedure

SUBTASK 05-55-24-220-005

- (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 05-55-24-220-012

- (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

B. Procedure

SUBTASK 05 EE 34 311 005

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:

 - (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-014

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:

 - (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-006

- (3) Connectors listed in this Table are used for the task above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1034	D00229	22-11-11, 22-12-41, 27-32-11, 27-52-11	T428-Flap Posn Sensor
W1034	D1697	22-11-31	Spoiler 9, sensor, FCC (a)
W1034	D1701	22-11-31	Spoiler 9, sensor, FCC (b)

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-440-003

- (1) Do this task: Trailing Edge Flap System Reactivation. AMM TASK 27-51-00-440-801

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
SUBTASK 05-55-24-210-002 (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT		D633A109-AKS 20-030-02-01
				Page 6 of 19 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01								
				MECH INSP								
TASK 05-55-24-200-805												
4. Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Leading Edge (Figure 4)												
A. Prepare for the procedure												
SUBTASK 05-55-24-210-007 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803												
SUBTASK 05-55-24-220-007 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.												
SUBTASK 05-55-24-220-008 (3) Remove the following access panels:												
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>441CL</td><td>Forward Strut Fairing, Left Overwing Fairing, Strut 2</td></tr><tr><td>611AB</td><td>Inboard Leading Edge, Lower Removable Access Panel</td></tr><tr><td>621GB</td><td>Refuel Access Panel - Slat Station 143.27</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2	611AB	Inboard Leading Edge, Lower Removable Access Panel	621GB	Refuel Access Panel - Slat Station 143.27	
<u>Number</u>	<u>Name/Location</u>											
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2											
611AB	Inboard Leading Edge, Lower Removable Access Panel											
621GB	Refuel Access Panel - Slat Station 143.27											
B. Procedure												
SUBTASK 05-55-24-211-009 (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below: (a) Make sure all of the connectors are hand-tight. (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets. (c) Make sure the back shell is not loose or damaged. 1) Make sure the strain relief at the end of the backshell is tight. 2) Make sure the shield grounding band is tight. (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).												
SUBTASK 05-55-24-211-015 (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below: (a) Make sure the terminals do not have any sign of crack or corrosion. (b) Make sure there is no crack or chafed on the ground wire. (c) Make sure the connection between terminal and airplane structure is not loose. (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).												
SUBTASK 05-55-24-211-010 (3) Connectors listed in this Table are used for the task above.												
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT										
		D633A109-AKS 20-030-02-01										
				Page 7 of 19 Feb 15/2015								

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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Table 4

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1264	D30116	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AW258R, M2 speed - CDS		
W1268	D30184	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 77-31-21, 78-35-21, 78-36-21	AW258R, EEC, CDS		
W1272	D30142	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-32-61, 78-35-21, 78-36-21	AW258R, EEC - P8		
W1278	D8156J	26-11-21, 30-21-21, 31-62-24, 73-22-11, 74-11-11, 77-12-11, 77-31-21, 79-31-11	AW258R, Alt pwr - EEC		
W1664	D4578J	28-41-11, 28-44-11	AD520, Wing Refuel Panel		

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-220-010

- (1) Install the following access panels:

Number Name/Location

441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

SUBTASK 05-55-24-210-004

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-24-211-011

- (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

END OF TASK

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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TASK 05-55-24-200-806

- ## 5. Detailed Visual Inspection - L/HIRF Protection Components - Strut Disconnect - Right Engine (Figure 5)

A. Prepare for the procedure

SUBTASK 05-55-24-040-001

- (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803

SUBTASK 05-55-24-040-002

- (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM
TASK 27-81-00-040-801.

SUBTASK 05-55-24-040-003

- (3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM
TASK 78-31-00-040-802-F00

SUBTASK 05-55-24-220-011

- (4) Remove the following access panels:

<u>Number</u>	<u>Name/Location</u>
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

B. Procedure

SUBTASK 05-55-24-211-007

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:

 - (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-016

- (2) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:

 - (a) Make sure the terminals do not have any sign of crack or corrosion.
 - (b) Make sure there is no crack or chafed on the ground wire.
 - (c) Make sure the connection between terminal and airplane structure is not loose.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-24-211-008

- (3) Connectors listed in Tables are used for the task above.

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
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Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1268	D30408	78-35-21, 78-36-21	AS2R, T/R 1vdt - EEC		
W1268	D30410	78-35-21, 78-36-21	AS3R, EEC - T/R 1vdt		
W1272	D30402	78-32-61, 78-35-21, 78-36-21	AS2R, EEC - T/R LVDT		
W1272	D30406	78-32-61, 78-35-21, 78-36-21	AS3R, EEC - T/R LVDT		

Table 6

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1264	D30434	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AS1R, M2 speed - CDS
W1266	D30456	73-22-11, 74-11-11	AS1R, Pwr relay-alt pwr EEC
W1268	D30460	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 78-35-21	AS1R, EEC - T/R 1vdt
W1270	D30428	30-21-21, 31-62-24, 77-31-21, 79-31-11	AS1R
W1272	D30424	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-35-21	AS1R, EEC - T/R LVDT

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-210-005

- (1) Install the following access panels:

Number **Name/Location**

- 441AL Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
 441AR Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
 441AT Forward Strut Fairing, Thumbnail Fairing, Strut 2

SUBTASK 05-55-24-040-004

- (2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM
 TASK 78-31-00-440-803-F00.

SUBTASK 05-55-24-440-001

- (3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-030-02-01
SUBTASK 05-55-24-440-004 (4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT		
		D633A109-AKS 20-030-02-01		Page 11 of 19 Feb 15/2015

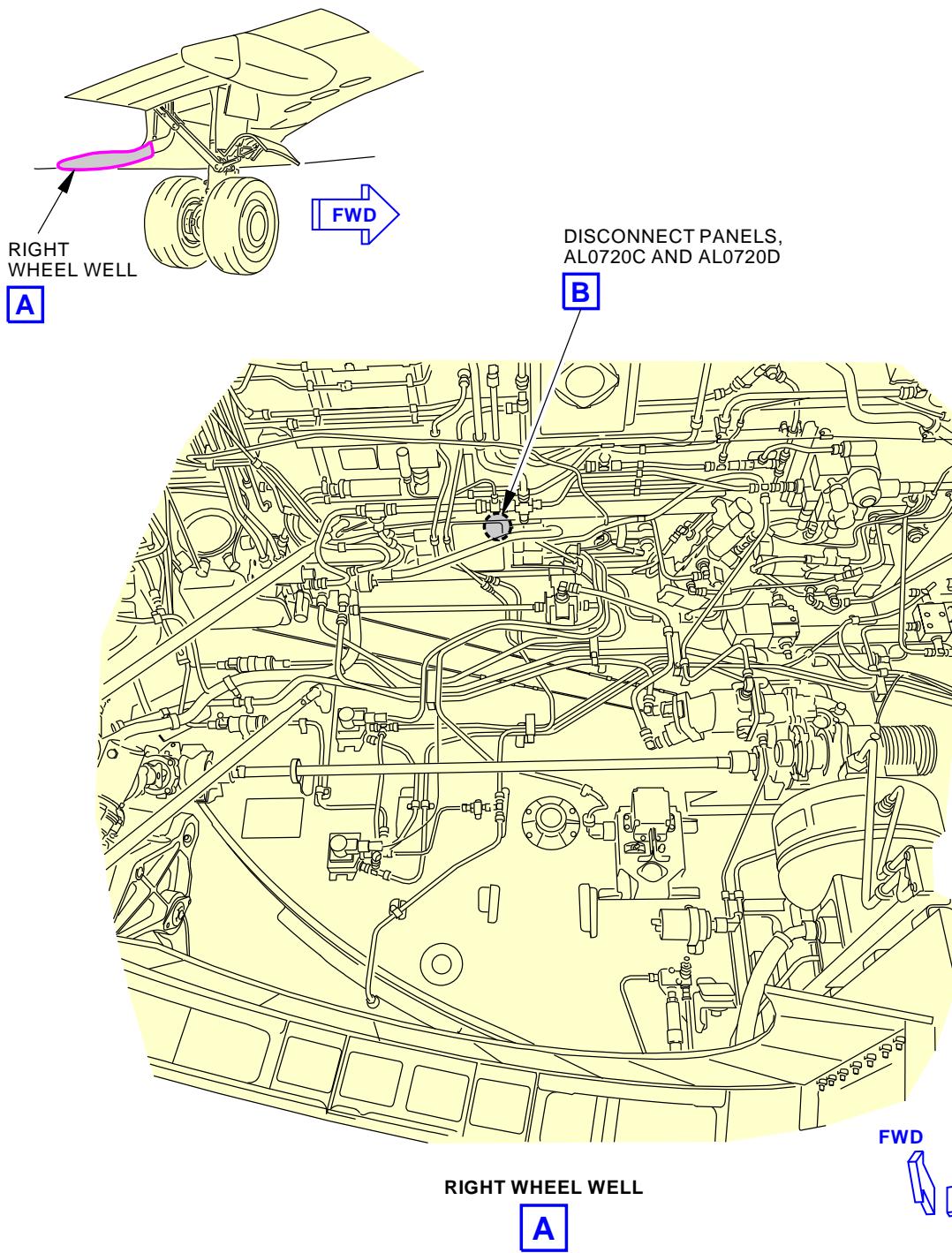
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

U69021 S0000213681_V2

Detailed Visual Inspection - L/HIRF Protection Components - Right Wheel Well
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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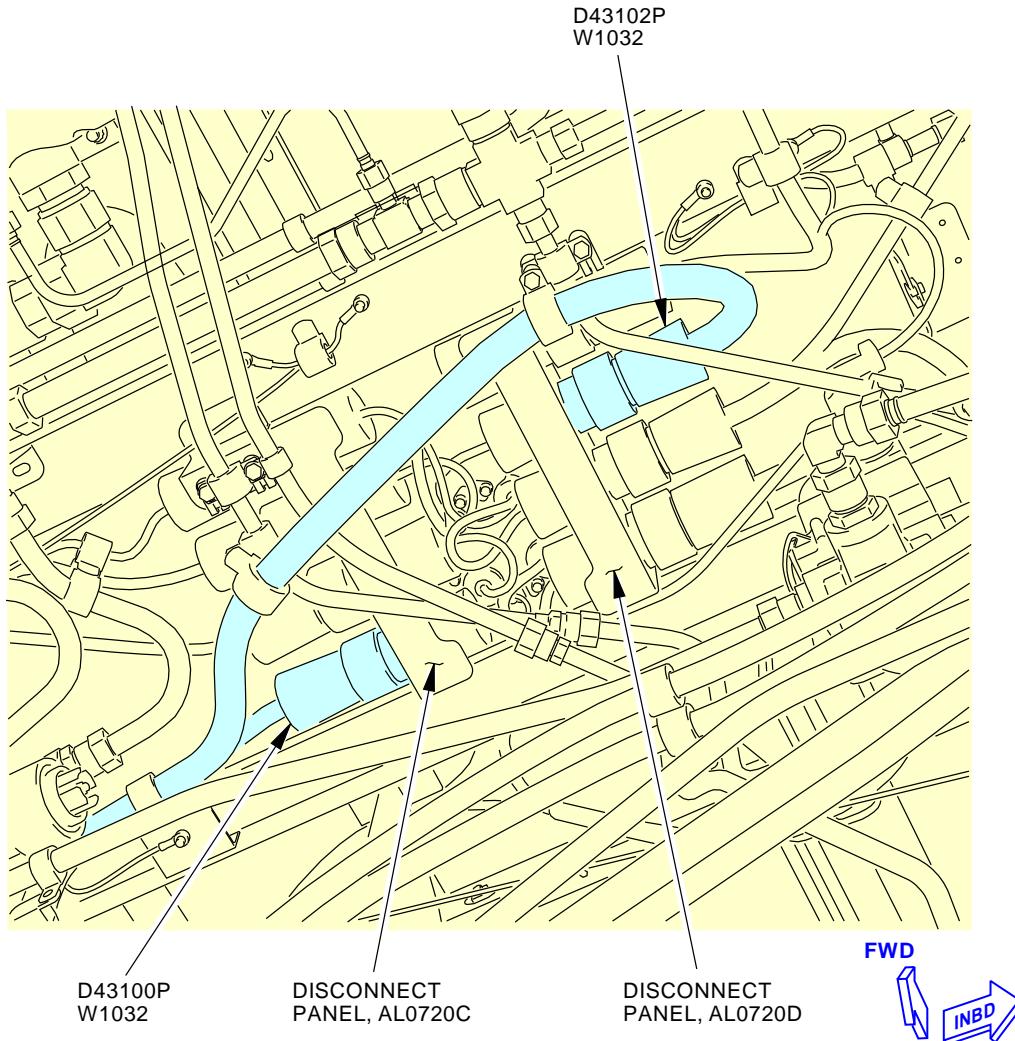
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01**DISCONNECT PANELS, AL0720C AND AL0720D****B****NOTE:**
COVER PLATE REMOVED.

U69027 S0000213683_V2

Detailed Visual Inspection - L/HIRF Protection Components - Right Wheel Well
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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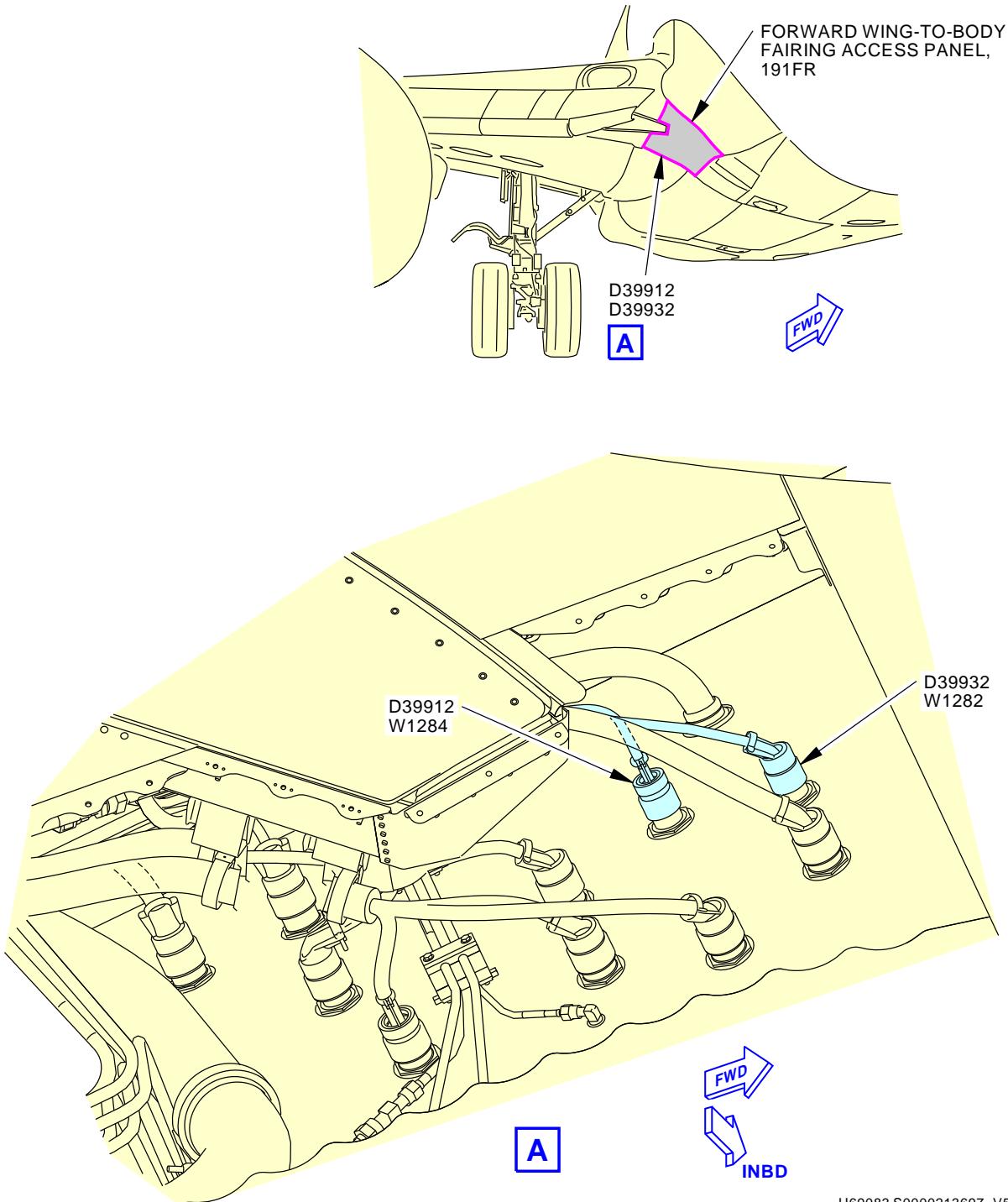
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

**Detailed Visual Inspection - L/HIRF Protection Components - Right Wing To Body Fairing
Figure 2**

U69083 S0000213697_V5

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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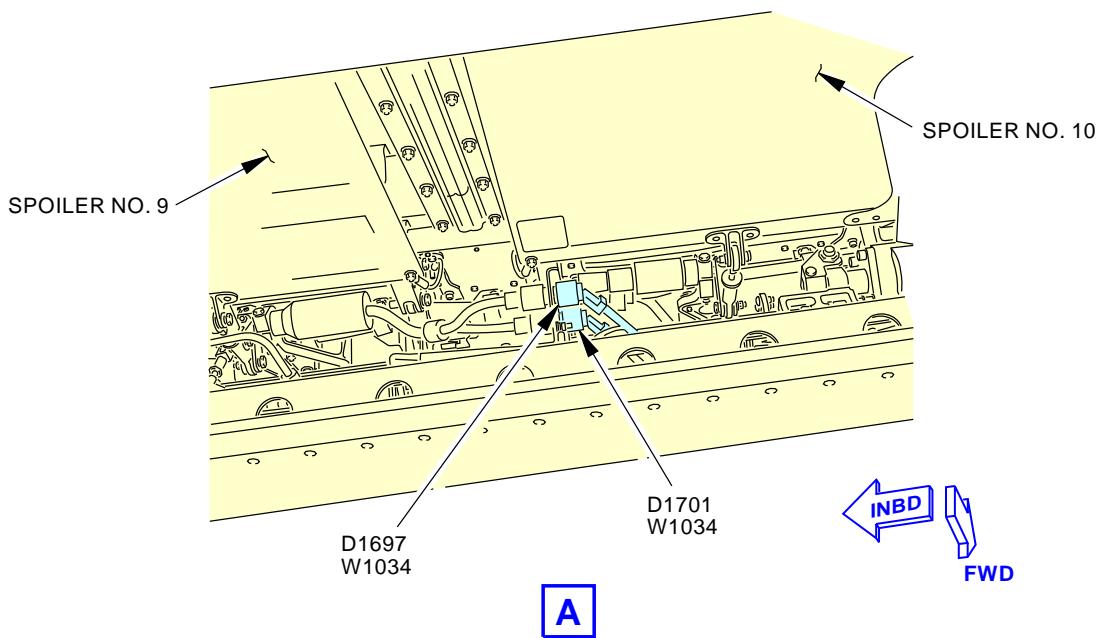
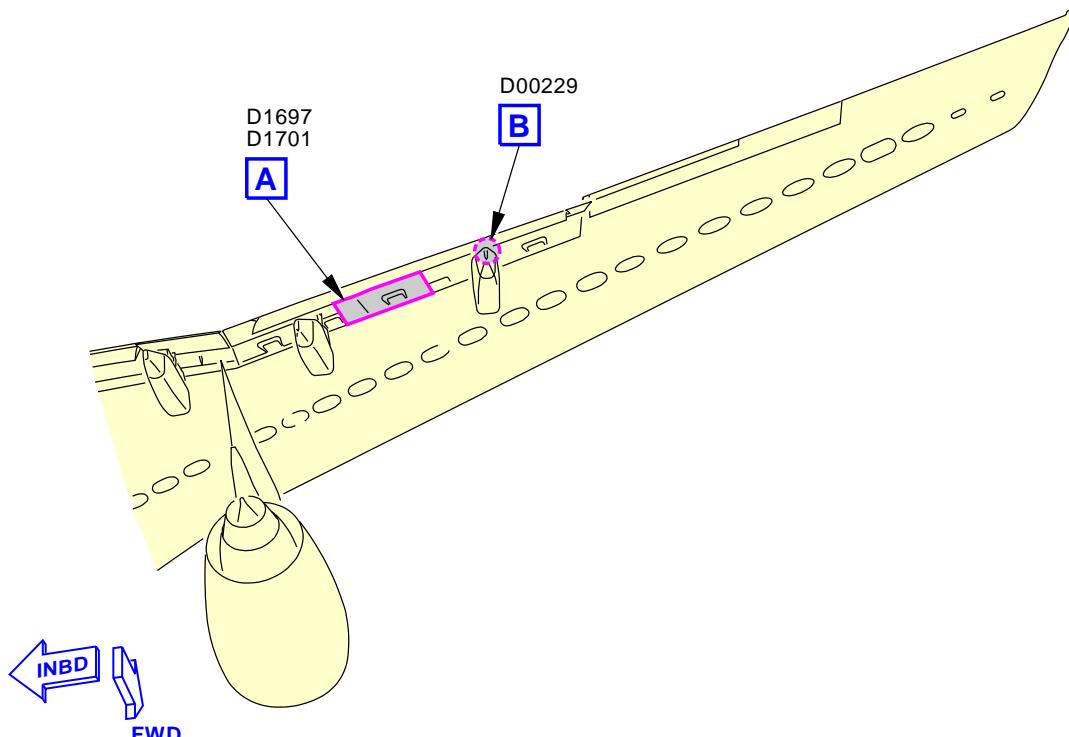
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Trailing Edge
Figure 3 (Sheet 1 of 2)

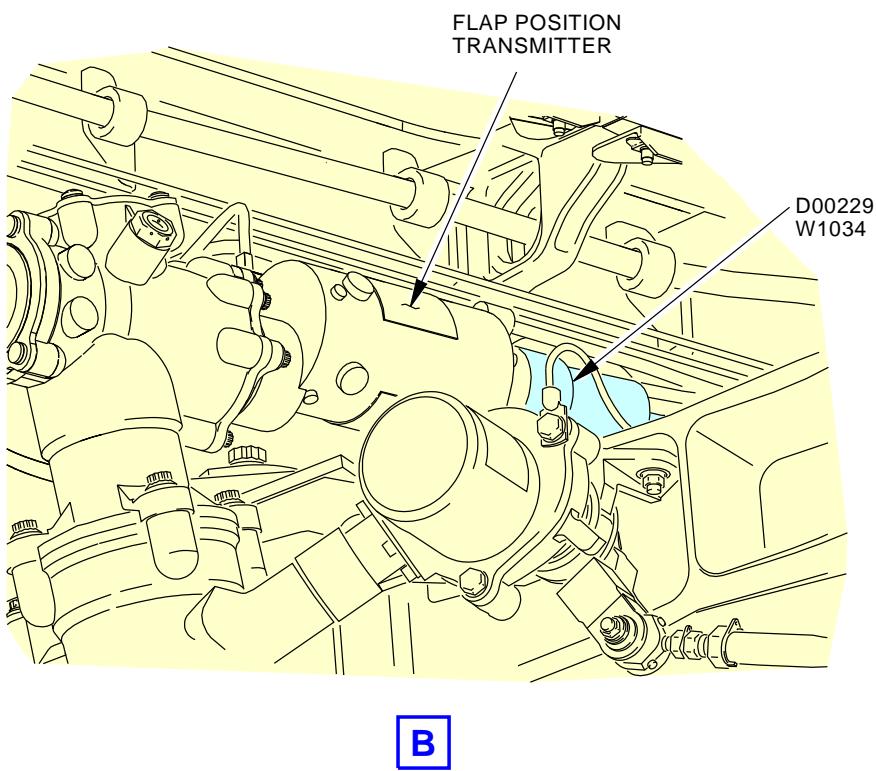
U69086 S0000213709_V4

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-030-02-01



U69089 S0000213710_V2
Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Trailing Edge
Figure 3 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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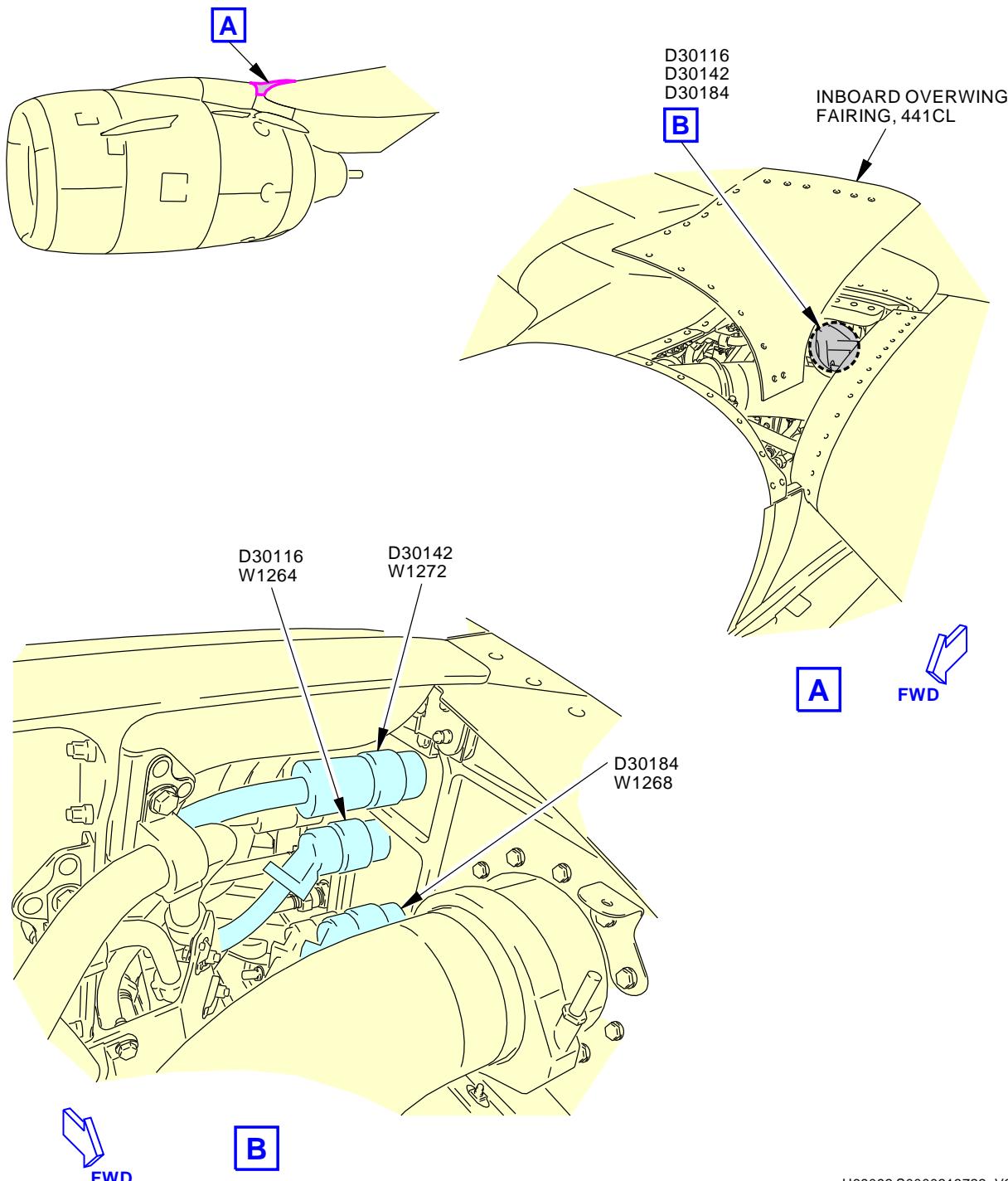
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

U69092 S0000213722_V3

Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Leading Edge
Figure 4 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE
PRESSURE VESSEL- RIGHT****D633A109-AKS
20-030-02-01****Page 17 of 19
Feb 15/2015**

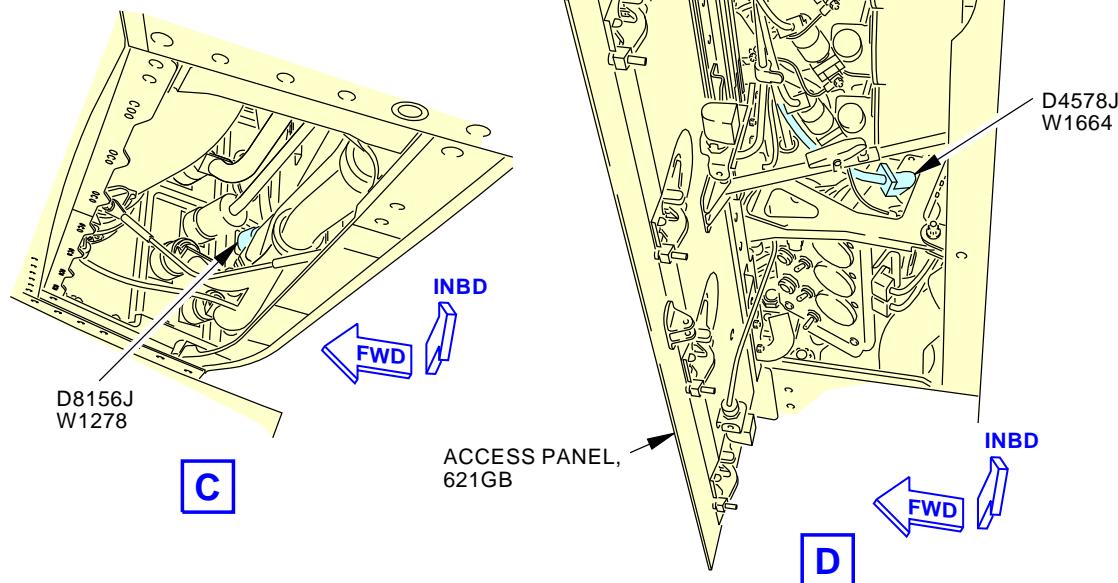
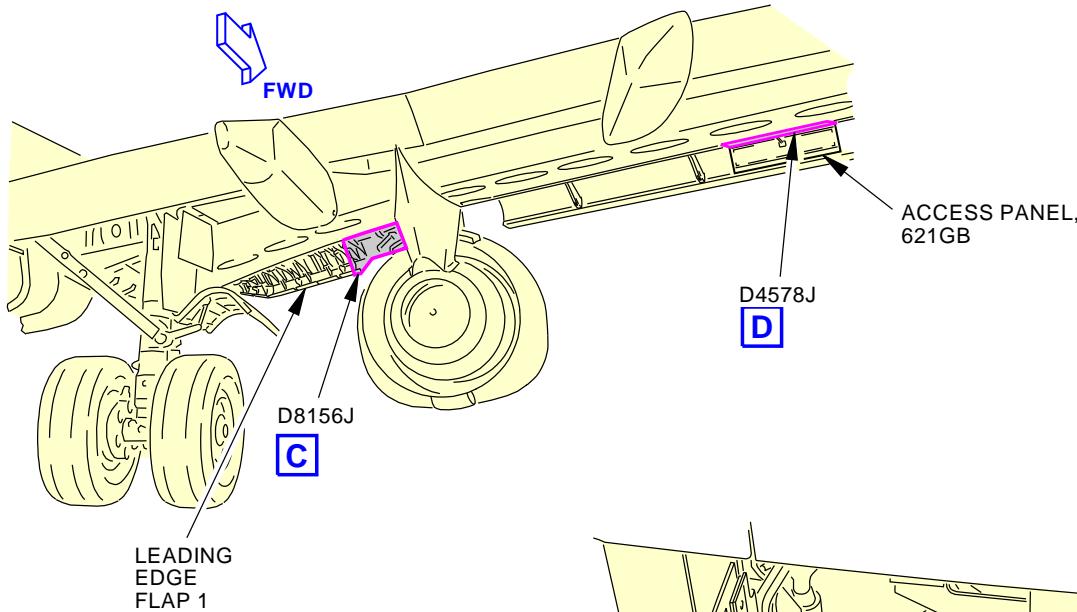
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

U69099 S0000213725_V3

**Detailed Visual Inspection - L/HIRF Protection Components - Right Wing Leading Edge
Figure 4 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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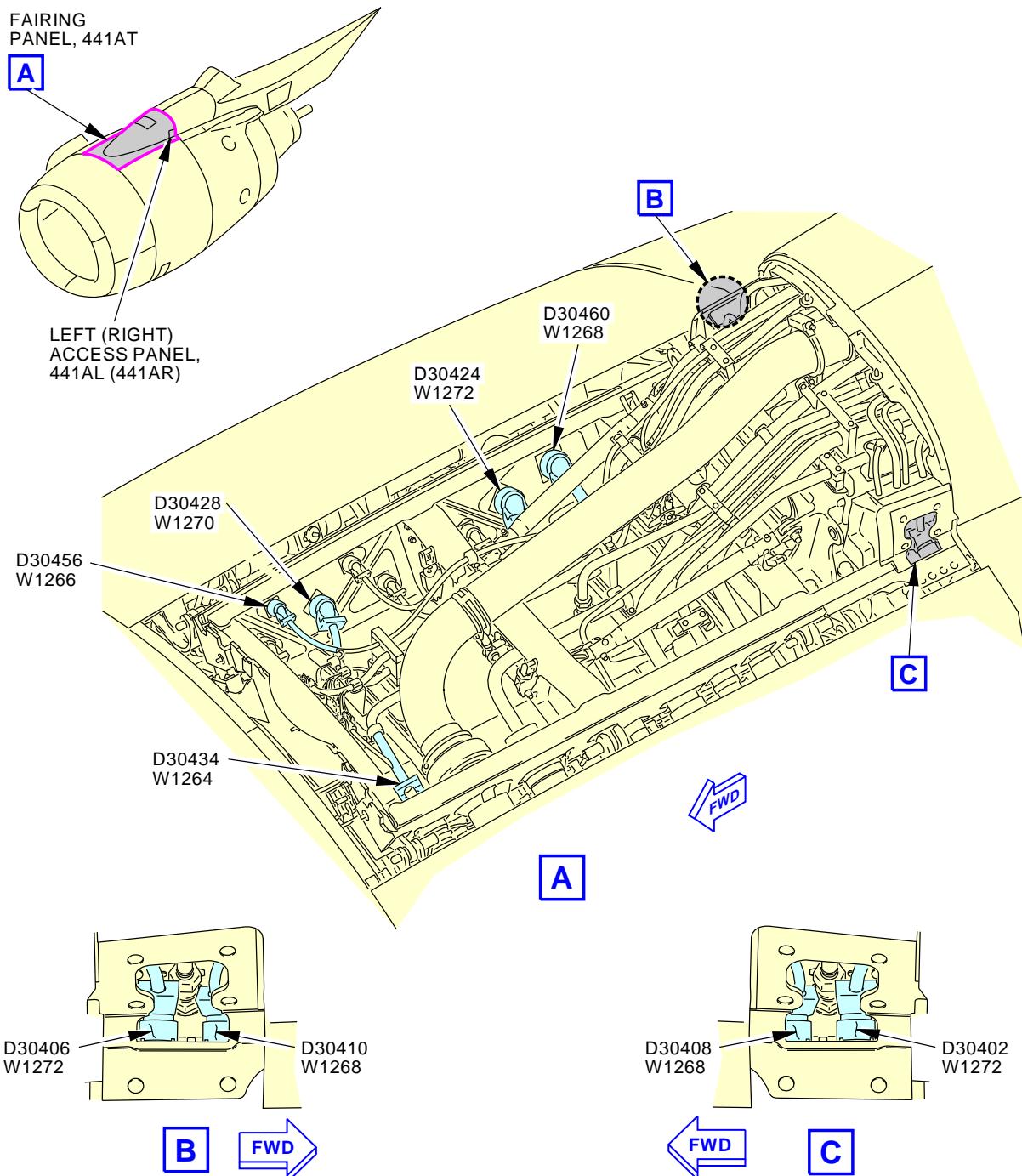
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-030-02-01

NOTE:
PANELS 441AT, 441AL AND 441AR HAVE BEEN REMOVED.

U69100 S0000213731_V3

Detailed Visual Inspection - L/HIRF Protection Components - Strut Disconnect - Right Engine
Figure 5

EFFECTIVITY AKS ALL	SOURCE MRB	DET OF L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL- RIGHT
		D633A109-AKS 20-030-02-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-01-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ENGINE ALL ALL NOTE
		ACCESS 191FL 431AL 431AR 431AT 431CR 511AB			ZONE 133 191 431 510 520 550 560 730

Perform a functional check of the HIRF/L sensitive connectors outside the pressure vessel on the left side of the airplane. Check DC resistance from the backshell to ground.

AIRPLANE NOTE: Functional check using the Loop Resistance Test in AMM 05-55-44-200-XXX is the Boeing preferred method. An alternate Bond Resistance Test is provided for operators in lieu of a Loop Resistance Test for operators choosing to utilize the approved Bond Resistance Test method. Please complete this functional check using a Loop Resistance Test or a Bond Resistance Test.

A. References

Reference	Title
AMM 05-55-40-810-801	Left Side Connectors - Troubleshooting (P/B 601)
AMM 05-56-01-760-801	Joint Resistance Measurement (P/B 201)
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)
AMM 24-21-00-700-803	Operational Test for the AC Generation and Control System (P/B 501)
AMM 26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
AMM 30-11-12-400-801	Ground Wing Thermal Anti-Icing Solenoid Valve Installation (P/B 401)
AMM 31-31-31-700-801	Aileron Position Transmitter Installation Test (P/B 401)
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 73-21-00-740-803-F00	EEC BITE TEST - RECENT FAULTS (P/B 501)
AMM 74-00-00-750-801-F00	Ignition System Audible Test (P/B 501)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-040-01-01	Page 1 of 58 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.
				20-040-01-01

(Continued)

Reference**Title**

AMM 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
AMM 78-31-00-700-801-F00	Thrust Reverser Normal Operation Test (P/B 501)
AMM 80-11-00-730-801-F00	Start Switch Test (P/B 501)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
		D633A109-AKS 20-040-01-01	Page 2 of 58 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
TASK 05-55-44-200-801				
1. Loop Resistance Test of Wire Bundle - Left Main Landing Gear Wheel Well (Figure 1, Figure 2)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-44-010-001 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 1) to record data during the task. (3) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 05-55-44-200-015 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-44-200-001 (1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector. (a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table: <u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection. 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure. 4) This step is complete when all wire bundles listed in Table were tested and passed.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01	Page 3 of 58 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. 20-040-01-01
				MECH INSP
SUBTASK 05-55-44-810-003				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p>				
<p>(a) If the wire bundle shield resistance is less than the MIN value, do the following:</p> <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20). 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support. <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <ol style="list-style-type: none"> 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure. <ol style="list-style-type: none"> a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20). b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support. (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle. 				
SUBTASK 05-55-44-200-002				
(3) Connectors listed in this Table are used for the task(s) above.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT		
		D633A109-AKS 20-040-01-01		
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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Table 1 Left Wheel Well Connectors

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1022	D42100P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 3 - Spoiler, FCC		
W1022	D42102P	22-11-31, 27-18-11, 27-32-21, 27-62-14	AL720A or AL0720A POS 2 - Spoiler, FCC		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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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. 20-040-01-01
				MECH INSP
TASK 05-55-40-200-802				
2. Bond Resistance Test of Connector - Left Wheel Well (Figure 3, Figure 4)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-40-010-002 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 05-55-40-200-008 (2) Make copy of the data sheet (Figure 3). SUBTASK 05-55-40-200-023 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-40-200-013 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Troubleshooting, AMM TASK 05-55-40-810-801. (d) Re-connect the connector if it was disconnected during the test. SUBTASK 05-55-40-200-014 (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column. SUBTASK 05-55-40-200-004 (3) Connector listed in this Table is used for the task above.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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Table 2

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES	MECH	INSP
W1022	D42100P	AL720A POS 3 - Spoiler, FCC	Disconnect the plug, measure between plug and receptacle	Aileron Position Transmitter Installation Test, AMM TASK 31-31-31-700-801		
W1022	D42102P	AL720A POS 2 - Spoiler, FCC	Disconnect the plug, measure between plug and receptacle	Spoiler Position Sensor Test, AMM TASK 22-11-27-710-801		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-40-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-040-01-01	Page 7 of 58 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. 20-040-01-01
				MECH INSP
TASK 05-55-44-200-802				
3. Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing (Figure 5, Figure 6)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-44-040-001 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 5) to record data during the task. (3) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-44-200-016 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-44-010-002 (6) Open this access panel: Number Name/Location 191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet				
C. Procedure SUBTASK 05-55-44-200-003 (1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector. (a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table: <u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection. 1) Record the measured value to the datasheet.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01		
				Page 8 of 58 Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.				
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-44-810-004				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p>				
<p>(a) If the wire bundle shield resistance is less than the MIN value, do the following:</p> <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20). 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support. <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <ol style="list-style-type: none"> 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure. <ol style="list-style-type: none"> a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20). b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support. 				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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- (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

SUBTASK 05-55-44-200-004

- (3) Connectors listed in this Table are used for the task(s) above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1182	D39931	26-11-11, 73-22-11, 74-11-11	AC520, Alt Pwr - EEC
W1184	D39911	76-21-11, 77-12-21, 80-11-11	AC520, CDS - M2 Speed

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-001

- (1) Close this access panel:

Number Name/Location

191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-44-440-001

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
TASK 05-55-40-200-803				
4. Bond Resistance Test of Connector - Left Wing To Body Fairing (Figure 7, Figure 8)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-40-040-005 (1) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-40-200-009 (2) Make copy of the data sheet (Figure 7). SUBTASK 05-55-40-200-024 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-40-220-003 (5) Open this access panel: Number Name/Location 191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet				
C. Procedure SUBTASK 05-55-40-200-015 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Troubleshooting, AMM TASK 05-55-40-810-801. (d) Re-connect the connector if it was disconnected during the test.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01		
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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SUBTASK 05-55-40-200-016

- (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

SUBTASK 05-55-40-200-003

- (3) Connector listed in this Table is used for the task above.

Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1178	D39927	AC520, EEC	Disconnect the plug-measure between plug and receptacle	EEC BITE TEST - RECENT FAULTS, AMM TASK 73-21-00-740-803-F00

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-40-210-001

- (1) Close this access panel:

Number Name/Location

191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-40-440-002

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
TASK 05-55-44-200-803				MECH INSP
5. Loop Resistance Test of Wire Bundle - Left Wing Trailing Edge (Figure 9, Figure 10)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-44-010-003 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 9) to record data during the task. (3) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 05-55-44-040-002 (4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. SUBTASK 05-55-44-200-017 (5) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (6) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-44-200-006 (1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector. (a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table: <u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection. 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01	Page 13 of 58 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. 20-040-01-01
				MECH INSP
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-44-810-005				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				
SUBTASK 05-55-44-200-007				
(3) Connectors listed in this Table are used for the task(s) above.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1024	D275 or D00275	22-11-11, 22-12-31, 27-32-21, 27-52-11	T427-Flap Posn Sensor		
W1024	D1695	22-11-31	Spoiler 4, FCC (POS 1)		
W1024	D1699	22-11-31	Spoiler 4, FCC (POS 2)		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-440-002

- (1) Do this task Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-44-410-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
		D633A109-AKS 20-040-01-01	Page 15 of 58 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
TASK 05-55-40-200-804				
6. Bond Resistance Test of Connector - Left Wing Trailing Edge (Figure 11, Figure 12)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-40-220-005 (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 05-55-40-220-012 (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. SUBTASK 05-55-40-200-010 (3) Make copy of the data sheet (Figure 11). SUBTASK 05-55-40-200-025 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-40-200-017 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Troubleshooting, AMM TASK 05-55-40-810-801. (d) Re-connect the connector if it was disconnected during the test. SUBTASK 05-55-40-200-018 (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
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**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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SUBTASK 05-55-40-200-005

- (3) Connector listed in this Table is used for the task above.

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1024	D00275	T427-Flap Posn Sensor	Disconnect the plug-measure between plug and receptacle. For this measurement , two connectors D40024J/P must be hooked up.	Trailing Edge Flap System Operational Test, AMM TASK 27-51-00-710-801
W1024	D1695	Spoiler 4, FCC (POS 1)	Standard measurement backshell to structure.	N/A
W1024	D1699	Spoiler 4, FCC (POS 2)	Standard measurement backshell to structure.	N/A

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-40-440-003

- (1) Do this task Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-40-210-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
TASK 05-55-44-200-804				MECH INSP
7. Loop Resistance Test of Wire Bundle - Left Wing Leading Edge (Figure 13, Figure 14)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-44-010-004 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 13) to record data during the task. (3) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. SUBTASK 05-55-44-040-003 (4) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-44-200-018 (5) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (6) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-44-010-005 (7) Open these access panels: Number Name/Location 431CR Forward Strut Fairing, Right Overwing Fairing, Strut 1 511AB Inboard Leading Edge, Lower Removable Panel				
C. Procedure SUBTASK 05-55-44-200-009 (1) Procedure to do the Functional Check of the wire bundle shielding: NOTE: This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01		
					MECH	INSP
(a)	Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:					
	<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.					
	1) Record the measured value to the datasheet.					
	2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.					
	3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.					
	4) This step is complete when all wire bundles listed in Table were tested and passed.					
SUBTASK 05-55-44-810-006						
(2)	Procedure to do the Troubleshooting step for the wire bundle shielding:					
	<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.					
	<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.					
(a)	If the wire bundle shield resistance is less than the MIN value, do the following:					
	1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.					
	2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.					
	3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.					
	<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.					
	a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).					
	4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.					
(b)	If the wire bundle shield loop resistance is greater than the MAX value, do the following:					
	1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.					

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-040-01-01	Page 19 of 58 Oct 15/2014
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
<p>a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).</p> <p>b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.</p> <p>(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.</p>				
<small>SUBTASK 05-55-44-200-010</small>				
(3) Connectors listed in this Table are used for the task(s) above.				
Table 7				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W1164	D30016	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AW258L, M2 speed - CDS	
W1168	D30084	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 77-31-11, 78-35-11, 78-26-11	AW258L, EEC, CDS	
W1172	D30042	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-32-51, 78-35-11, 78-36-11	AW258L, EEC - P8	
W1178	D8056	26-11-11, 30-21-11, 31-62-14, 73-22-11, 74-11-11, 77-12-11, 77-31-11, 79-31-11	AW258L, Alt pwr - EEC	

D. Put the Airplane Back to Its Usual Condition.
SUBTASK 05-55-44-410-003

- (1) Close these access panels:

Number Name/Location

431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

SUBTASK 05-55-44-440-003

- (2) Do this task if necessary: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-44-440-004

- (3) Do this task if necessary: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01						
				MECH INSP						
TASK 05-55-40-200-805										
8. Bond Resistance Test of Connector - Left Wing Leading Edge (Figure 15, Figure 16)										
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.										
B. Prepare for the procedure SUBTASK 05-55-40-220-007 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. SUBTASK 05-55-40-220-008 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-40-200-011 (3) Make copy of the data sheet (Figure 15). SUBTASK 05-55-40-200-026 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-40-210-003 (6) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431CR</td><td>Forward Strut Fairing, Right Overwing Fairing, Strut 1</td></tr><tr><td>511AB</td><td>Inboard Leading Edge, Lower Removable Panel</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1	511AB	Inboard Leading Edge, Lower Removable Panel	
<u>Number</u>	<u>Name/Location</u>									
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1									
511AB	Inboard Leading Edge, Lower Removable Panel									
C. Procedure SUBTASK 05-55-40-200-019 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero.										

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-040-01-01	Page 21 of 58 Feb 15/2015
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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Troubleshooting, AMM TASK 05-55-40-810-801.				
(d) Re-connect the connector if it was disconnected during the test.				
SUBTASK 05-55-40-200-020				
(2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				
SUBTASK 05-55-40-220-009				
(3) Connector listed in this Table is used for the task above.				
Table 8				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1164	D30016	AW258L, M2 speed - CDS	Disconnect the plug-measure between plug and receptacle	Operational Test for the AC Generation and Control System, AMM TASK 24-21-00-700-803
W1166	D30064	AW258L, Pwr relay-alt pwr EEC	Disconnect the plug-measure between plug and receptacle	Engine Fire Detection - Operational Test, AMM TASK 26-11-00-710-801
W1168	D30084	AW258L, EEC, CDS	Disconnect the plug-measure between plug and receptacle	Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00 and Ground Wing Thermal Anti-Icing Solenoid Valve Installation, AMM TASK 30-11-12-400-801
W1170	D8056P	AW258L	Disconnect the plug-measure between plug and receptacle	Ignition System Audible Test, AMM TASK 74-00-00-750-801-F00
W1172	D30042	AW258L, EEC - P8	Disconnect the plug-measure between plug and receptacle	Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00 and Ground Wing Thermal Anti-Icing Solenoid Valve Installation, AMM TASK 30-11-12-400-801
W1182	D30062	AW258L, Alt pwr EEC	Disconnect the plug-measure between plug and receptacle	Engine Fire Detection - Operational Test, AMM TASK 26-11-00-710-801
W1184	D30014	AW258L, CDS - M2 Speed	Disconnect the plug-measure between plug and receptacle	Start Switch Test, AMM TASK 80-11-00-730-801-F00
EFFECTIVITY AKS ALL		SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
			D633A109-AKS 20-040-01-01	
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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D. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-40-440-001

- (1) Close these access panels:

Number Name/Location

431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

SUBTASK 05-55-40-220-010

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-40-220-011

- (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01								
				MECH INSP								
TASK 05-55-44-200-805												
9. Loop Resistance Test of Wire Bundle - Strut Disconnect - Left Engine (Figure 17, Figure 18)												
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.												
B. Prepare for the procedure SUBTASK 05-55-44-010-006 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 17) to record data during the task. SUBTASK 05-55-44-200-019 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-44-040-004 (5) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. (6) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-44-040-005 (7) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00. SUBTASK 05-55-44-010-007 (8) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 1</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1	431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1	431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1	
<u>Number</u>	<u>Name/Location</u>											
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1											
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1											
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1											
C. Procedure SUBTASK 05-55-44-420-001 (1) Procedure to do the Joint Resistance check for connectors listed in Table below: (a) For W1168-D30208: 1) Place the LRT Sense coupler on W1168 common to connector D30208. 2) Place the LRT Drive coupler on W1172 common to connector D30202.												
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01										
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
3) Placing one Joint probe on D30208's receptacle and the other on the strut tray primary structure, perform this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 and record the value on the data sheet.				
<u>NOTE:</u> The Loop Resistance Measurement task is required as it is part of the Joint Resistance Measurement task.				
(b) For W1172-D30202:				
1) Place the LRT Sense coupler on W1172 common to connector D30202.				
2) Place the LRT Drive coupler on W1168 common to connector D30208.				
3) Placing one Joint probe on D30202's receptacle and the other on the strut tray primary structure, perform this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 and record the value on the data sheet.				
<u>NOTE:</u> The Loop Resistance Measurement task is required as it is part of the Joint Resistance Measurement task.				
(c) For W1168-D30210:				
1) Place the LRT Sense coupler on W1168 common to connector D30210.				
2) Place the LRT Drive coupler on W1172 common to connector D30206.				
3) Placing one Joint probe on D30210's receptacle and the other on the strut tray primary structure, perform this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 and record the value on the data sheet.				
<u>NOTE:</u> The Loop Resistance Measurement task is required as it is part of the Joint Resistance Measurement task.				
(d) For W1172-D30206:				
1) Place the LRT Sense coupler on W1172 common to connector D30206.				
2) Place the LRT Drive coupler on W1168 common to connector D30210.				
3) Placing one Joint probe on D30206's receptacle and the other on the strut tray primary structure, perform this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 and record the value on the data sheet.				
<u>NOTE:</u> The Loop Resistance Measurement task is required as it is part of the Joint Resistance Measurement task.				
Table 9				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W1168	D30208	78-35-11, 78-36-11	AS2L, T/R 1vdt - EEC	
W1168	D30210	78-35-11, 78-36-11	AS2I	
W1172	D30202	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8	
W1172	D30206	78-32-51, 78-35-11, 78-36-11	T/R Lvdt, EEC - P8	
(2) If any measured value is not within the MIN/MAX value range indicated on the data sheet, measure the joint resistance build-up on that connector (Joint Resistance Measurement, AMM TASK 05-56-04-200-801).				

AKS ALL	MRB	H/E SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01			
					MECH	INSP	
(a) If a measurement value is greater than MAXIMUM ALLOWABLE RESISTANCE value, repair the failed connector per SWPM Chapter 20.							
SUBTASK 05-55-44-200-012							
(3) Procedure to do the Functional Check of the wire bundle shielding:							
	<p><u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.</p>						
	(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
		<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p>					
		1) Record the measured value to the datasheet.					
		2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.					
		3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.					
		4) This step is complete when all wire bundles listed in Table were tested and passed.					
SUBTASK 05-55-44-810-007							
(4) Procedure to do the Troubleshooting step for the wire bundle shielding:							
	<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p>						
		<p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p>					
	(a) If the wire bundle shield resistance is less than the MIN value, do the following:						
		1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.					
		2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.					
		3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.					
		<p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p>					

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	D633A109-AKS 20-040-01-01	Page 26 of 58 Feb 15/2015
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**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
<p>a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).</p> <p>4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.</p> <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <p>1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.</p> <p>a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).</p> <p>b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.</p> <p>(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.</p>				
SUBTASK 05-55-44-200-013				
(5) Connectors listed in this Table are used for the task(s) above.				
Table 10				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W1164	D30234	24-11-11, 24-21-11, 24-24-11, 29-11-11, 76-21-11, 77-12-21, 80-11-11	AS1L, M2 speed - CDS	
W1166	D30256	73-22-11, 74-11-11	AS1L, Pwr relay-alt pwr EEC	
W1168	D30260	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L	
W1170	D30212	73-22-11, 74-11-11, 77-12-11	AS1L, EEC-eng start	
W1170	D30228	30-21-11, 31-62-14, 77-31-11, 79-31-11	AS1L	
W1172	D30224	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-35-11	AS1L, EEC - P8	
EFFECTIVITY AKS ALL		SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT	
			D633A109-AKS 20-040-01-01	
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-004

- (1) Close these access panels:

Number Name/Location

431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

SUBTASK 05-55-44-440-005

- (2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM
TASK 78-31-00-440-803-F00.

SUBTASK 05-55-44-440-006

- (3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

SUBTASK 05-55-44-410-005

- (4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01								
				MECH INSP								
TASK 05-55-40-200-806												
10. Bond Resistance Test of Connector - Strut Disconnect - Left Engine (Figure 19, Figure 20)												
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.												
B. Prepare for the procedure SUBTASK 05-55-40-020-001 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. SUBTASK 05-55-40-040-001 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-40-040-002 (3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00. SUBTASK 05-55-40-200-012 (4) Make copy of the data sheet (Figure 19). SUBTASK 05-55-40-200-027 (5) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (6) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-40-020-002 (7) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 1</td></tr></tbody></table> C. Procedure SUBTASK 05-55-40-200-021 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet.	<u>Number</u>	<u>Name/Location</u>	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1	431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1	431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1				
<u>Number</u>	<u>Name/Location</u>											
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1											
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1											
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1											

EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT****D633A109-AKS
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01				
				MECH INSP				
<p>(c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet.</p> <p><u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero.</p> <p>1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Troubleshooting, AMM TASK 05-55-40-810-801.</p> <p>(d) Re-connect the connector if it was disconnected during the test.</p>								
<p>SUBTASK 05-55-40-200-022</p> <p>(2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.</p>								
<p>SUBTASK 05-55-40-200-001</p> <p>(3) Connector listed in this Table is used for the task above.</p>								
Table 11								
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES				
W1164	D30234	AS1L, M2 speed - CDS	Standard measurement backshell to structure					
W1166	D30256	AS1L, Pwr relay-alt pwr EEC	Standard measurement backshell to structure					
W1168	D30208	AS2L, T/R 1vdt - EEC	Standard measurement backshell to structure					
W1168	D30210	AS2I	Standard measurement backshell to structure					
W1168	D30260	AS1L	Standard measurement backshell to structure					
W1170	D30212	AS1L, EEC-eng start	Standard measurement backshell to structure					
W1170	D30228	AS1L	Standard measurement backshell to structure					
W1172	D30224	AS1L, EEC - P8	Standard measurement backshell to structure					
W1172	D30202	T/R Lvdt, EEC - P8	Standard measurement backshell to structure					
W1172	D30206	T/R Lvdt, EEC - P8	Standard measurement backshell to structure					
<p>D. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 05-55-40-210-004</p> <p>(1) Close these access panels:</p> <table> <thead> <tr> <th>Number</th> <th>Name/Location</th> </tr> </thead> <tbody> <tr> <td>431AL</td> <td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td> </tr> </tbody> </table>					Number	Name/Location	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
Number	Name/Location							
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1							
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT D633A109-AKS 20-040-01-01						
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
				MECH INSP
(Continued)				
Number Name/Location				
431AR Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1				
431AT Forward Strut Fairing, Thumbnail Fairing, Strut 1				
SUBTASK 05-55-40-040-003				
(2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00.				
SUBTASK 05-55-40-040-004				
(3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.				
SUBTASK 05-55-40-020-003				
(4) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.				
— END OF TASK —				

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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DATA SHEET

U69791 S0000213534 V2

Loop Resistance Test of Wire Bundle - Left Main Landing Gear Wheel Well - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

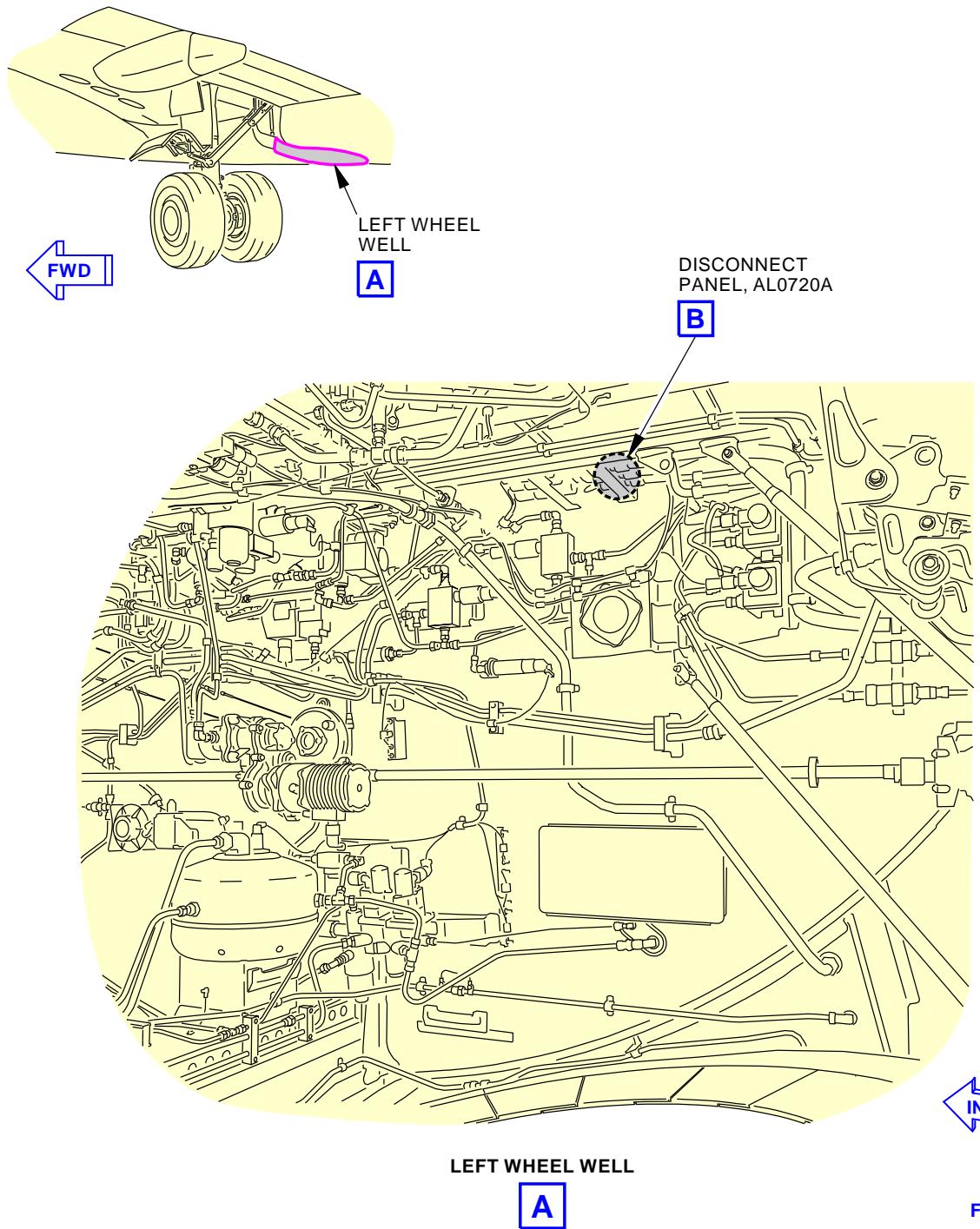
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

U68847 S0000213532_V2

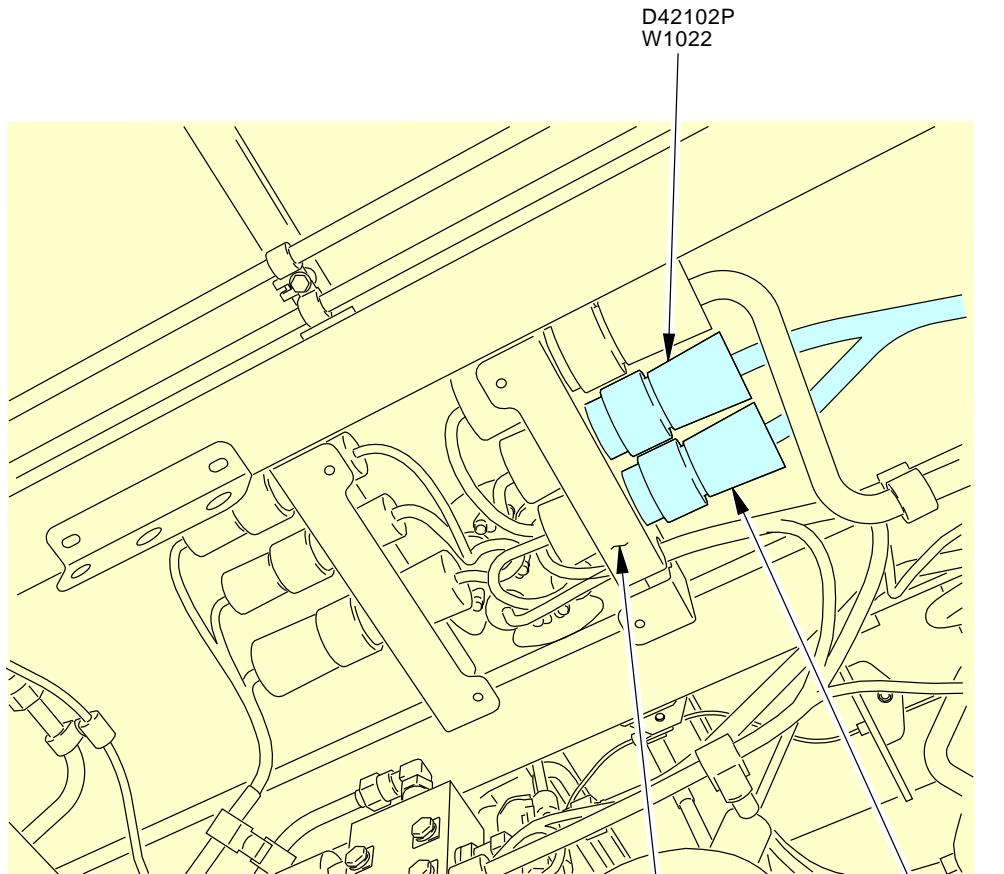
**Loop Resistance Test of Wire Bundle - Left Main Landing Gear Wheel Well - Connector Location
Figure 2 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-01-01



DISCONNECT PANEL, AL0720A

**NOTE:**

COVER PLATE REMOVED.

U68864 S0000213533_V2

**Loop Resistance Test of Wire Bundle - Left Main Landing Gear Wheel Well - Connector Location
Figure 2 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

M04107 S0006558161 V6

Bond Resistance Test of Connector - Left Wheel Well - Data Sheet

Figure 3

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

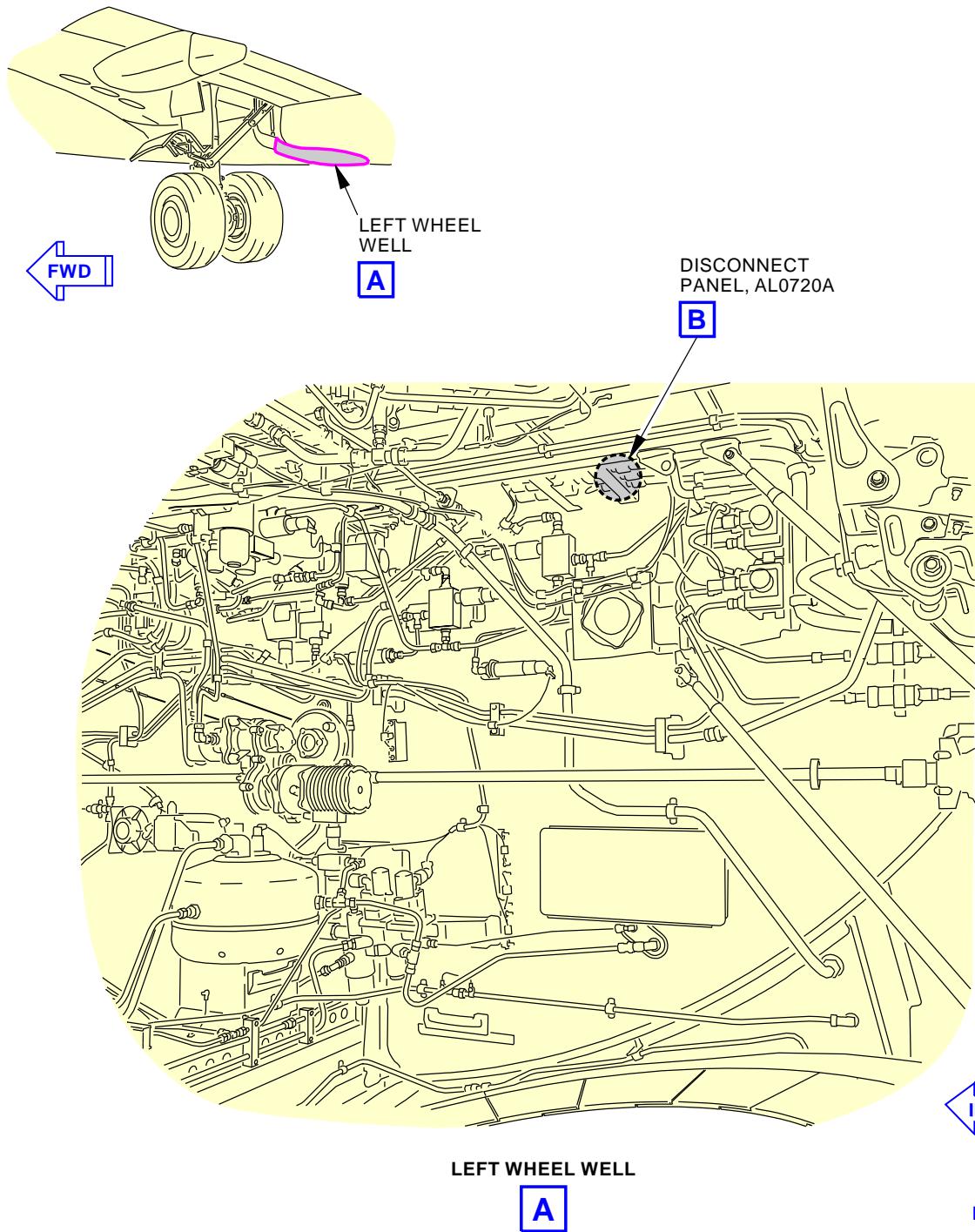
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

U68847 S0000213532_V2

**Bond Resistance Test of Connector - Left Wheel Well - Connector Location
Figure 4 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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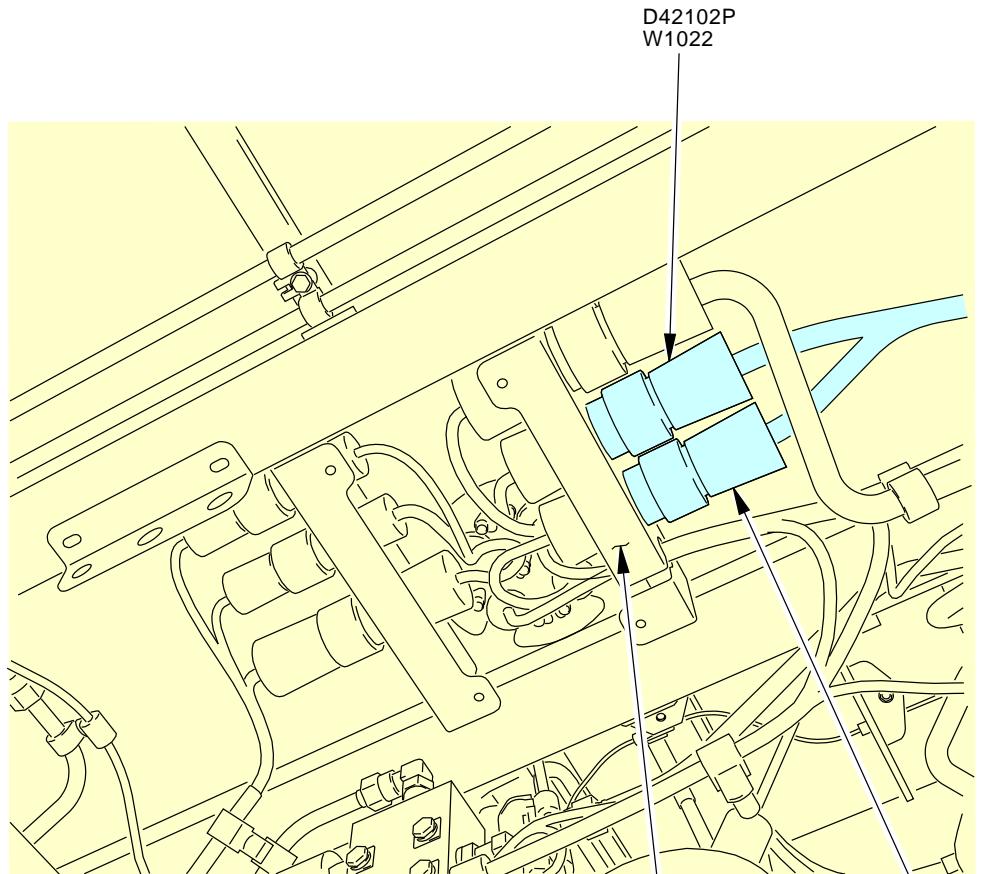
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

DISCONNECT PANEL, AL0720A

B**NOTE:**

COVER PLATE REMOVED.

U68864 S0000213533_V2

**Bond Resistance Test of Connector - Left Wheel Well - Connector Location
Figure 4 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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PLANE:	
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TECHNICIAN:	

DATA SHEET

U69798 S0000213577 V2

Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

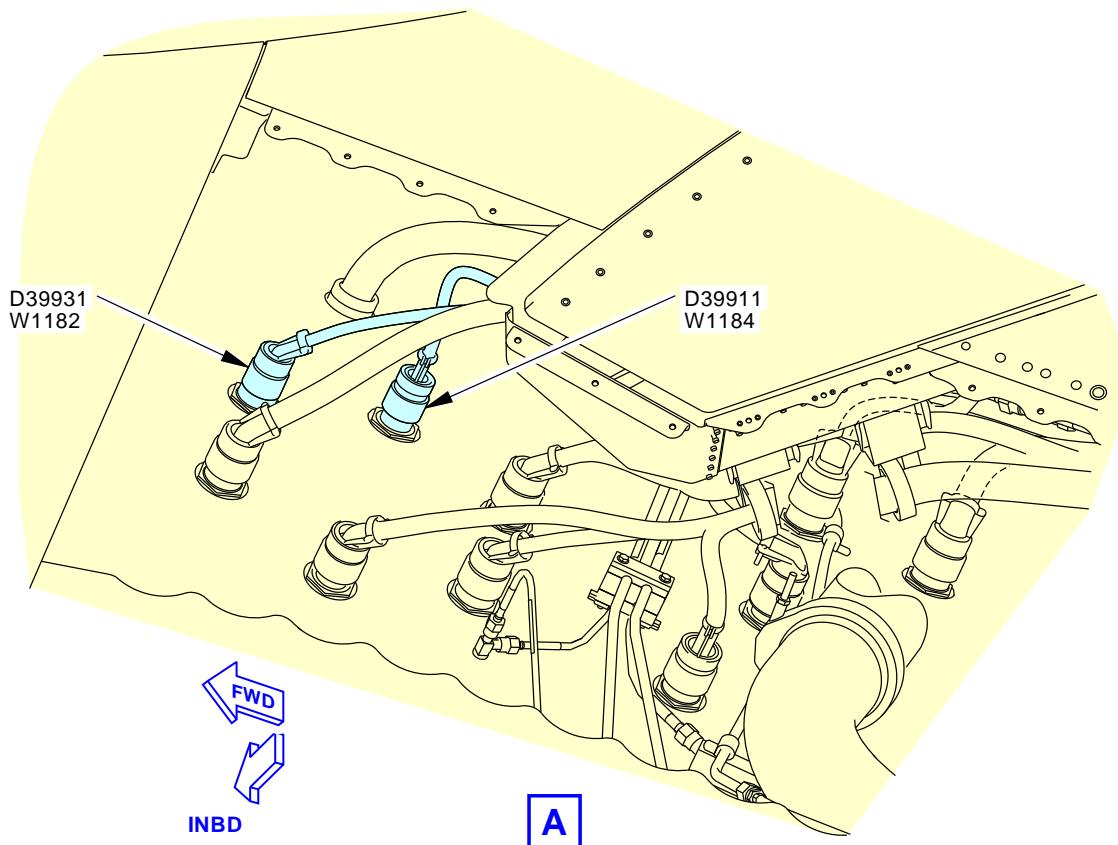
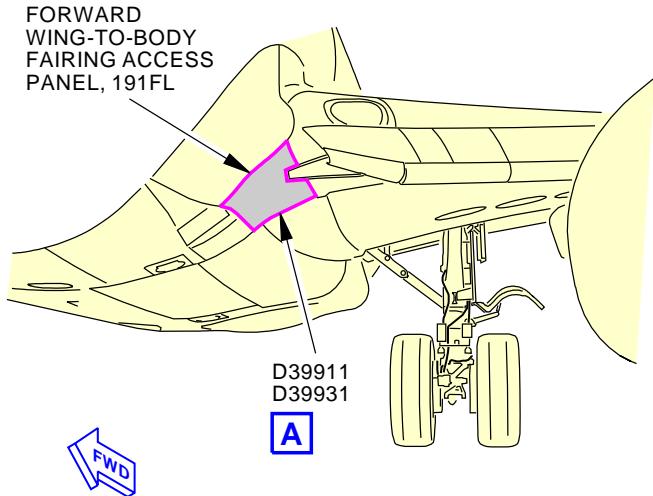
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

U68923 S0000213575_V4

**Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Connection Location
Figure 6**EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT****D633A109-AKS
20-040-01-01****Page 39 of 58
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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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TECHNICIAN:	

DATA SHEET

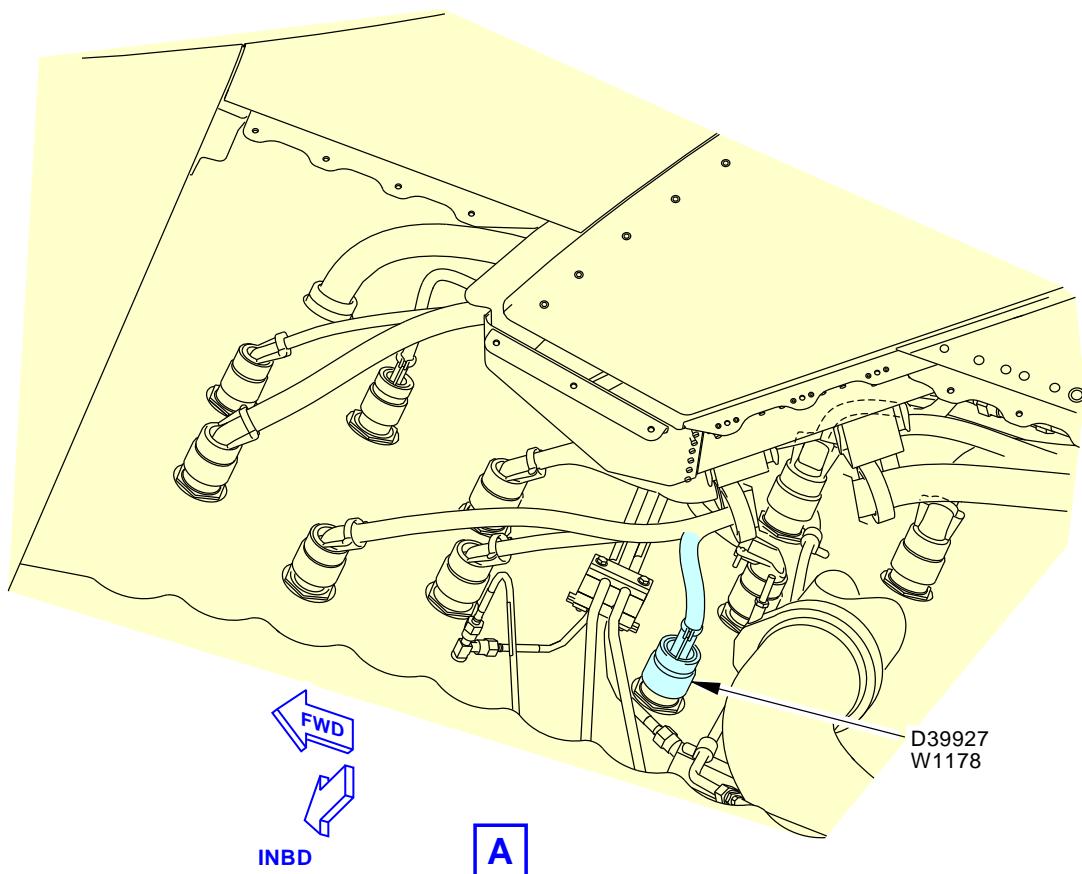
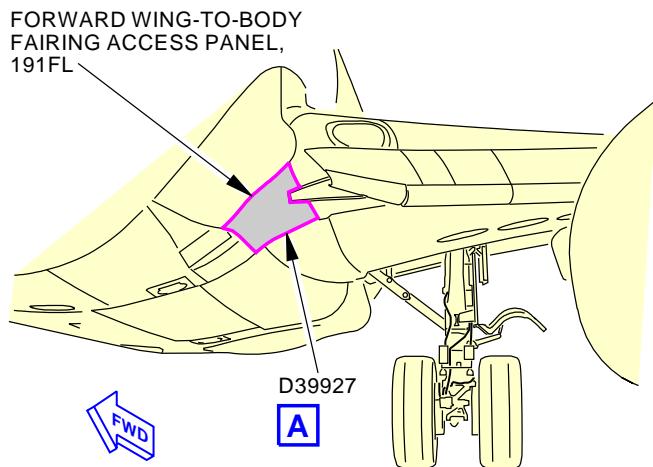
M04118 S0006558165 V5

Bond Resistance Test of Connector - Left Wing To Body Fairing - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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L08133 S0006558164_V3

**Bond Resistance Test of Connector - Left Wing To Body Fairing - Connector Location
Figure 8**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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DATA SHEET

U69802 S0000213584 V2

Loop Resistance Test of Wire Bundle - Left Wing Trailing Edge - Data Sheet 069502-30
Figure 9

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

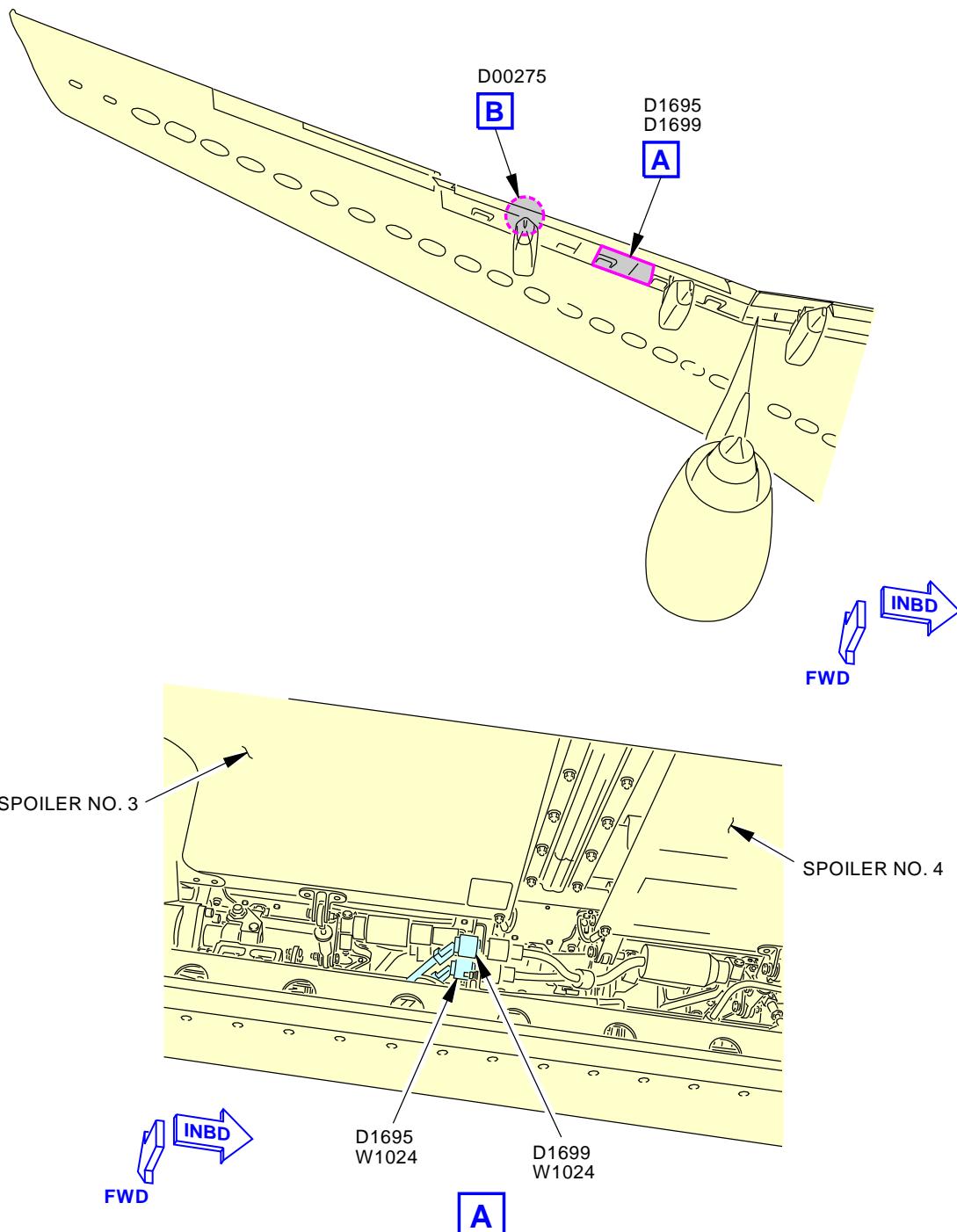
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

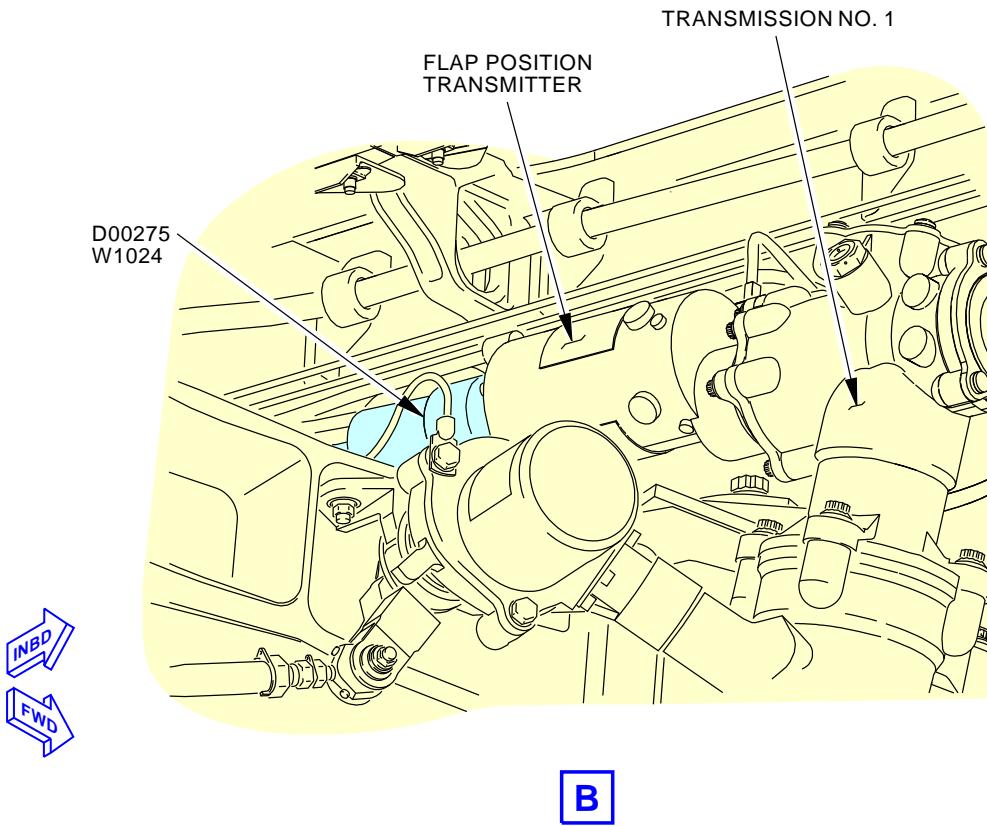
BOEING CARD NO.
20-040-01-01

U68939 S0000213582_V3

**Loop Resistance Test of Wire Bundle - Left Wing Trailing Edge - Connector Location
Figure 10 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE
VESSEL - LEFT****D633A109-AKS
20-040-01-01****Page 43 of 58
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
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U68957 S0000213583_V2
Loop Resistance Test of Wire Bundle - Left Wing Trailing Edge - Connector Location
Figure 10 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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DATA SHEET

M04127 S0006558170 V9

Bond Resistance Test of Connector - Left Wing Trailing Edge - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

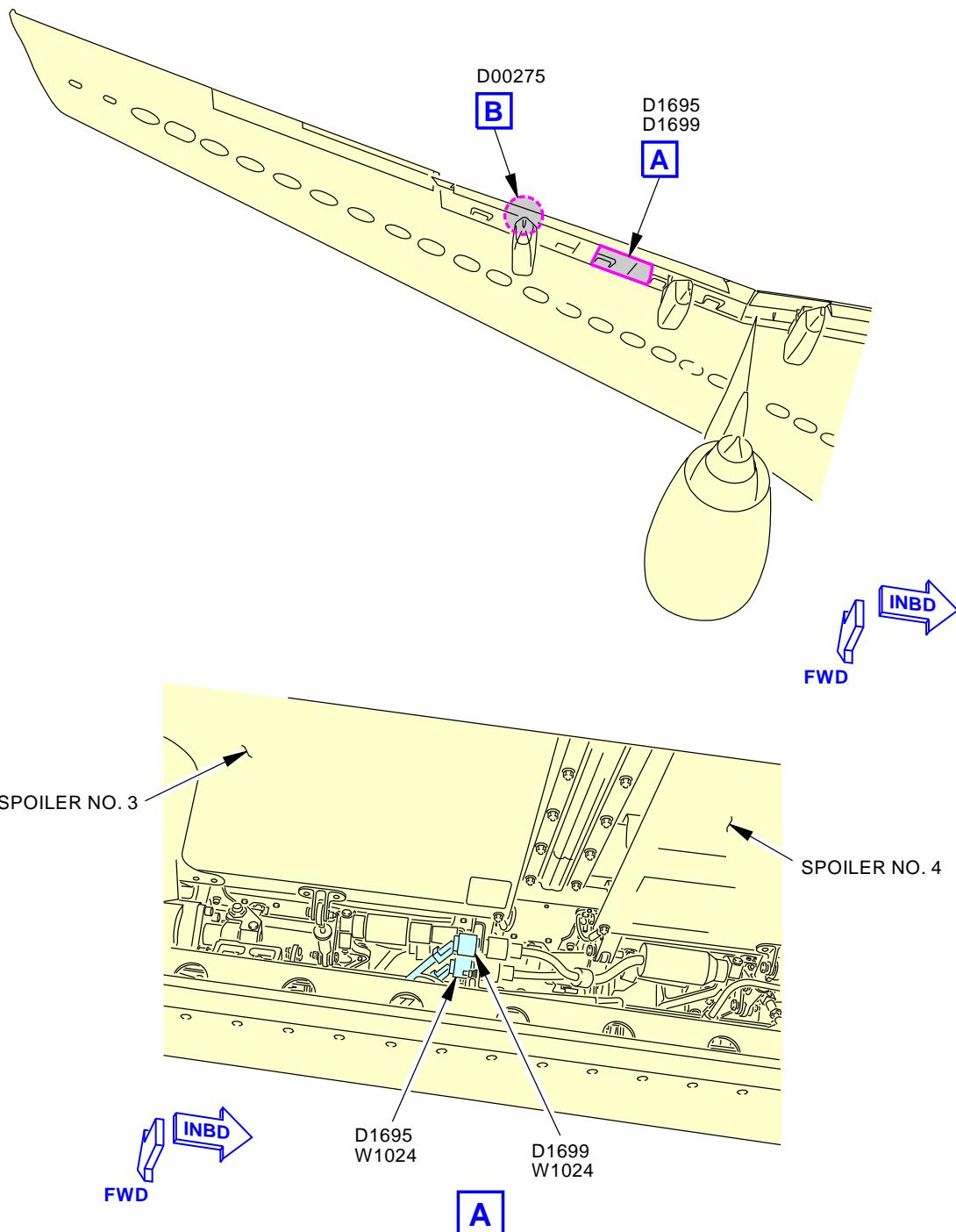
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

U68939 S0000213582_V3

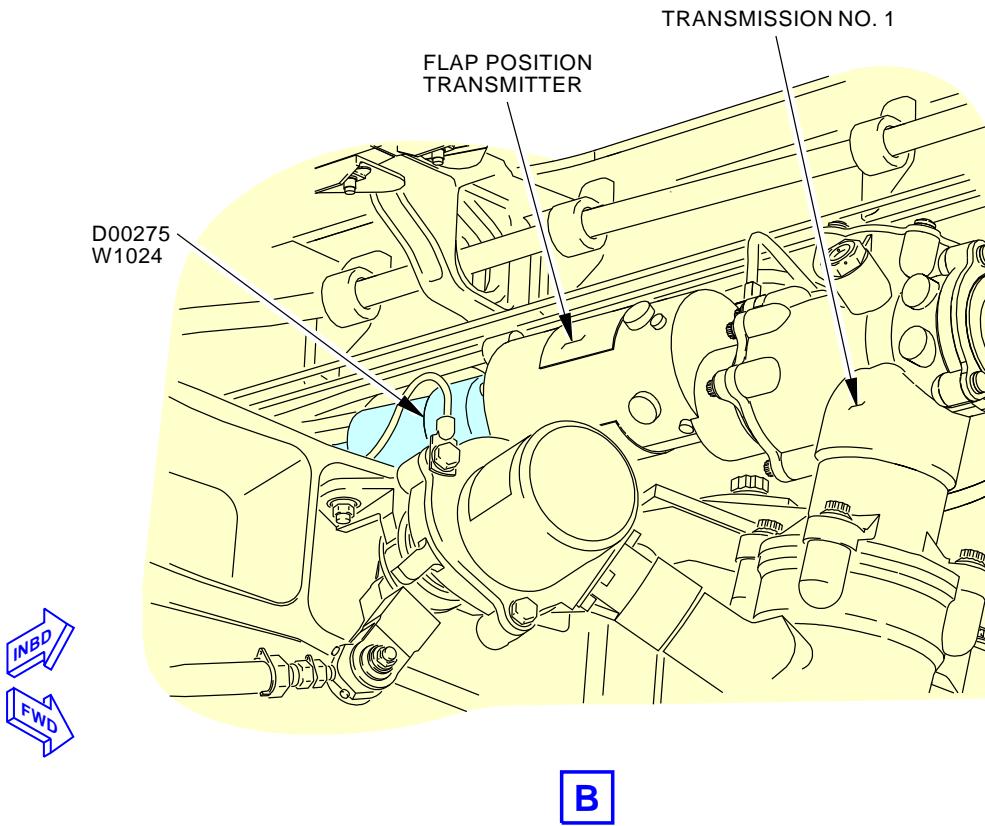
Bond Resistance Test of Connector - Left Wing Trailing Edge - Connector Location
Figure 12 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-01-01



U68957 S0000213583_V2
Bond Resistance Test of Connector - Left Wing Trailing Edge - Connector Location
Figure 12 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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TECHNICIAN:	

DATA SHEET

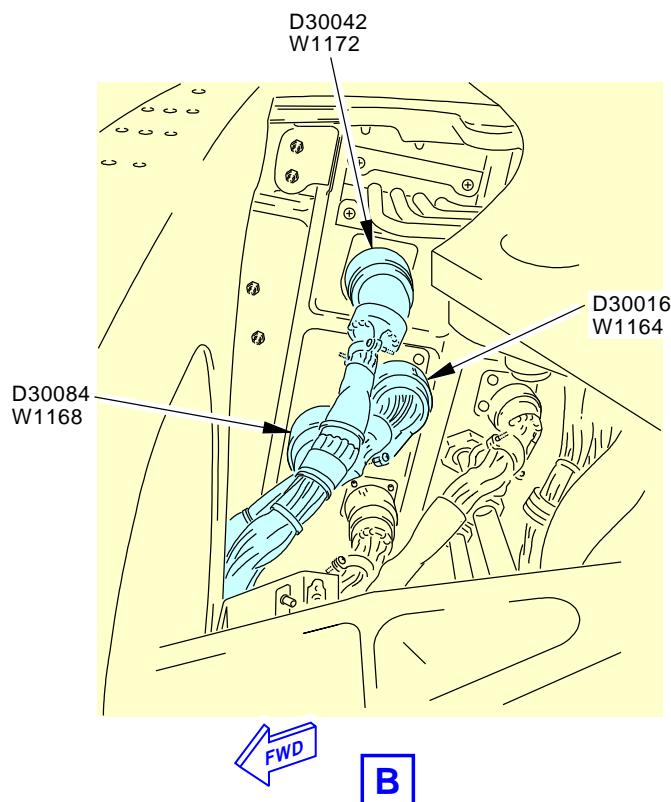
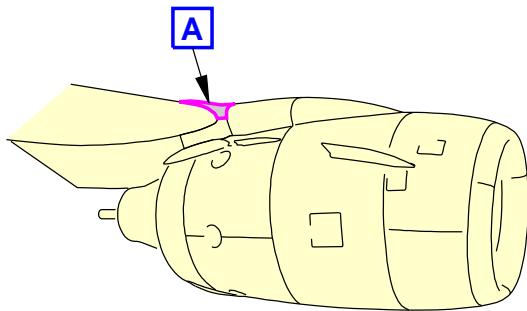
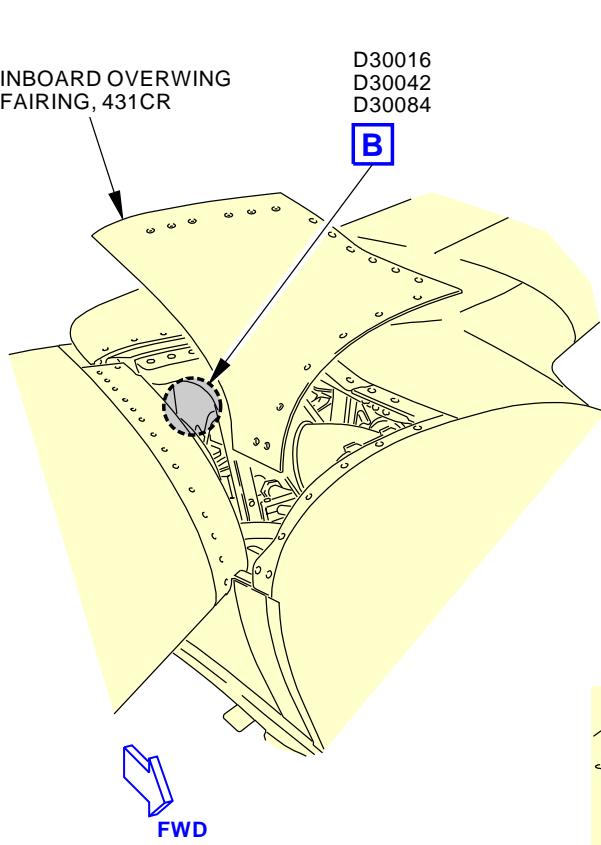
U69818 S0000213591 V2

Loop Resistance Test of Wire Bundle - Left Wing Leading Edge - Data Sheet
Figure 13

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-01-01



U68976 S0000213589_V2

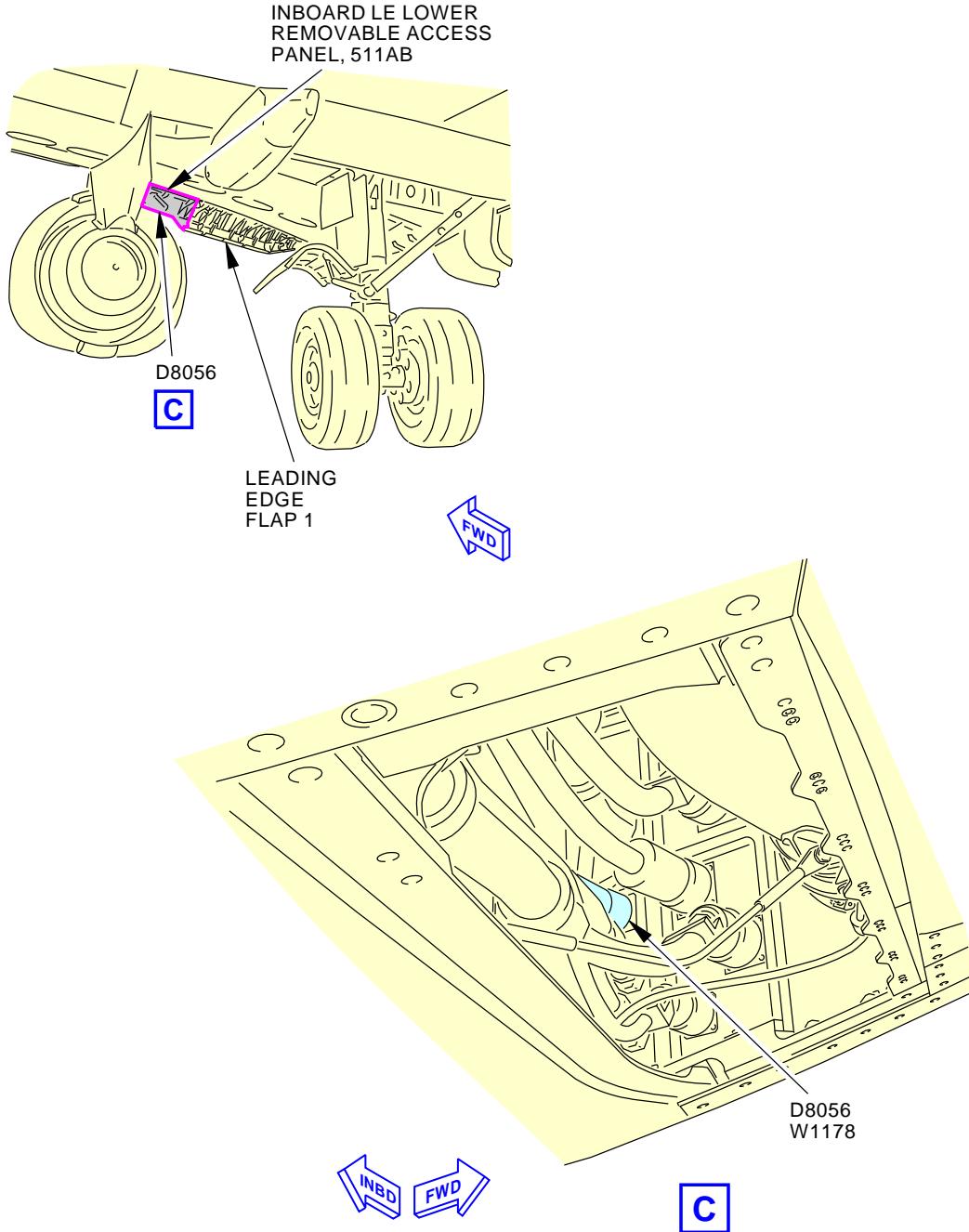
**Loop Resistance Test of Wire Bundle - Left Wing Leading Edge - Connector Location
Figure 14 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-01-01



U69017 S0000213590_V4
Loop Resistance Test of Wire Bundle - Left Wing Leading Edge - Connector Location
Figure 14 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

M04141 S0006558175 V9

Bond Resistance Test of Connector - Left Wing Leading Edge - Data Sheet
Figure 15

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

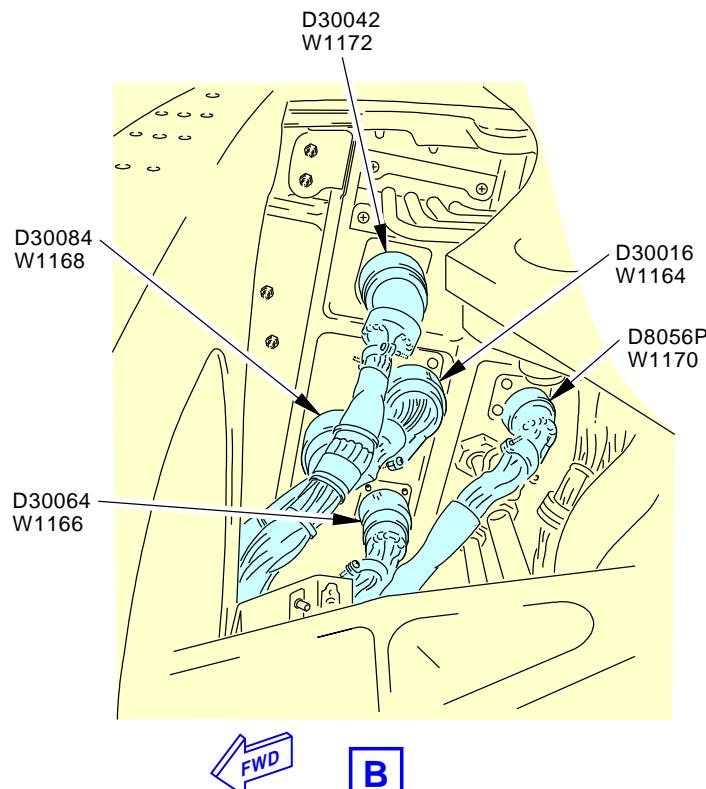
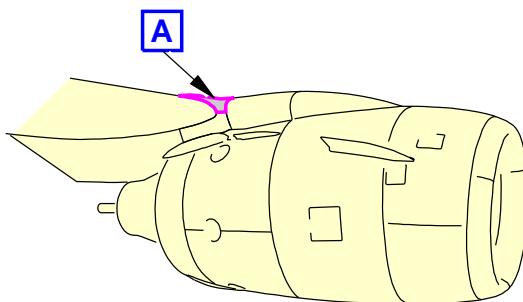
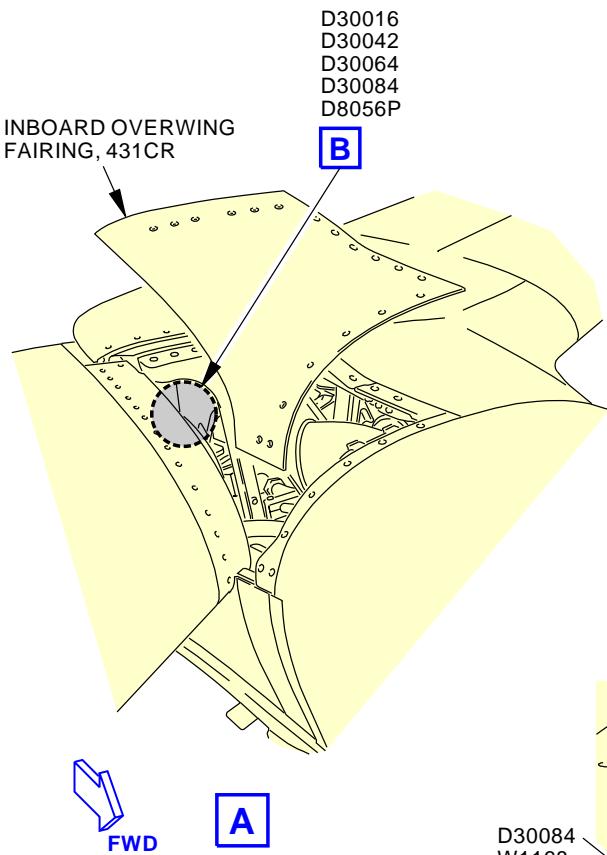
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01

L08137 S0006558174_V3

Bond Resistance Test of Connector - Left Wing Leading Edge - Connector Location
Figure 16 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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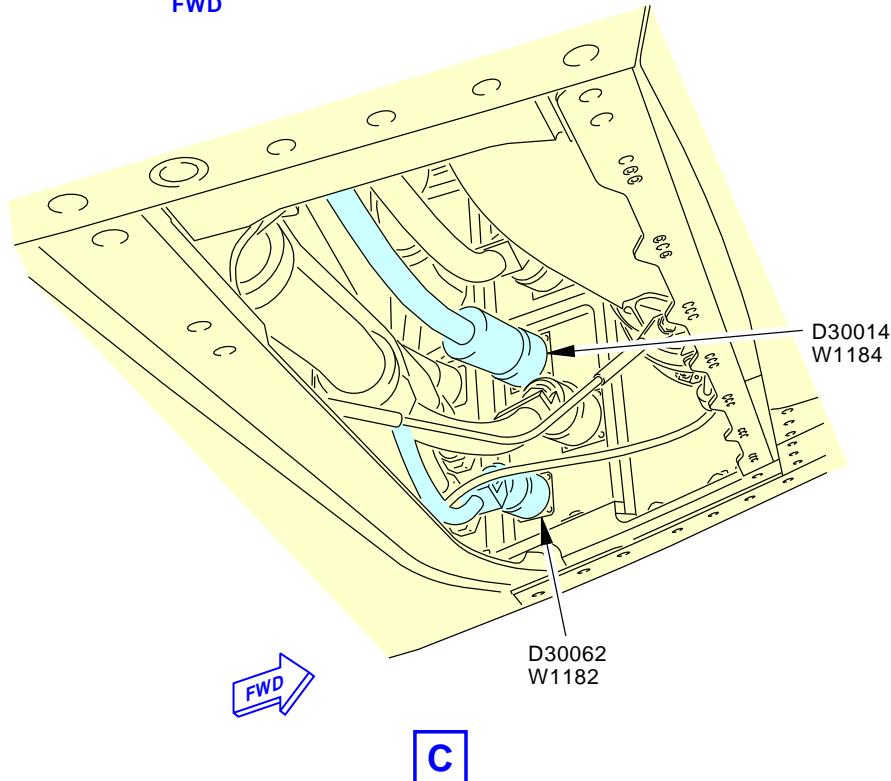
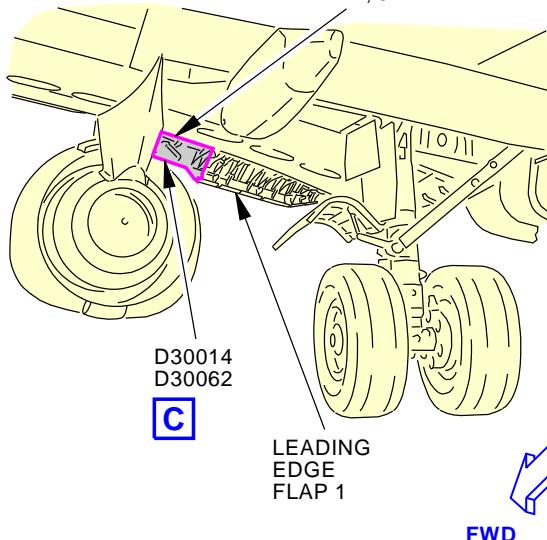
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01**INBOARD LE LOWER
REMOVABLE ACCESS
PANEL, 511AB**

L08138 S0006558176_V6

**Bond Resistance Test of Connector - Left Wing Leading Edge - Connector Location
Figure 16 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE
VESSEL - LEFT****D633A109-AKS
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AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

1932188 S0000364595 V1

Loop Resistance Test of Wire Bundle - Strut Disconnect - Left Engine - Data Sheet
Figure 17 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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DATA SHEET

U69842 S0000213620 V2

Loop Resistance Test of Wire Bundle - Strut Disconnect - Left Engine - Data Sheet
Figure 17 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

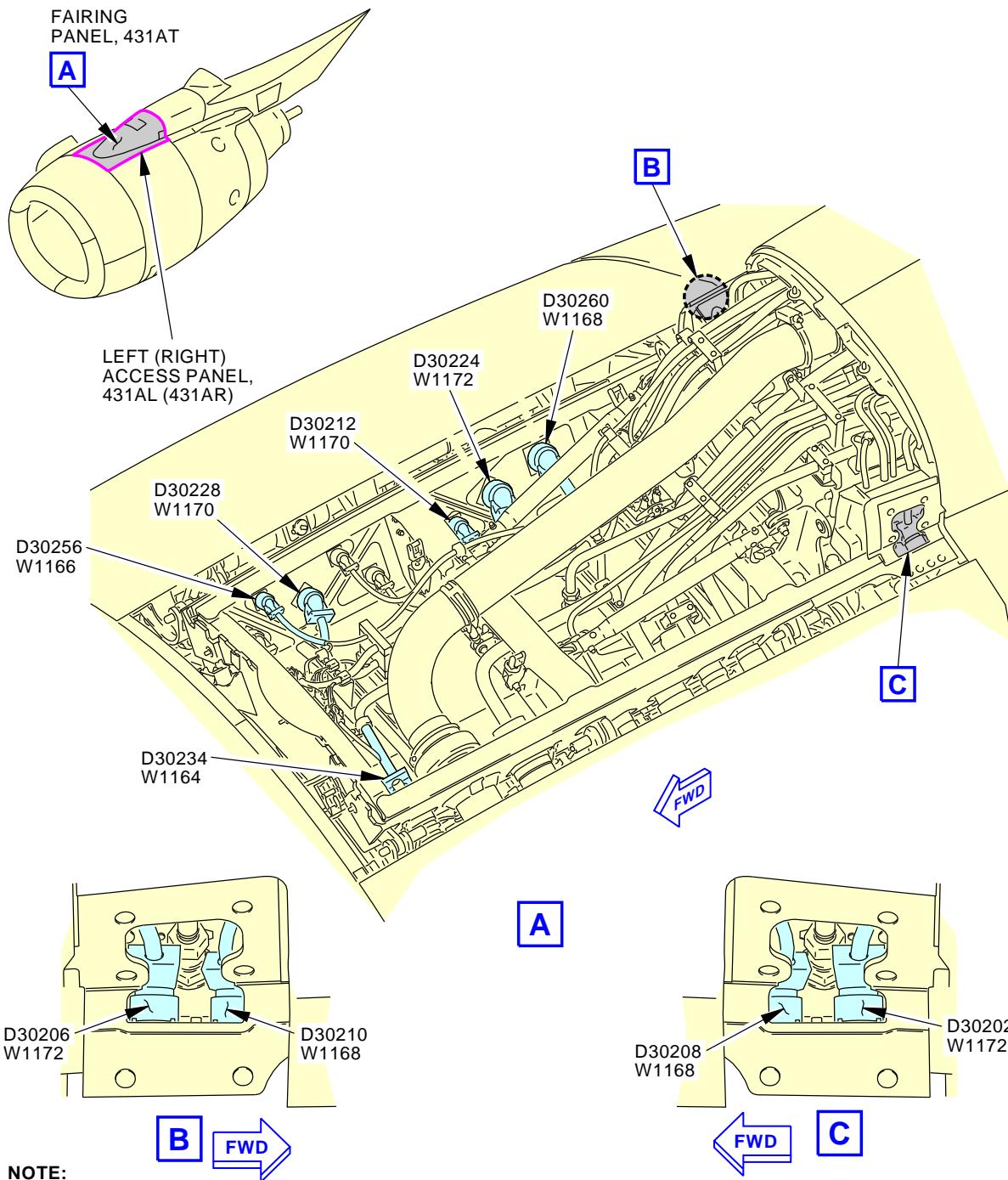
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-01-01**NOTE:**

PANELS 431AT, 431AL AND 431AR HAVE BEEN REMOVED.

U69020 S0000213619_V3

**Loop Resistance Test of Wire Bundle - Strut Disconnect - Left Engine - Connector Location
Figure 18**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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DATA SHEET

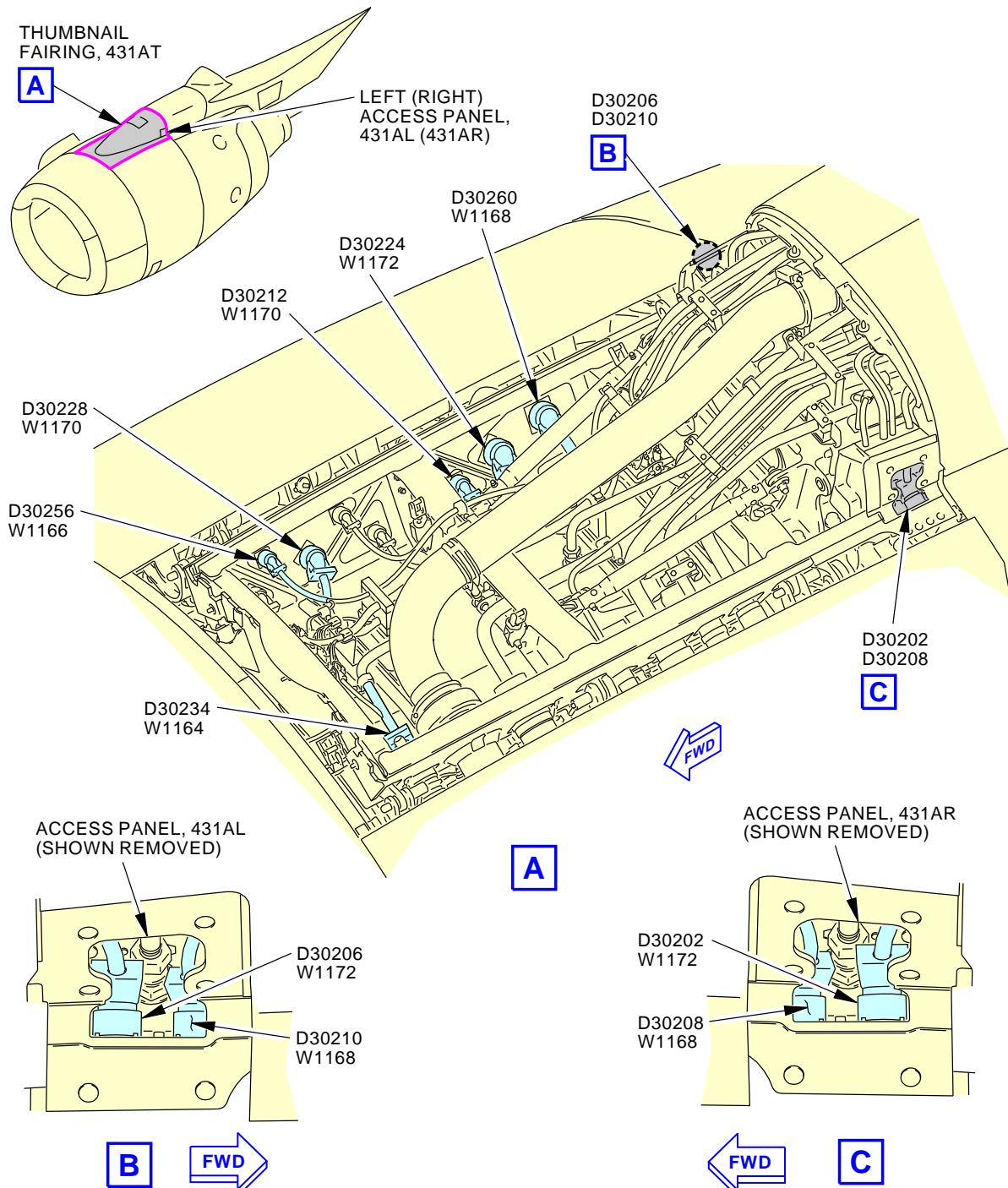
M04165 S0006558181 V2

Bond Resistance Test of Connector - Strut Disconnect - Left Engine - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-01-01
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Bond Resistance Test of Connector - Strut Disconnect - Left Engine - Connector Location
Figure 20

L08139 S0006558180_V4

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - LEFT
		D633A109-AKS 20-040-01-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-02-01
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL ELEC				APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE
		ACCESS 191FR 441AL 441AR 441AT 441CL 611AB 621GB			ZONE 134 191 441 610 650 660 740

Perform a functional check of the HIRF/L sensitive connectors outside the pressure vessel on the right side of the airplane. Check DC resistance from the backshell to ground.

AIRPLANE NOTE: Functional check using the Loop Resistance Test in AMM 05-55-45-200-XXX is the Boeing preferred method. An alternate Bond Resistance Test is provided for operators in lieu of a Loop Resistance Test for operators choosing to utilize the approved Bond Resistance Test method. Please complete this functional check using a Loop Resistance Test or a Bond Resistance Test.

A. References

Reference	Title
AMM 05-55-41-810-801	Right Side Connectors - Troubleshooting (P/B 601)
AMM 05-56-01-760-801	Joint Resistance Measurement (P/B 201)
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)
AMM 24-21-00-700-803	Operational Test for the AC Generation and Control System (P/B 501)
AMM 26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
AMM 28-41-00-710-801	Operational Test - Fuel Quantity Indicating System (P/B 501)
AMM 30-11-12-400-801	Ground Wing Thermal Anti-Icing Solenoid Valve Installation (P/B 401)
AMM 31-31-31-700-801	Aileron Position Transmitter Installation Test (P/B 401)
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 73-21-00-740-803-F00	EEC BITE TEST - RECENT FAULTS (P/B 501)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT	D633A109-AKS 20-040-02-01	Page 1 of 61 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. 20-040-02-01
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(Continued)

Reference	Title
AMM 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
AMM 78-31-00-700-801-F00	Thrust Reverser Normal Operation Test (P/B 501)
AMM 80-11-00-730-801-F00	Start Switch Test (P/B 501)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-45-200-801				
1. Loop Resistance Test of Wire Bundle - Right Main Landing Gear Wheel Well (Figure 1, Figure 2)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-45-010-001 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 1) to record data during the task. (3) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 05-55-45-200-021 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-45-200-001 (1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector. (a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table: <u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection. 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure. 4) This step is complete when all wire bundles listed in Table were tested and passed.				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01		
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
SUBTASK 05-55-45-810-001				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p>				
<p>(a) If the wire bundle shield resistance is less than the MIN value, do the following:</p> <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20). 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support. <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <ol style="list-style-type: none"> 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure. <ol style="list-style-type: none"> a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20). b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support. (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle. 				
SUBTASK 05-55-45-200-002				
(3) Connectors listed in this Table are used for the task(s) above.				

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W1032	D43100P	22-11-31, 27-18-11, 27-32-11, 27-62-14	AL720C or AL0720C POS 1 - Spoiler, DFCS		
W1032	D43102P	22-11-11, 22-11-31, 22-12-41	AL720D or AL0720D POS 2 - Spoiler, DFCS		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-41-200-802				
2. Bond Resistance Test of Connector - Right Wheel Well (Figure 3, Figure 4)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-41-010-002 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 05-55-41-200-002 (2) Make copy of the data sheet (Figure 3). SUBTASK 05-55-41-200-020 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-41-200-010 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Troubleshooting, AMM TASK 05-55-41-810-801. (d) Re-connect the connector if it was disconnected during the test. (e) Repeat these steps on the next connector in the Table. This task is complete when all connectors listed in the Table were tested and passed. SUBTASK 05-55-41-200-011 (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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SUBTASK 05-55-41-220-002

- (3) Connector listed in this Table is used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1032	D43100P	AL720C POS 1 - Spoiler, DFCS	Disconnect the plug-measure between plug and receptacle	Aileron Position Transmitter Installation Test, AMM TASK 31-31-31-700-801
W1032	D43102P	AL720D POS 2 - Spoiler, DFCS	Disconnect the plug-measure between plug and receptacle	Spoiler Position Sensor Test, AMM TASK 22-11-27-710-801

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-940-001

- (1) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-45-200-802				
3. Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing (Figure 5, Figure 6)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-45-200-004 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 5) to record data during the task. SUBTASK 05-55-45-200-022 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-45-040-001 (5) Deactivate the Leading edge Slats: (a) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801 SUBTASK 05-55-45-010-002 (6) Open this access panel: Number Name/Location 191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet				
C. Procedure SUBTASK 05-55-45-200-005 (1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.				
EFFECTIVITY AKS ALL		SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01	
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01		
					MECH	INSP
(a)	Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:					
	<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.					
	1) Record the measured value to the datasheet.					
	2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.					
	3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.					
	4) This step is complete when all wire bundles listed in Table were tested and passed.					
SUBTASK 05-55-45-810-002						
(2)	Procedure to do the Troubleshooting step for the wire bundle shielding:					
	<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.					
	<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.					
(a)	If the wire bundle shield resistance is less than the MIN value, do the following:					
	1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.					
	2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.					
	3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.					
	<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.					
	a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).					
	4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.					
(b)	If the wire bundle shield loop resistance is greater than the MAX value, do the following:					
	1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.					

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT	
		D633A109-AKS 20-040-02-01	Page 9 of 61 Oct 15/2014

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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- a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).
- b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.
- (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

SUBTASK 05-55-45-200-006

- (3) Connectors listed in this Table are used for the task(s) above.

Table 3

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1282	D39932	26-11-21, 73-22-11, 74-11-11	AC520, Alt pwr - Relay
W1284	D39912	76-21-21, 77-12-21, 80-11-11	AC520, EEC - Starter valve

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-001

- (1) Close this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-45-440-001

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HIRFL SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-41-200-803				
4. Bond Resistance Test of Connector - Right Wing To Body Fairing (Figure 7, Figure 8)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-41-040-005 (1) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-41-200-003 (2) Make copy of the data sheet (Figure 7). SUBTASK 05-55-41-200-021 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-41-220-003 (5) Open this access panel: Number Name/Location 191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet				
C. Procedure SUBTASK 05-55-41-200-012 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Troubleshooting, AMM TASK 05-55-41-810-801.				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01		

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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- (d) Re-connect the connector if it was disconnected during the test.
 (e) Repeat these steps on the next connector in the Table. This task is complete when all connectors listed in the Table were tested and passed.

SUBTASK 05-55-41-200-013

- (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

SUBTASK 05-55-41-220-004

- (3) Connector listed in this Table is used for the task above.

Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1278	D39928	AC520, Alt pwr - EEC	Disconnect the plug-measure between plug and receptacle	EEC BITE TEST - RECENT FAULTS, AMM TASK 73-21-00-740-803-F00
W1664	D39908	AD520, Refuel DEU	Disconnect the plug-measure between plug and receptacle	Operational Test - Fuel Quantity Indicating System, AMM TASK 28-41-00-710-801

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-210-001

- (1) Close this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-41-440-002

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-45-200-803				
5. Loop Resistance Test of Wire Bundle - Right Wing Trailing Edge				
(Figure 9, Figure 10)				
A. General				
(1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure				
SUBTASK 05-55-45-200-019				
(1) The (loop resistance tester, SPL-1636) is required for this task.				
(2) Make copy of the data sheet (Figure 9) to record data during the task.				
SUBTASK 05-55-45-200-023				
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.				
(4) Send the data to one of the following addresses:				
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com				
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".				
(c) By Fax: 425-717-1960.				
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
SUBTASK 05-55-45-010-003				
(5) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.				
SUBTASK 05-55-45-040-002				
(6) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.				
C. Procedure				
SUBTASK 05-55-45-200-008				
(1) Procedure to do the Functional Check of the wire bundle shielding:				
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.				
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.				
1) Record the measured value to the datasheet.				
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.				

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT	D633A109-AKS 20-040-02-01	Page 13 of 61 Feb 15/2015
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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				<p>3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.</p> <p>4) This step is complete when all wire bundles listed in Table were tested and passed.</p> <p>SUBTASK 05-55-45-810-003</p> <p>(2) Procedure to do the Troubleshooting step for the wire bundle shielding:</p> <p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p> <p>(a) If the wire bundle shield resistance is less than the MIN value, do the following:</p> <ol style="list-style-type: none">1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none">a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support. <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <ol style="list-style-type: none">1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.<ol style="list-style-type: none">a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support. <p>(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.</p>

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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SUBTASK 05-55-45-200-009

- (3) Connectors listed in this Table are used for the task(s) above.

Table 5

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1034	D00229	22-11-11, 22-12-41, 27-32-11, 27-52-11	T428-Flap Posn Sensor
W1034	D1697	22-11-31	Spoiler 9, sensor, FCC (a)
W1034	D1701	22-11-31	Spoiler 9, sensor, FCC (b)

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-440-002

- (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-45-410-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-41-200-804				
6. Bond Resistance Test of Connector - Right Wing Trailing Edge (Figure 11, Figure 12)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-41-220-005 (1) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 05-55-41-220-012 (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. SUBTASK 05-55-41-200-004 (3) Make copy of the data sheet: Figure 11. SUBTASK 05-55-41-200-022 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-41-200-014 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Troubleshooting, AMM TASK 05-55-41-810-801. (d) Re-connect the connector if it was disconnected during the test. (e) Repeat these steps on the next connector in the Table. This task is complete when all connectors listed in the Table were tested and passed.				

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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SUBTASK 05-55-41-200-015

- (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

SUBTASK 05-55-41-220-006

- (3) Connector listed in this Table is used for the task above.

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1034	D00229	T428-Flap Posn Sensor	Disconnect the plug- measure between plug and receptacle. For this measurement D40034J/P must be hooked up.	Trailing Edge Flap System Operational Test, AMM TASK 27-51-00-710-801
W1034	D1697	Spoiler 9, sensor, FCC (a)	Standard measurement backshell to structure	N/A
W1034	D1701	Spoiler 9, sensor, FCC (b)	Standard measurement backshell to structure	N/A

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-440-003

- (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801

SUBTASK 05-55-41-210-002

- (2) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01	MECH	INSP
TASK 05-55-45-200-804						
7. Loop Resistance Test of Wire Bundle - Right Wing Leading Edge						
(Figure 13, Figure 14)						
A. General						
(1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.						
B. Prepare for the procedure						
SUBTASK 05-55-45-200-018						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 13) to record data during the task.						
SUBTASK 05-55-45-200-024						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-45-010-004						
(5) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803.						
SUBTASK 05-55-45-040-003						
(6) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.						
SUBTASK 05-55-45-010-005						
(7) Open these access panels:						
Number	Name/Location					
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2					
611AB	Inboard Leading Edge, Lower Removable Access Panel					
621GB	Refuel Access Panel - Slat Station 143.27					
C. Procedure						
SUBTASK 05-55-45-200-011						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT	D633A109-AKS 20-040-02-01	Page 18 of 61 Feb 15/2015		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p> <ol style="list-style-type: none">1) Record the measured value to the datasheet.2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-45-810-004				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p> <p>(a) If the wire bundle shield resistance is less than the MIN value, do the following:</p> <ol style="list-style-type: none">1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none">a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support. <p>(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:</p> <ol style="list-style-type: none">1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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- a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).
- b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.
- (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

SUBTASK 05-55-45-200-012

- (3) Connectors listed in this Table are used for the task(s) above.

Table 7

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1264	D30116	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AW258R, M2 speed - CDS
W1268	D30184	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 77-31-21, 78-35-21, 78-36-21	AW258R, EEC, CDS
W1272	D30142	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-32-61, 78-35-21, 78-36-21	AW258R, EEC - P8
W1278	D8156J	26-11-21, 30-21-21, 31-62-24, 73-22-11, 74-11-11, 77-12-11, 77-31-21, 79-31-11	AW258R, Alt pwr - EEC
W1664	D4578J	28-41-11, 28-44-11	AD520, Wing Refuel Panel

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-003

- (1) Close these access panels:

Number Name/Location

- | | |
|-------|---|
| 441CL | Forward Strut Fairing, Left Overwing Fairing, Strut 2 |
| 611AB | Inboard Leading Edge, Lower Removable Access Panel |
| 621GB | Refuel Access Panel - Slat Station 143.27 |

SUBTASK 05-55-45-440-003

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
SUBTASK 05-55-45-440-006 (3) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT		
		D633A109-AKS 20-040-02-01		Page 21 of 61 Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01							
				MECH INSP							
TASK 05-55-41-200-805											
8. Bond Resistance Test of Connector - Right Wing Leading Edge (Figure 15, Figure 16, Figure 17).											
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.											
B. Prepare for the procedure SUBTASK 05-55-41-210-003 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. SUBTASK 05-55-41-220-007 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-41-200-005 (3) Make copy of the data sheet: (Figure 15). SUBTASK 05-55-41-200-023 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-41-220-008 (6) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>441CL</td><td>Forward Strut Fairing, Left Overwing Fairing, Strut 2</td></tr><tr><td>611AB</td><td>Inboard Leading Edge, Lower Removable Access Panel</td></tr><tr><td>621GB</td><td>Refuel Access Panel - Slat Station 143.27</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2	611AB	Inboard Leading Edge, Lower Removable Access Panel	621GB	Refuel Access Panel - Slat Station 143.27
<u>Number</u>	<u>Name/Location</u>										
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2										
611AB	Inboard Leading Edge, Lower Removable Access Panel										
621GB	Refuel Access Panel - Slat Station 143.27										
C. Procedure SUBTASK 05-55-41-200-016 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero.											
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01									
				Page 22 of 61 Feb 15/2015							

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Troubleshooting, AMM TASK 05-55-41-810-801.				
(d) Re-connect the connector if it was disconnected during the test.				
(e) Repeat these steps on the next connector in the Table. This task is complete when all connectors listed in the Table were tested and passed.				
SUBTASK 05-55-41-200-017				
(2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				
SUBTASK 05-55-41-220-009				
(3) Connector listed in these Tables are used for the task above.				
Table 8				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1264	D30116	AW258R, M2 speed - CDS	Disconnect the plug - measure between plug and receptacle	Start Switch Test, AMM TASK 80-11-00-730-801-F00
W1266	D30164	AW258R, Pwr relay-alt pwr EEC	Disconnect the plug - measure between plug and receptacle	Engine Fire Detection - Operational Test, AMM TASK 26-11-00-710-801
W1268	D30184	AW258R, EEC, CDS	Disconnect the plug - measure between plug and receptacle	Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00 and Ground Wing Thermal Anti-Icing Solenoid Valve Installation, AMM TASK 30-11-12-400-801
W1270	D8156P	AW258R, Alt pwr EEC - J24	Disconnect the plug - measure between plug and receptacle	Operational Test for the AC Generation and Control System, AMM TASK 24-21-00-700-803
W1272	D30142	AW258R, EEC - P8	Disconnect the plug - measure between plug and receptacle	Thrust Reverser Normal Operation Test, AMM TASK 78-31-00-700-801-F00 and Ground Wing Thermal Anti-Icing Solenoid Valve Installation, AMM TASK 30-11-12-400-801
W1664	D4578J	AD520, Wing Refuel Panel	Standard measurement backshell to structure	

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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Table 9

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES	MECH	INSP
W1282	D30162	AW258R, Alt pwr - EEC	Disconnect the plug - measure between plug and receptacle	Engine Fire Detection - Operational Test, AMM TASK 26-11-00-710-801		
W1284	D30114	AW258R, CDS - M2 Speed	Disconnect the plug - measure between plug and receptacle	Start Switch Test, AMM TASK 80-11-00-730-801-F00		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-220-010

- (1) Close these access panels:

Number Name/Location

441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

SUBTASK 05-55-41-210-004

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
TASK 05-55-45-200-805				
9. Loop Resistance Test of Wire Bundle - Strut Disconnect - Right Engine (Figure 18, Figure 19)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-45-200-014 (1) The (loop resistance tester, SPL-1636) is required for this task. (2) Make copy of the data sheet (Figure 18) to record data during the task. SUBTASK 05-55-45-200-020 (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (4) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-45-010-006 (5) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803 SUBTASK 05-55-45-040-004 (6) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-45-040-005 (7) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00. SUBTASK 05-55-45-010-007 (8) Open these access panels: Number Name/Location 441AL Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2 441AR Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2 441AT Forward Strut Fairing, Thumbnail Fairing, Strut 2				
C. Procedure SUBTASK 05-55-45-420-002 (1) Procedure to do the Joint Resistance check for connectors listed in Table below: (a) For W1268-D30408: 1) Place the LRT Sense coupler on W1268 common to connector D30408.				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01		

AKS



737-600/700/800/900 TASK CARDS

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
SUBTASK 05-55-45-200-015				
(3) Procedure to do the Functional Check of the wire bundle shielding:				
<p><u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.</p>				
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p>				
<ol style="list-style-type: none">1) Record the measured value to the datasheet.2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-45-810-005				
(4) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p>				
<p><u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.</p>				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
<ol style="list-style-type: none">1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
<p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p>				
<ol style="list-style-type: none">a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				

EFFECTIVITY AKS ALL	SOURCE MRB	HIRFL SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
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- 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.
- (b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:
- 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.
 - a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).
 - b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.
 - (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

SUBTASK 05-55-45-200-016

- (5) Connectors listed in this Table are used for the task(s) above.

Table 11

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1264	D30434	24-11-21, 24-21-21, 24-24-21, 29-11-11, 76-21-21, 77-12-21, 80-11-11	AS1R, M2 speed - CDS
W1266	D30456	73-22-11, 74-11-11	AS1R, Pwr relay-alt pwr EEC
W1268	D30460	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 78-35-21	AS1R, EEC - T/R 1vdt
W1270	D30428	30-21-21, 31-62-24, 77-31-21, 79-31-11	AS1R
W1272	D30424	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-35-21	AS1R, EEC - T/R LVDT

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-004

- (1) Close these access panels:

Number Name/Location

- 441AL Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
 441AR Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01
				MECH INSP
(Continued)				
Number Name/Location				
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2			
SUBTASK 05-55-45-440-004				
(2)	Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00.			
SUBTASK 05-55-45-440-005				
(3)	Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.			
SUBTASK 05-55-45-410-005				
(4)	Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.			
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT		
		D633A109-AKS 20-040-02-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-02-01								
				MECH INSP								
TASK 05-55-41-200-806												
10. Bond Resistance Test of Connector - Strut Disconnect - Right Engine (Figure 20, Figure 21)												
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.												
B. Prepare for the procedure SUBTASK 05-55-41-040-001 (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. SUBTASK 05-55-41-040-002 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-41-200-006 (3) Make copy of the data sheet: Figure 20. SUBTASK 05-55-41-200-024 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-41-040-003 (6) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00. SUBTASK 05-55-41-220-011 (7) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>441AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2</td></tr><tr><td>441AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2</td></tr><tr><td>441AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 2</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2	441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2	441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2	
<u>Number</u>	<u>Name/Location</u>											
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2											
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2											
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2											
C. Procedure SUBTASK 05-55-41-200-018 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet.												
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT D633A109-AKS 20-040-02-01										
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- (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet.

NOTE: If the data sheet shows only MAX VALUE, the MIN VALUE is zero.

- 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Troubleshooting, AMM TASK 05-55-41-810-801.

- (d) Re-connect the connector if it was disconnected during the test.

- (e) Repeat these steps on the next connector in the Table. This task is complete when all connectors listed in the Table were tested and passed.

SUBTASK 05-55-41-200-019

- (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

SUBTASK 05-55-41-200-001

- (3) Connector listed in this Table is used for the task above.

Table 12

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1264	D30434	AS1R, M2 speed - CDS	Standard Measurement, backshell to structure.	N/A
W1266	D30456	AS1R, Pwr relay-alt pwr EEC	Standard Measurement, backshell to structure.	N/A
W1268	D30408	AS2R, T/R 1vdt - EEC	Standard Measurement, backshell to structure.	N/A
W1268	D30410	AS3R, EEC - T/R 1vdt	Standard Measurement, backshell to structure.	N/A
W1268	D30460	AS1R, EEC - T/R 1vdt	Standard Measurement, backshell to structure.	N/A
W1270	D30412	AS1R, Alt Power EEC - J24	Standard Measurement, backshell to structure.	N/A
W1270	D30428	AS1R	Standard Measurement, backshell to structure.	N/A
W1272	D30424	AS1R, EEC - T/R LVDT	Standard Measurement, backshell to structure.	N/A
W1272	D30402	AS2R, EEC - T/R LVDT	Standard Measurement, backshell to structure.	N/A
W1272	D30406	AS3R, EEC - T/R LVDT	Standard Measurement, backshell to structure.	N/A

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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TASK CARDS**

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D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-210-005

- (1) Close these access panels:

Number Name/Location

441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

SUBTASK 05-55-41-040-004

- (2) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM
TASK 78-31-00-440-803-F00.

SUBTASK 05-55-41-440-001

- (3) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

———— END OF TASK ——

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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PLANE:	
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TECHNICIAN:	

DATA SHEET

U69861 S0000213685 V2

Loop Resistance Test of Wire Bundle - Right Main Landing Gear Wheel Well - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

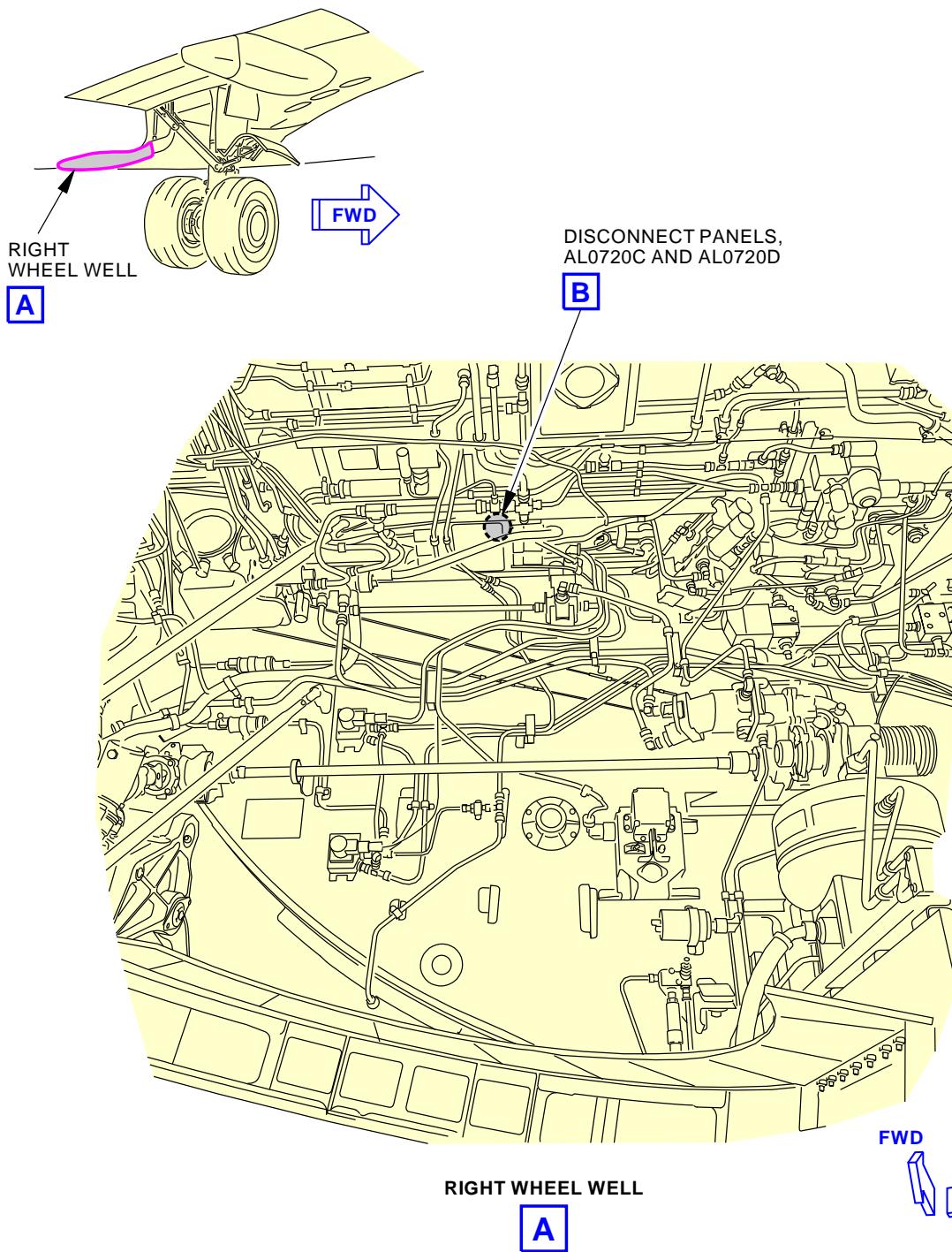
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
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U69021 S0000213681_V2

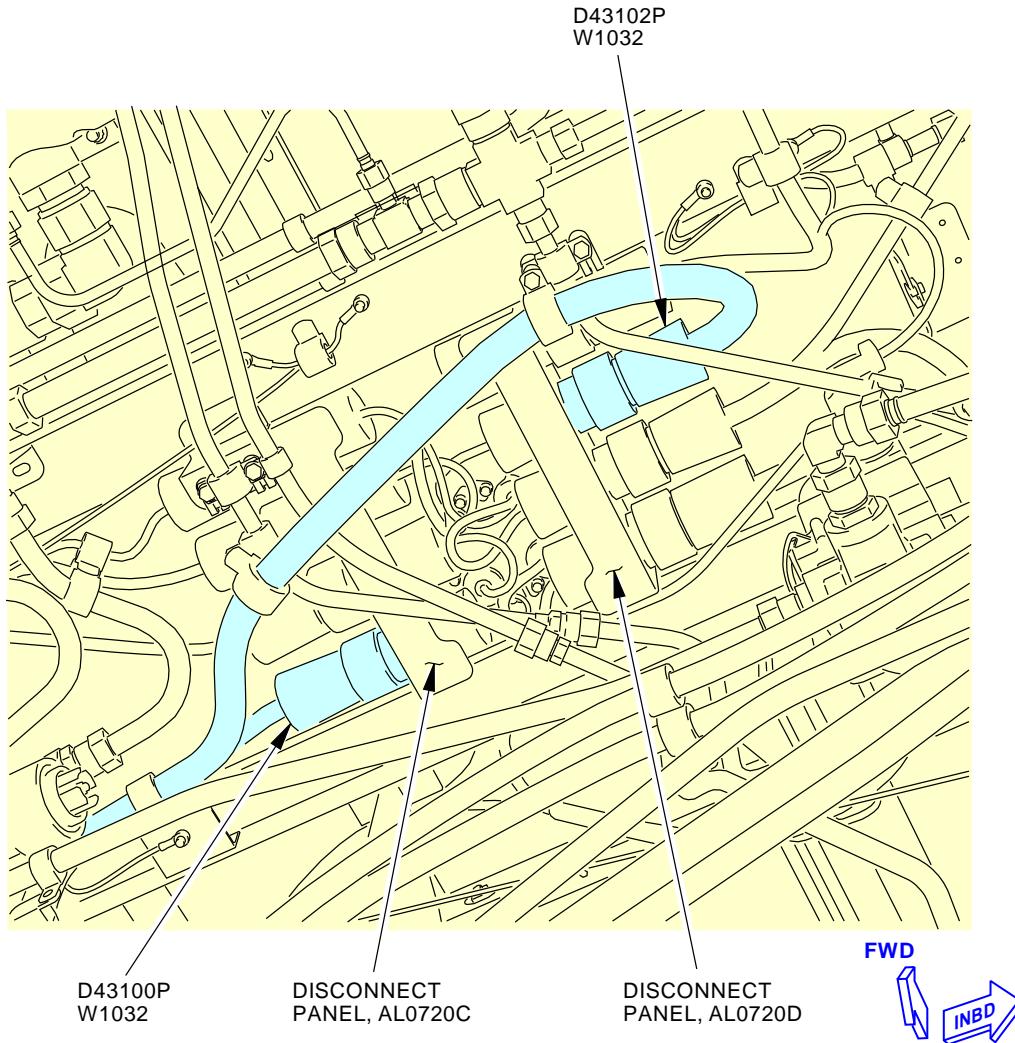
**Loop Resistance Test of Wire Bundle - Right Main Landing Gear Wheel Well - Connector Location
Figure 2 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	HIRFL SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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**DISCONNECT PANELS, AL0720C AND AL0720D**

NOTE:
COVER PLATE REMOVED.

U69027 S0000213683_V2

**Loop Resistance Test of Wire Bundle - Right Main Landing Gear Wheel Well - Connector Location
Figure 2 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

M04182 S0006558193 V7

Bond Resistance Test of Connector - Right Wheel Well - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

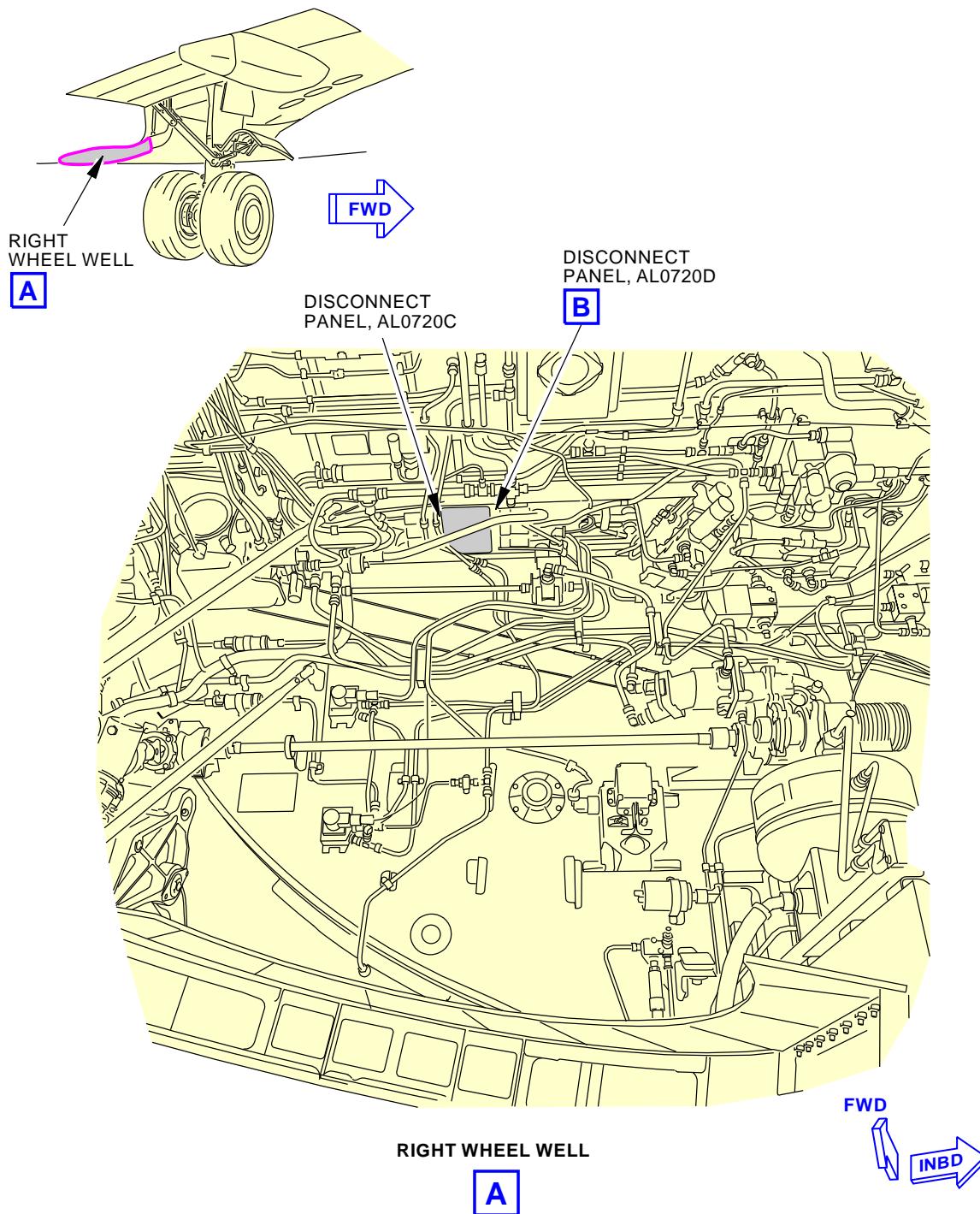
AKS**737-600/700/800/900
TASK CARDS**

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TAIL NUMBER

STATION

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BOEING CARD NO.
20-040-02-01

K15191 S0006558079_V6

**Bond Resistance Test of Connector - Right Wheel Well - Connector Location
Figure 4 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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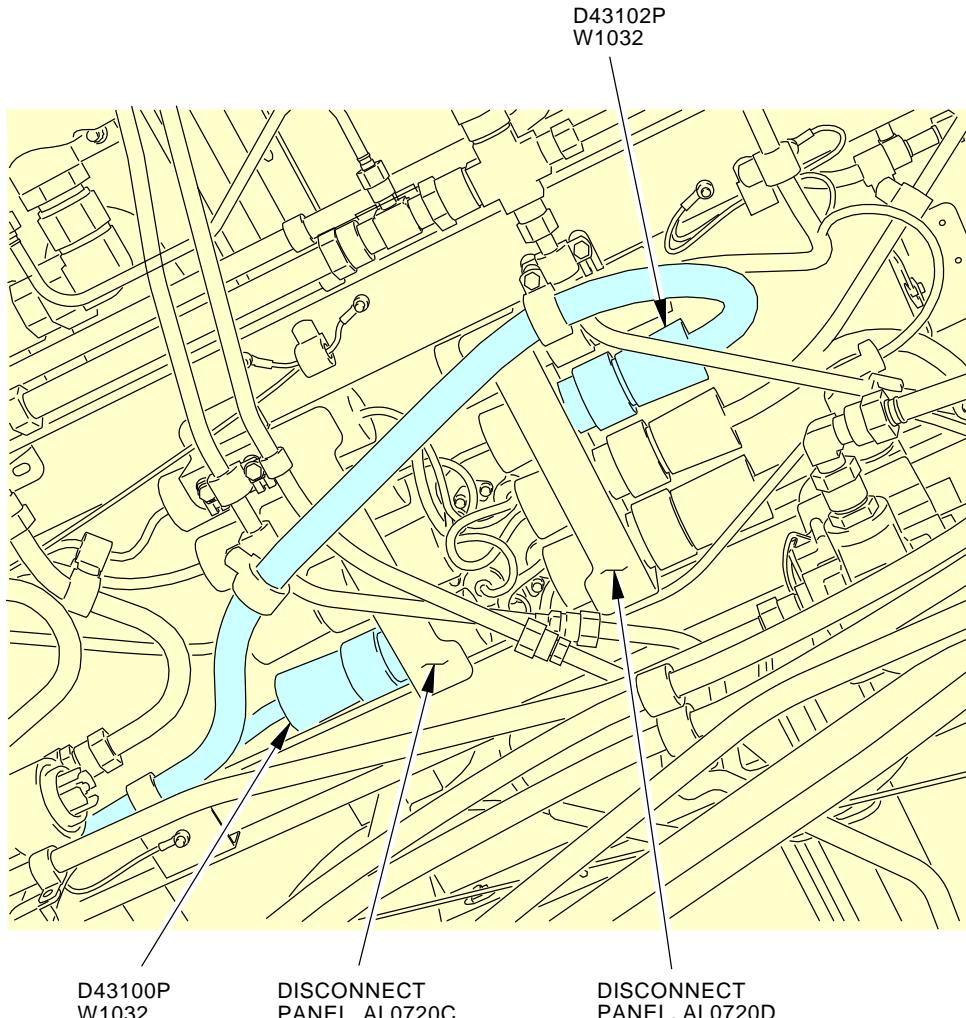
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01**DISCONNECT PANELS, AL0720C AND AL0720D**NOTE: COVER PLATE
REMOVED

428173 S0000139474_V3

**Bond Resistance Test of Connector - Right Wheel Well - Connector Location
Figure 4 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

U69866 S0000213698 V4

Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Data Sheet

Figure 5

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

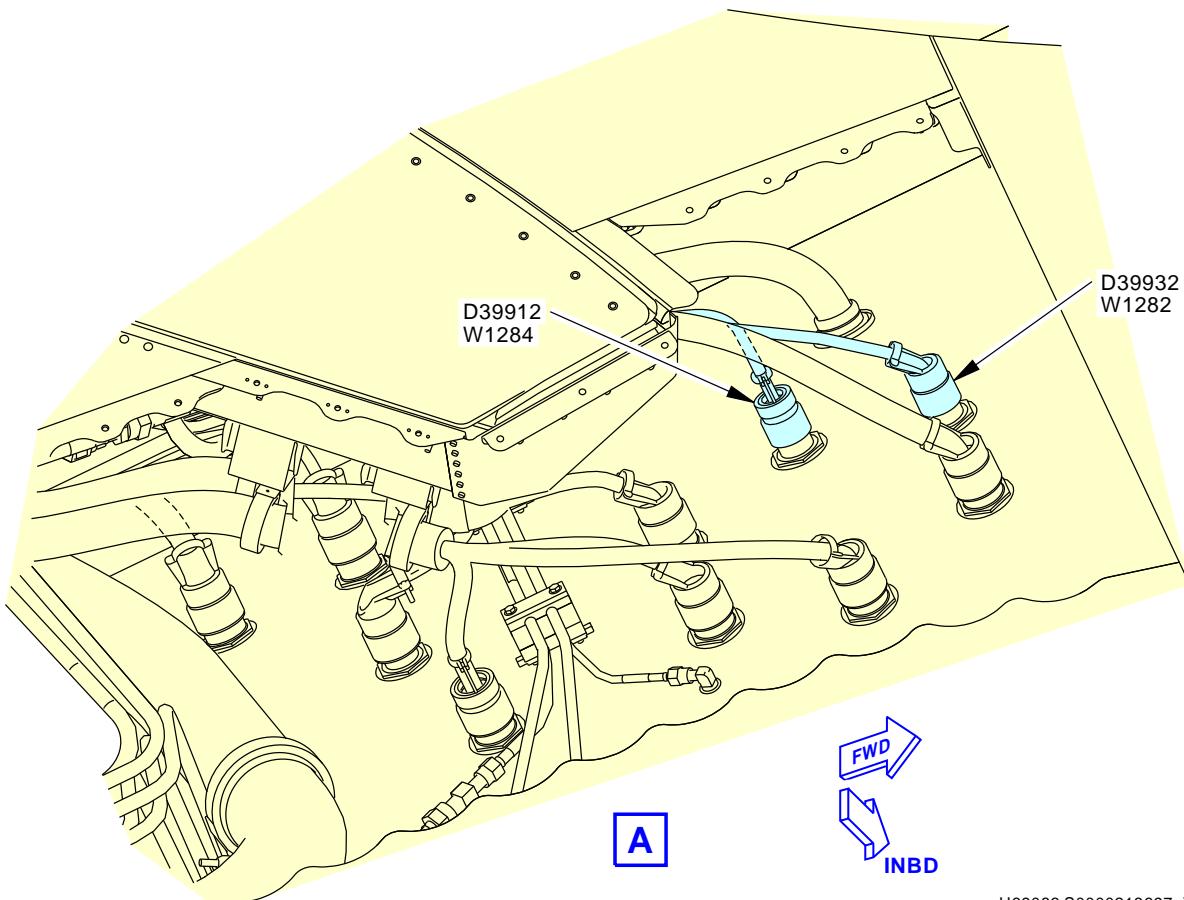
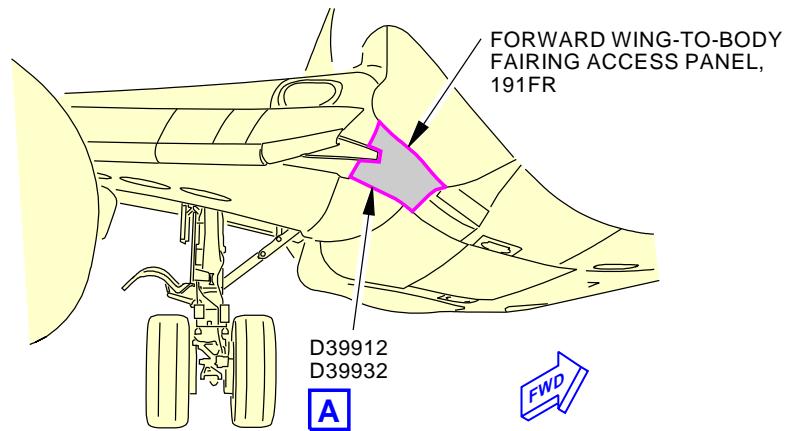
AKS**737-600/700/800/900
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DATE

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STATION

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BOEING CARD NO.
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Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Connector Location
Figure 6

U69083 S0000213697_V5

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

M04184 S0006558197 V7

Bond Resistance Test of Connector - Right Wing To Body Fairing - Data Sheet M04184-3000
Figure 7

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

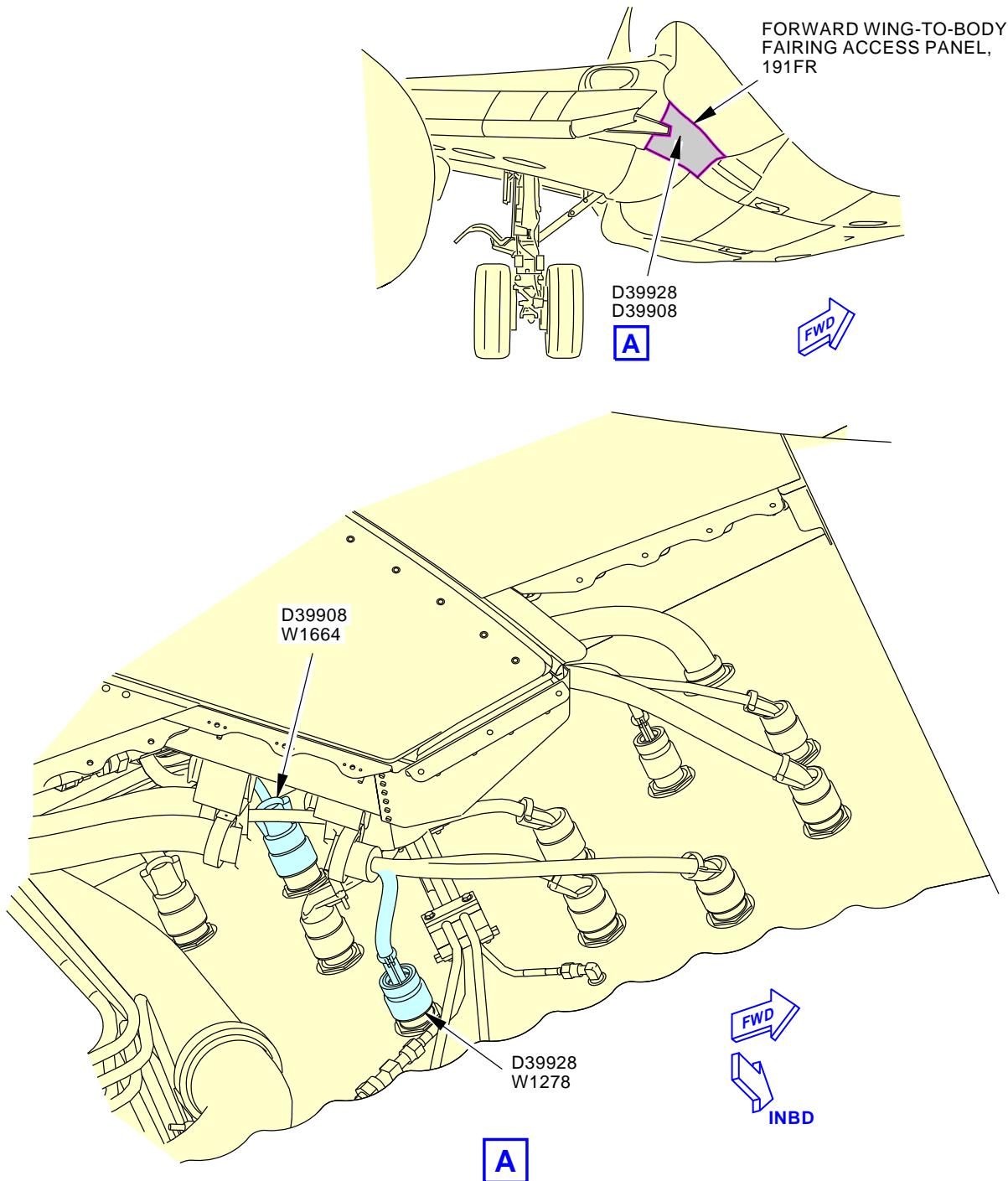
AKS**737-600/700/800/900
TASK CARDS**

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BOEING CARD NO.
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L08145 S0006558196_V3

**Bond Resistance Test of Connector - Right Wing To Body Fairing - Connector Location
Figure 8**EFFECTIVITY
AKS ALLSOURCE
MRB**HIRFL SENSITIVE CONNECTORS OUTSIDE THE PRESSURE
VESSEL - RIGHT****D633A109-AKS
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DATA SHEET

U69893 S0000213711 V2

Loop Resistance Test of Wire Bundle - Right Wing Trailing Edge - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

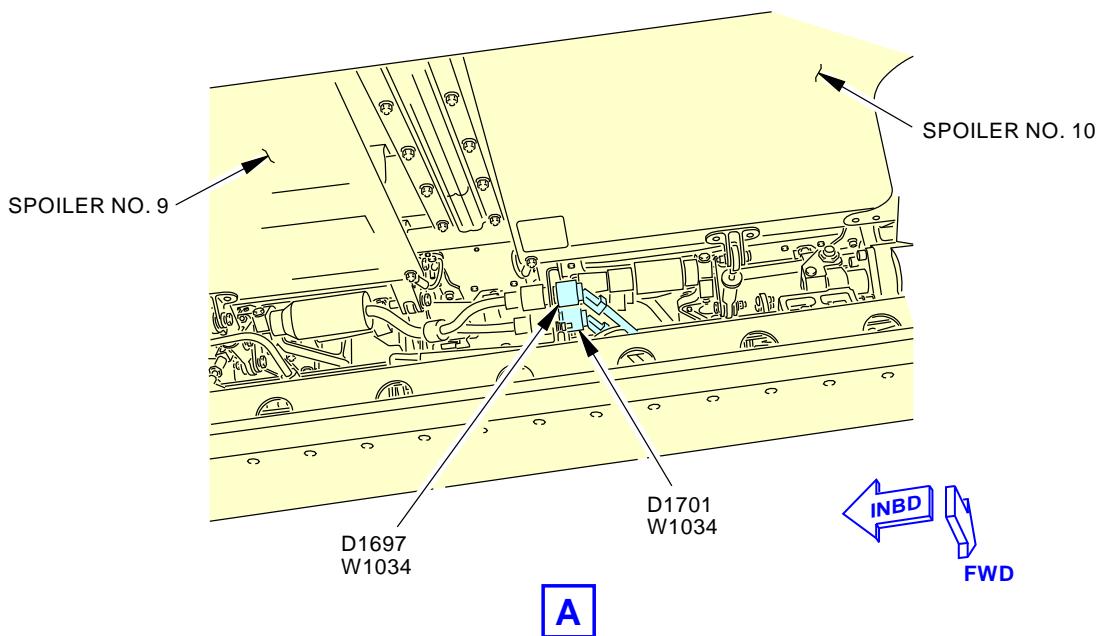
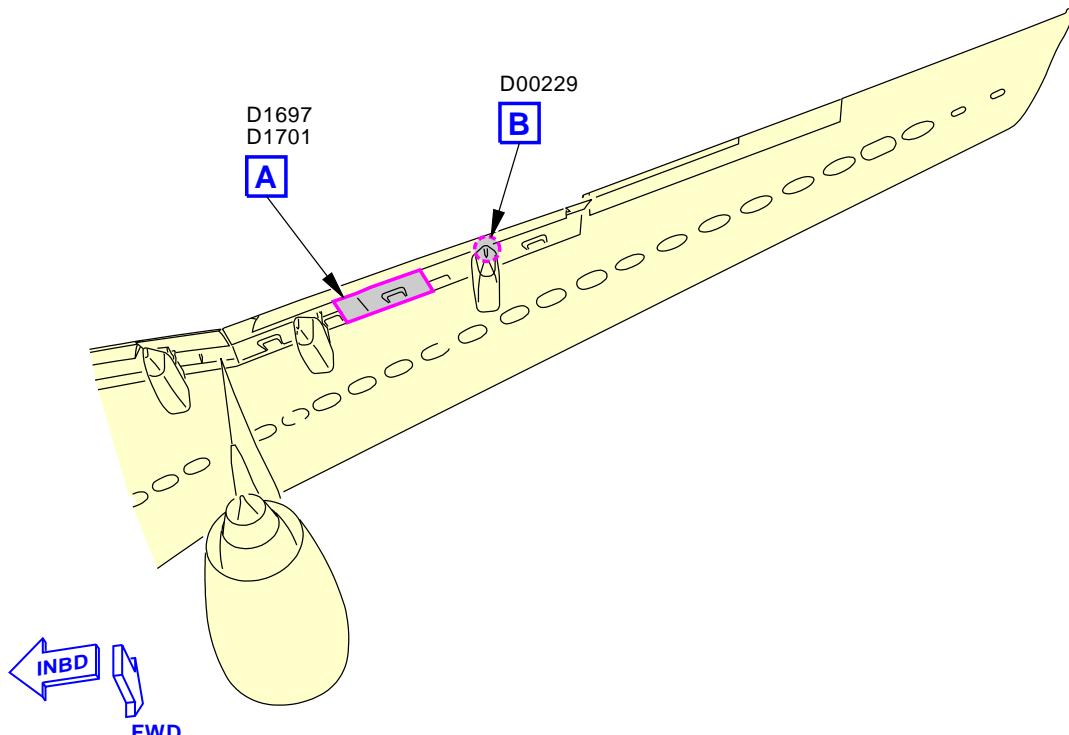
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

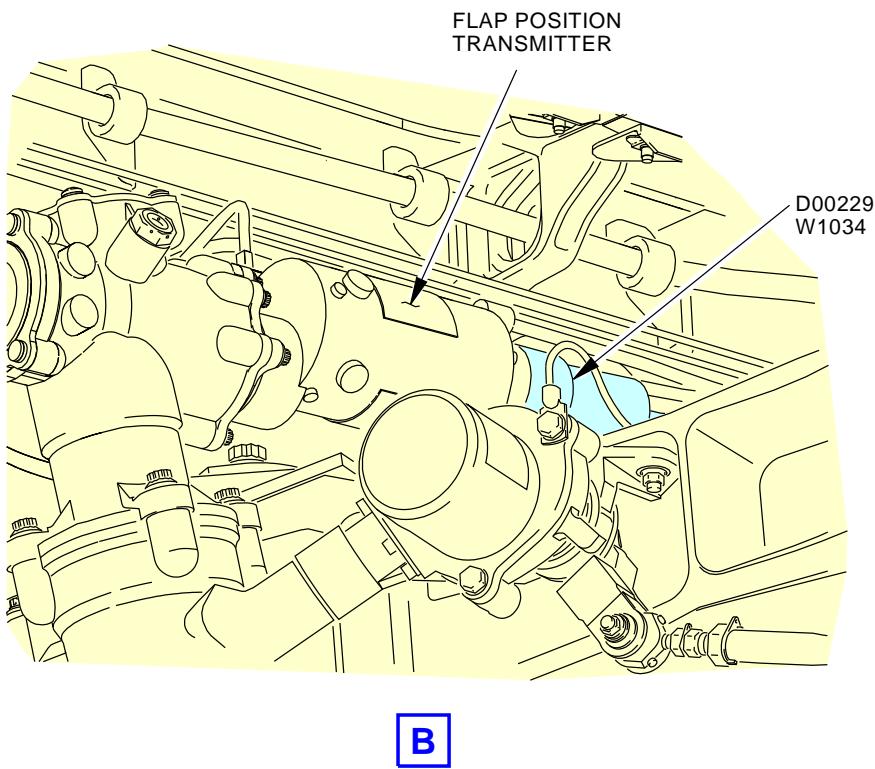
Loop Resistance Test of Wire Bundle - Right Wing Trailing Edge - Connector Location
Figure 10 (Sheet 1 of 2)

U69086 S0000213709_V4

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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U69089 S0000213710_V2
Loop Resistance Test of Wire Bundle - Right Wing Trailing Edge - Connector Location
Figure 10 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

D32555 S0000149528 V5

Bond Resistance Test of Connector - Right Wing Trailing Edge - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

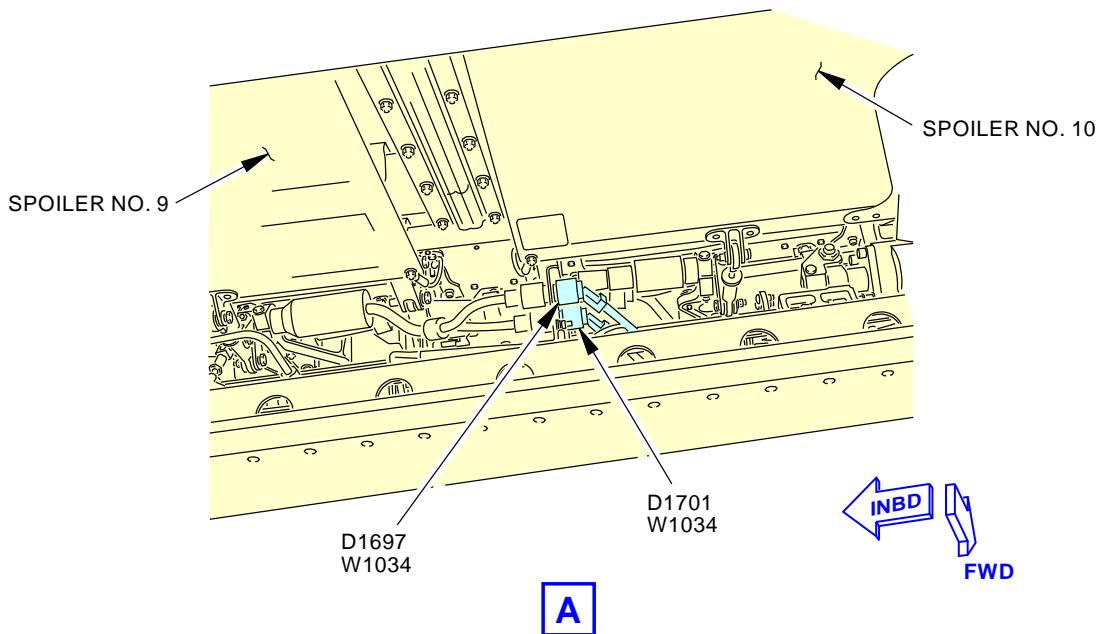
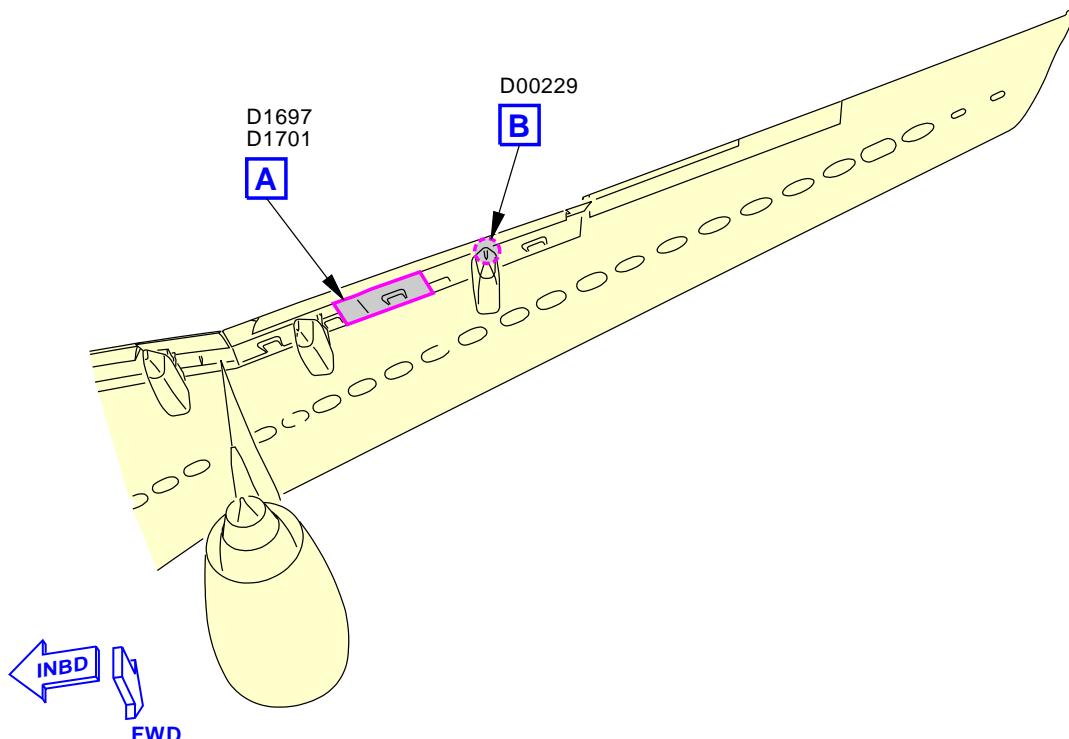
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

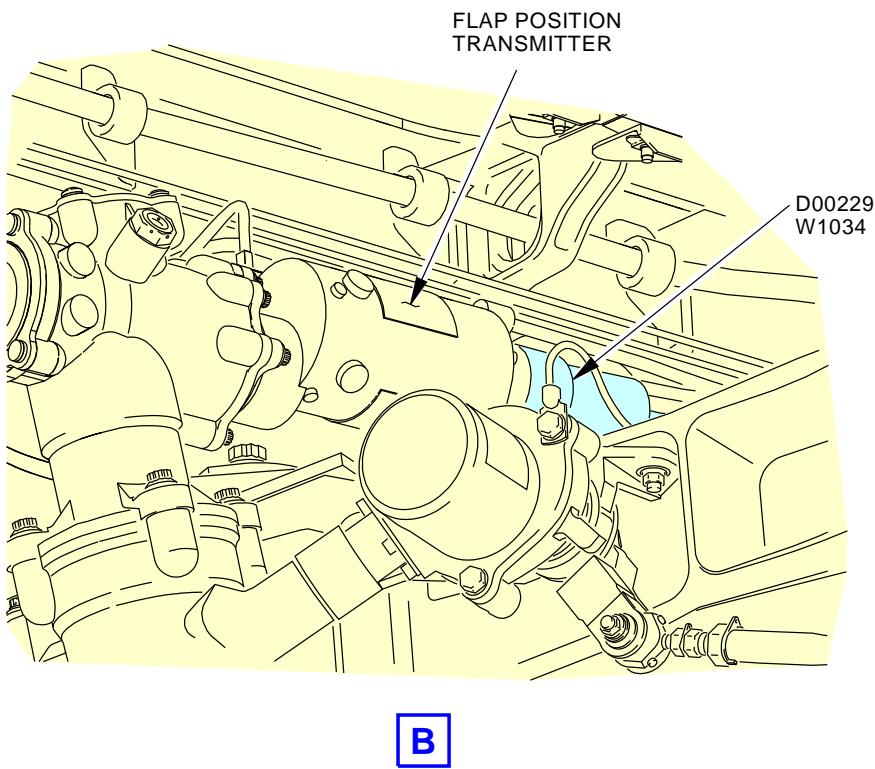
Bond Resistance Test of Connector - Right Wing Trailing Edge - Connector Location
Figure 12 (Sheet 1 of 2)

U69086 S0000213709_V4

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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U69089 S0000213710_V2
Bond Resistance Test of Connector - Right Wing Trailing Edge - Connector Location
Figure 12 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

U69911 S0000213724 V2

Loop Resistance Test of Wire Bundle - Right Wing Leading Edge - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

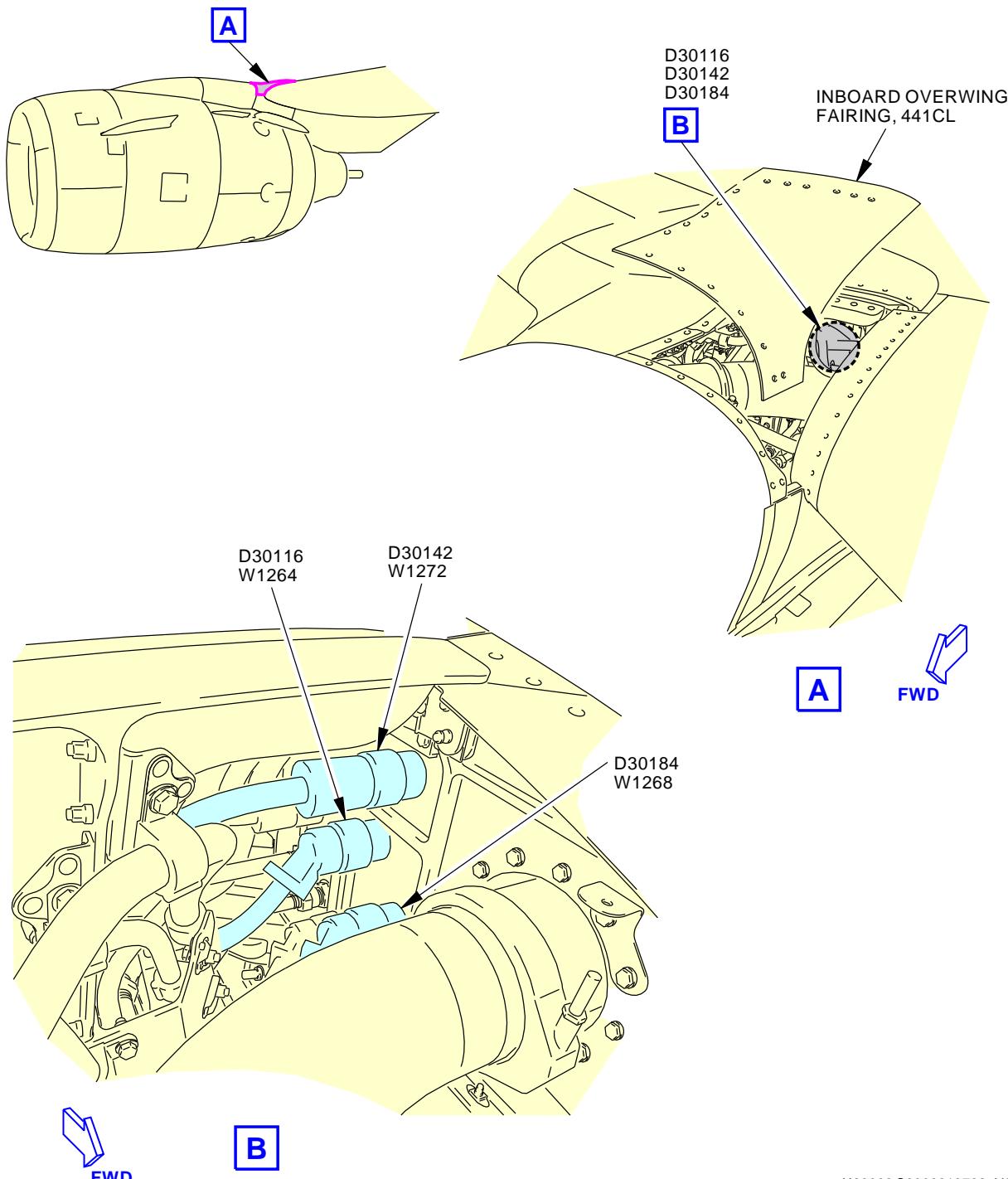
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

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STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

U69092 S0000213722_V3

Loop Resistance Test of Wire Bundle - Right Wing Leading Edge - Connector Location
Figure 14 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**HIRFL SENSITIVE CONNECTORS OUTSIDE THE PRESSURE
VESSEL - RIGHT****D633A109-AKS
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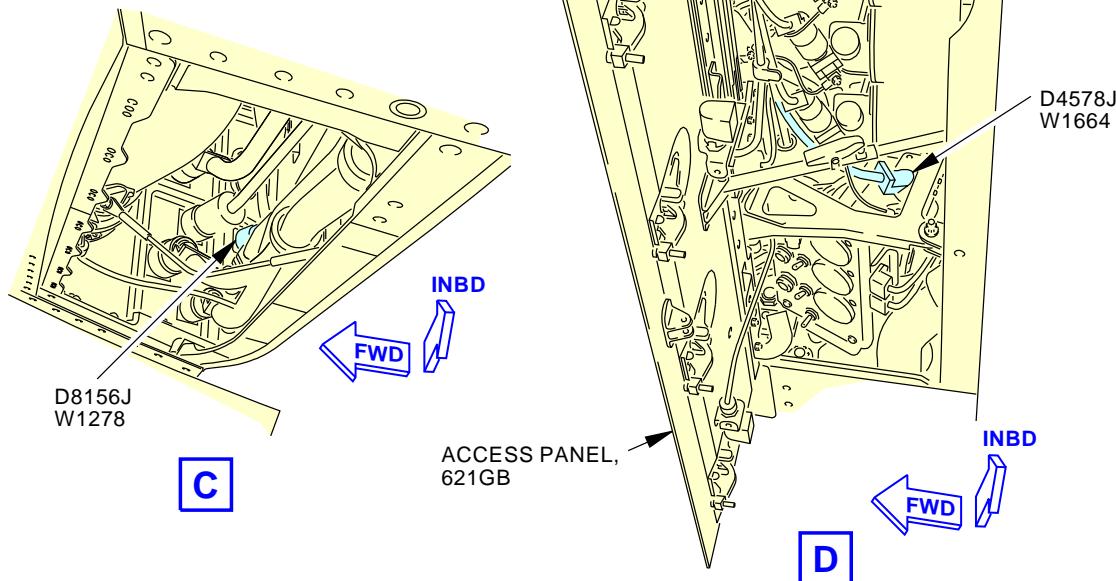
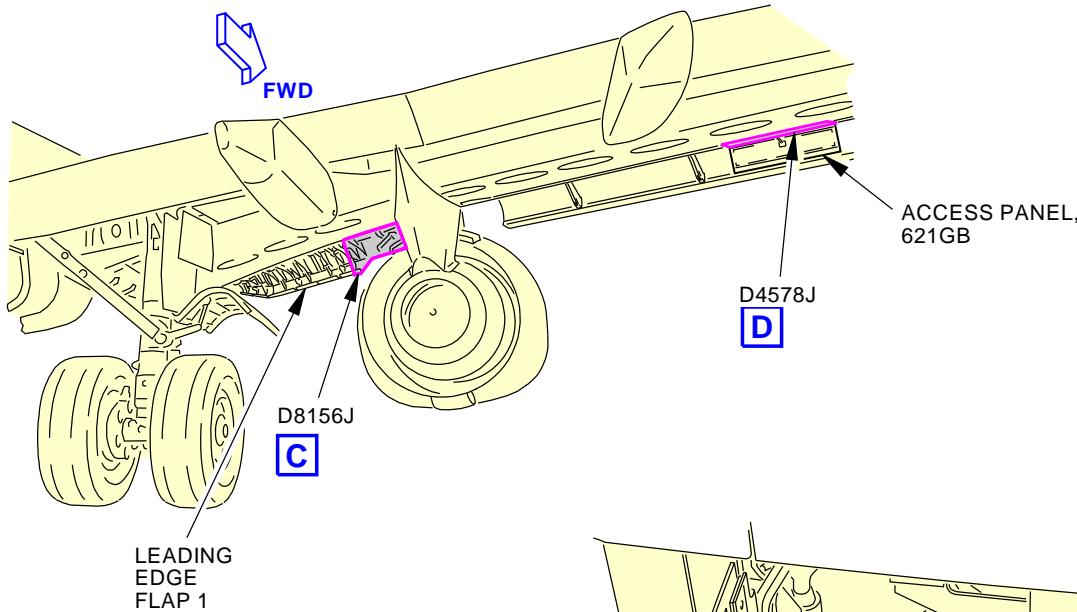
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

U69099 S0000213725_V3

Loop Resistance Test of Wire Bundle - Right Wing Leading Edge - Connector Location
Figure 14 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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TASK CARDS

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DATE:	
TECHNICIAN:	

DATA SHEET

M04188 S0006558208 V10

Bond Resistance Test of Connector - Right Wing Leading Edge - Data Sheet
Figure 15 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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TASK CARDS

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DATA SHEET

M04190 S0006558210 V6

Bond Resistance Test of Connector - Right Wing Leading Edge - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

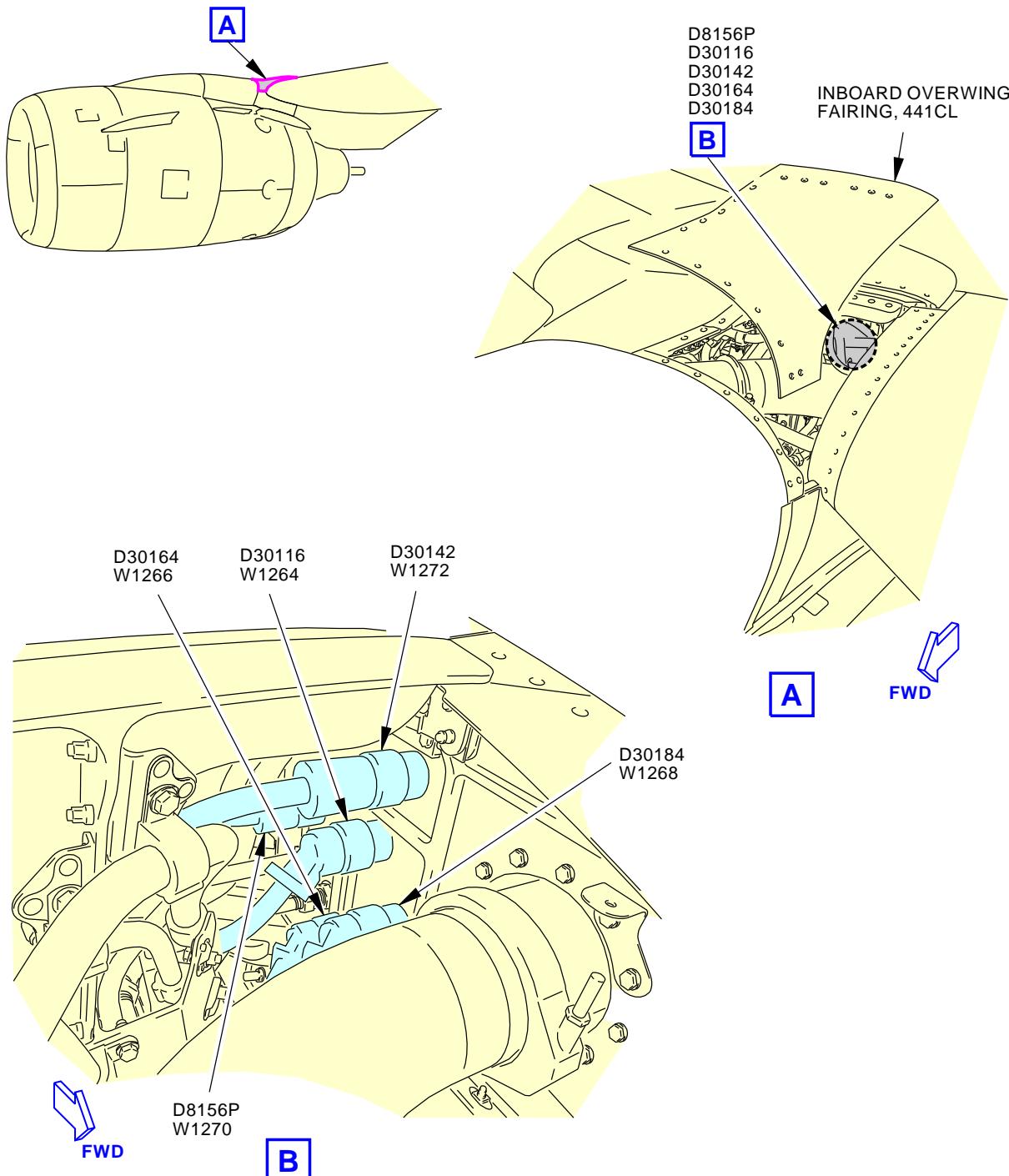
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

K15195 S0006558089_V4

Bond Resistance Test of Connector - Right Wing Leading Edge, Inboard of Engine - Connector Location
Figure 16 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT****D633A109-AKS
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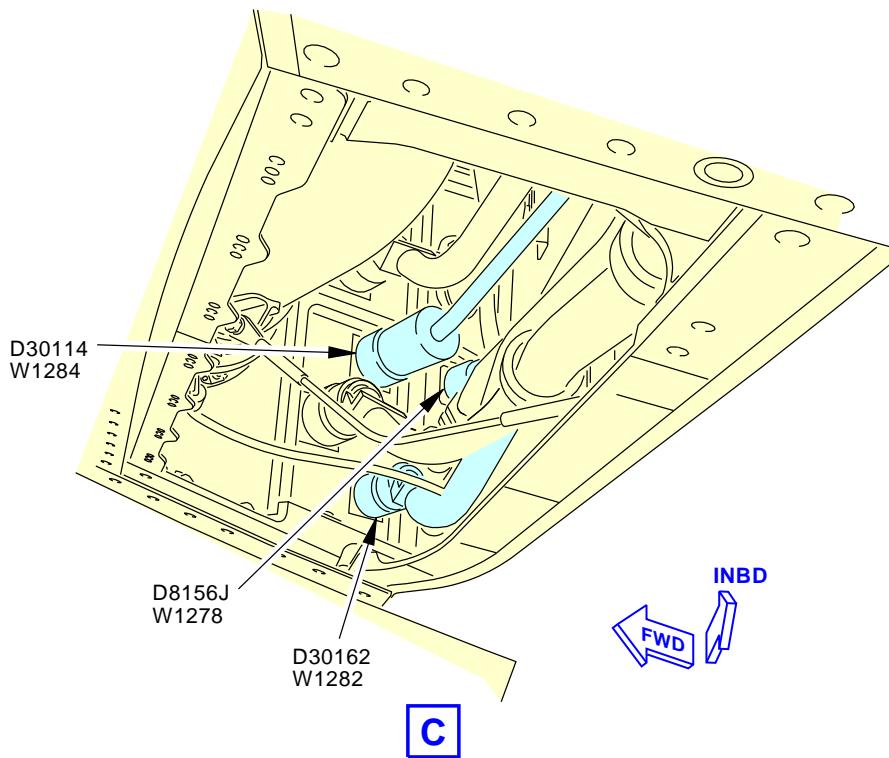
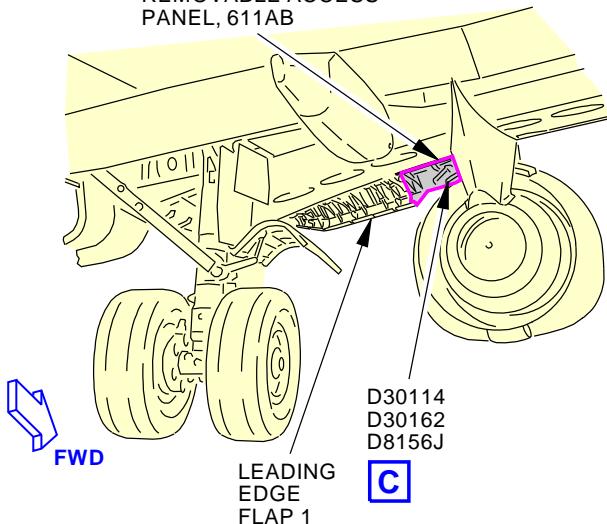
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01**INBOARD LE LOWER
REMOVABLE ACCESS
PANEL, 611AB**

L08161 S0006558209_V5

**Bond Resistance Test of Connector - Right Wing Leading Edge, Inboard of Engine - Connector Location
Figure 16 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE
VESSEL - RIGHT****D633A109-AKS
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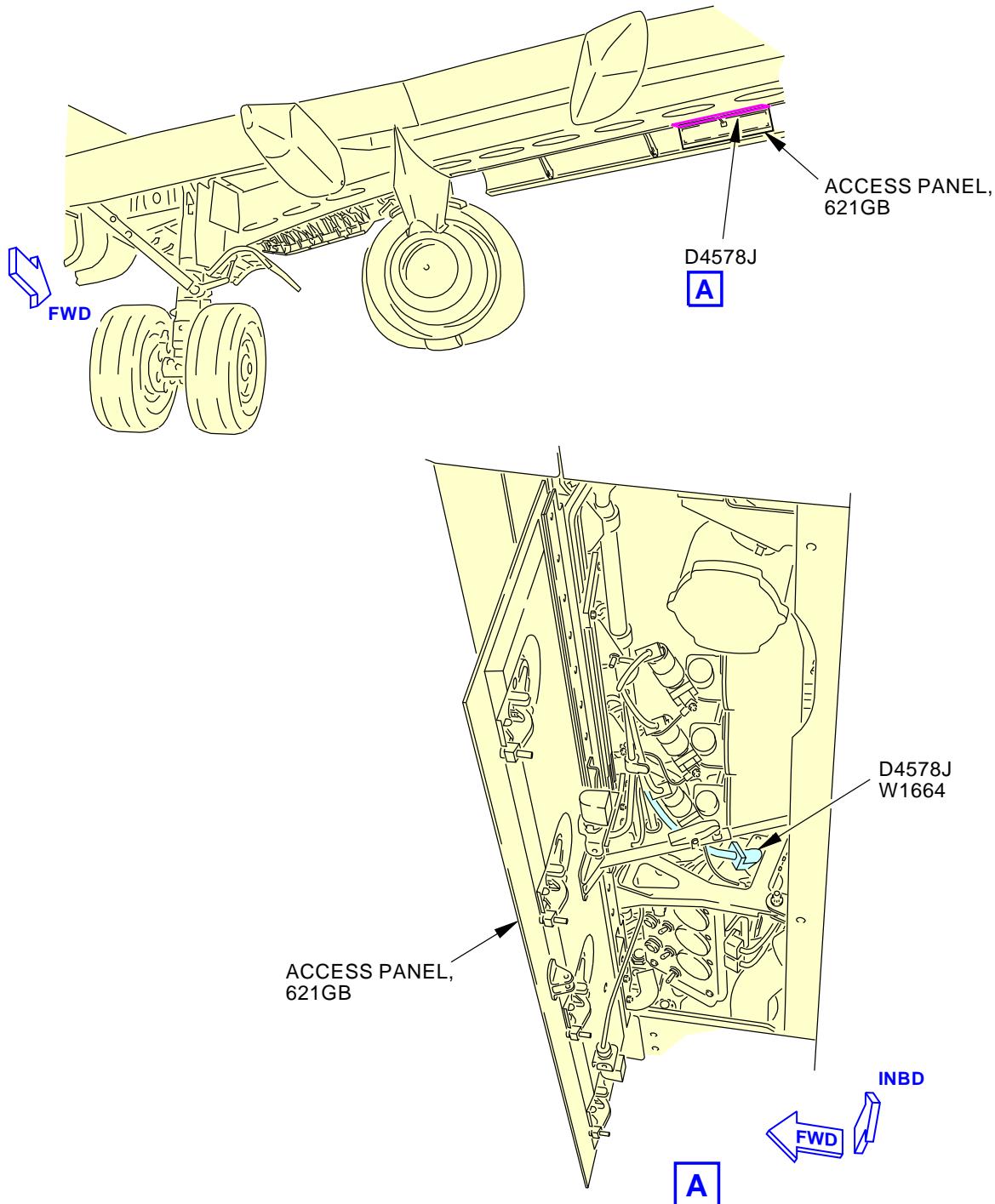
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

L08158 S0006558207_V4

**Bond Resistance Test of Connector - Right Wing Leading Edge, Outboard of Engine - Connector Location
Figure 17**

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
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DATA SHEET

1932274 S0000365695 V1

Loop Resistance Test of Wire Bundle - Strut Disconnect - Right Engine - Data Sheet
Figure 18 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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DATA SHEET

U69922 S0000213732 V2

Loop Resistance Test of Wire Bundle - Strut Disconnect - Right Engine - Data Sheet
Figure 18 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

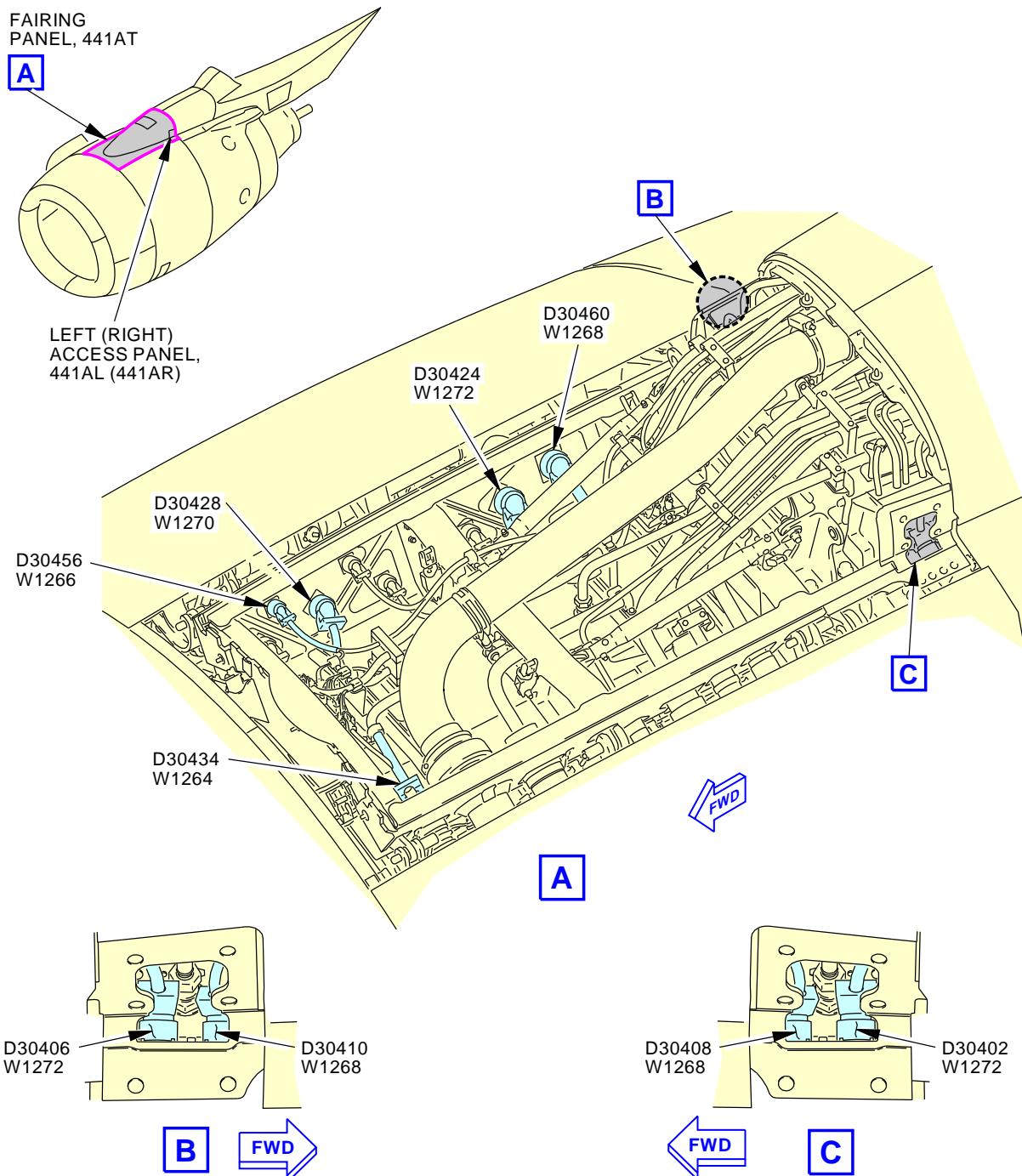
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

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STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-02-01

NOTE:
PANELS 441AT, 441AL AND 441AR HAVE BEEN REMOVED.

U69100 S0000213731_V3

Loop Resistance Test of Wire Bundle - Strut Disconnect - Right Engine - Connector Location
Figure 19

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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TASK CARDS

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DATA SHEET

M04192 S0006558214 V2

Bond Resistance Test of Connector - Strut Disconnect - Right Engine - Data Sheet M04152-300003
Figure 20

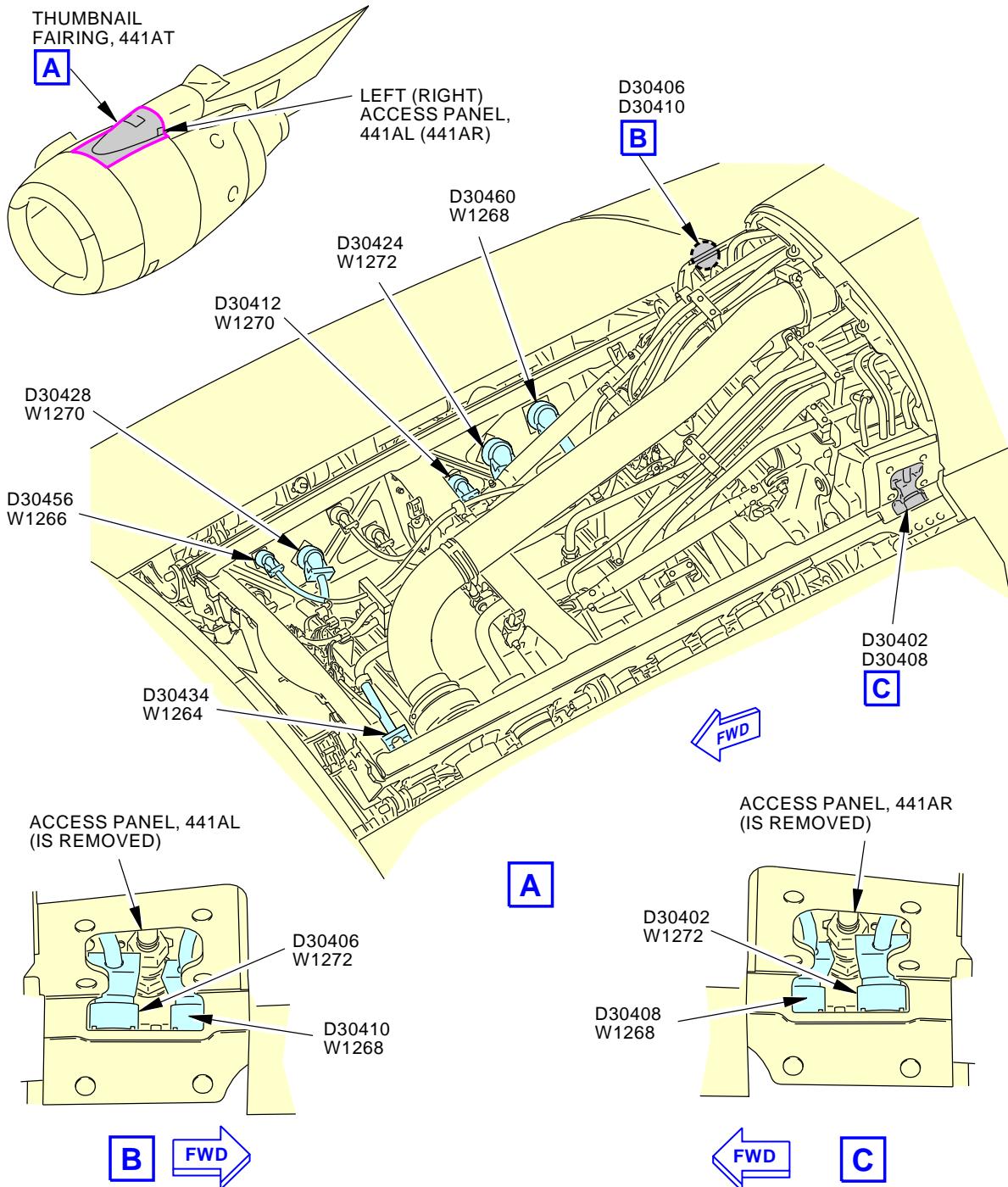
EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

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737-600/700/800/900 TASK CARDS

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Bond Resistance Test of Connector - Strut Disconnect - Right Engine - Connector Location
Figure 21

EFFECTIVITY AKS ALL	SOURCE MRB	HIRF/L SENSITIVE CONNECTORS OUTSIDE THE PRESSURE VESSEL - RIGHT
		D633A109-AKS 20-040-02-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER			BOEING CARD NO. 20-040-04-01	
DATE	TASK FUNCTIONAL				RELATED CARD	
TAIL NUMBER	WORK AREA VERT STABILIZER	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	APPLICABILITY	
STATION	SKILL ELEC				AIRPLANE ALL	ENGINE ALL
		ACCESS 324JL			ZONE 320	

Perform a functional check of the Lightning/HIRF protection components outside the pressure vessel in the vertical stabilizer. Check DC resistance from the backshell to ground.

AIRPLANE NOTE: Applicable to airplanes with the M2445 Rudder position sensor and M2446 Rudder actuator (servo) installed.

Functional check using the Loop Resistance Test in AMM 05-55-46-200-803 is the Boeing preferred method. An alternate Bond Resistance Test is provided for operators in lieu of a Loop Resistance Test for operators choosing to utilize the approved Bond Resistance Test method. Please complete this functional check using a Loop Resistance Test or a Bond Resistance Test.

A. References

Reference	Title
AMM 05-55-42-810-801	Empennage - Troubleshooting (P/B 601)
AMM 05-56-01-760-801	Joint Resistance Measurement (P/B 201)
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER	D633A109-AKS 20-040-04-01	Page 1 of 11 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.
(Continued)				
Reference	Description			
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2			
EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER		
		D633A109-AKS 20-040-04-01		
				Page 2 of 11 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01				
				MECH INSP				
TASK 05-55-46-200-803								
1. Loop Resistance Test of Wire Bundle - Vertical Stabilizer (Figure 1, Figure 2)								
A. Prepare for the procedure <u>NOTE:</u> Applicable to airplanes with the M2445 Rudder position sensor provision and M2446 Rudder actuator (servo) provision installed. SUBTASK 05-55-46-010-003 (1) Open this access panel: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324JL</td><td>Vertical Fin, Access</td></tr></tbody></table> SUBTASK 05-55-46-200-014 (2) The (loop resistance tester, SPL-1636) is required for this task. (3) Make copy of the Data Sheet (Figure 1) to record data during the task. SUBTASK 05-55-46-200-017 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.					<u>Number</u>	<u>Name/Location</u>	324JL	Vertical Fin, Access
<u>Number</u>	<u>Name/Location</u>							
324JL	Vertical Fin, Access							

B. Procedure

SUBTASK 05-55-46-280-003

- (1) Do these tasks for the wire bundles/ connectors listed in Table 1:
 - (a) For connectors D11613 and D11615, do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801.
 - 1) Record measurement data for each connector on the data sheet in (Figure 1).
 - 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.
 - 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.
 - (b) For connectors D11617 and D11619, do the Special Detailed Inspections (SDI) on each connector. Make sure the connector is tight. If a connector was loose and was tightened, note that on the data sheet.
 - (c) Repeat the above tasks as required for all connectors listed in the table.

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER	D633A109-AKS 20-040-04-01	Page 3 of 11 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. 20-040-04-01
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Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W7381	D11613	22-11-81	FCC-DFCS Rudder Control		
W7381	D11617	22-11-81	FCC-DFCS Rudder Control		
W7383	D11615	22-11-81	FCC-DFCS Rudder Control		
W7383	D11619	22-11-81	FCC-DFCS Rudder Control		

SUBTASK 05-55-46-200-018

- (2) Procedure to do the Troubleshooting step for the wire bundle shielding:

NOTE: Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.

NOTE: Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.

- (a) If the wire bundle shield resistance is less than the MIN value, do the following:

- 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.
- 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.
- 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.

NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.

- a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).

- 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.

- (b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:

- 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.
 - a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER		
		D633A109-AKS	20-040-04-01	Page 4 of 11 Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01		
					MECH	INSP
		b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
		c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-003

- (1) Close this access panel:

Number Name/Location
324JL Vertical Fin, Access

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER	
		D633A109-AKS 20-040-04-01	Page 5 of 11 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01				
				MECH INSP				
TASK 05-55-42-200-805								
2. Bond Resistance Test of Connector - Vertical Stabilizer (Figure 3, Figure 4)								
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.								
B. Prepare for the procedure SUBTASK 05-55-42-200-004 (1) Make copy of the data sheet (Figure 3). SUBTASK 05-55-42-200-016 (2) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (3) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-42-010-004 (4) Open this access panel: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324JL</td><td>Vertical Fin, Access</td></tr></tbody></table> C. Procedure SUBTASK 05-55-42-200-012 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Empennage - Troubleshooting, AMM TASK 05-55-42-810-801. (d) Re-connect the connector if it was disconnected during the test. SUBTASK 05-55-42-200-013 (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				<u>Number</u>	<u>Name/Location</u>	324JL	Vertical Fin, Access	
<u>Number</u>	<u>Name/Location</u>							
324JL	Vertical Fin, Access							

EFFECTIVITY
AKS ALLSOURCE
MRB**L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER****D633A109-AKS
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**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01
SUBTASK 05-55-42-220-004				MECH INSP
(3) Connector listed in this Table is used for the task above.				
Table 2				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W7381	D11613	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure	N/A
W7381	D11617	FCC-DFCS Rudder Control	Disconnect the plug- measure between shell and receptacle	Spoiler Position Sensor Test, AMM TASK 22-11-27-710-801
W7383	D11615	FCC-DFCS RudderControl	Standard Measurement, backshell to structure	N/A
W7383	D11619	FCC-DFCS Rudder Control	Disconnect the plug- measure between shell and receptacle	Spoiler Position Sensor Test, AMM TASK 22-11-27-710-801

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-42-410-004

- (1) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
324JL	Vertical Fin, Access

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER
		D633A109-AKS 20-040-04-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01
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DATA SHEET

U69746 S0000213934 V1

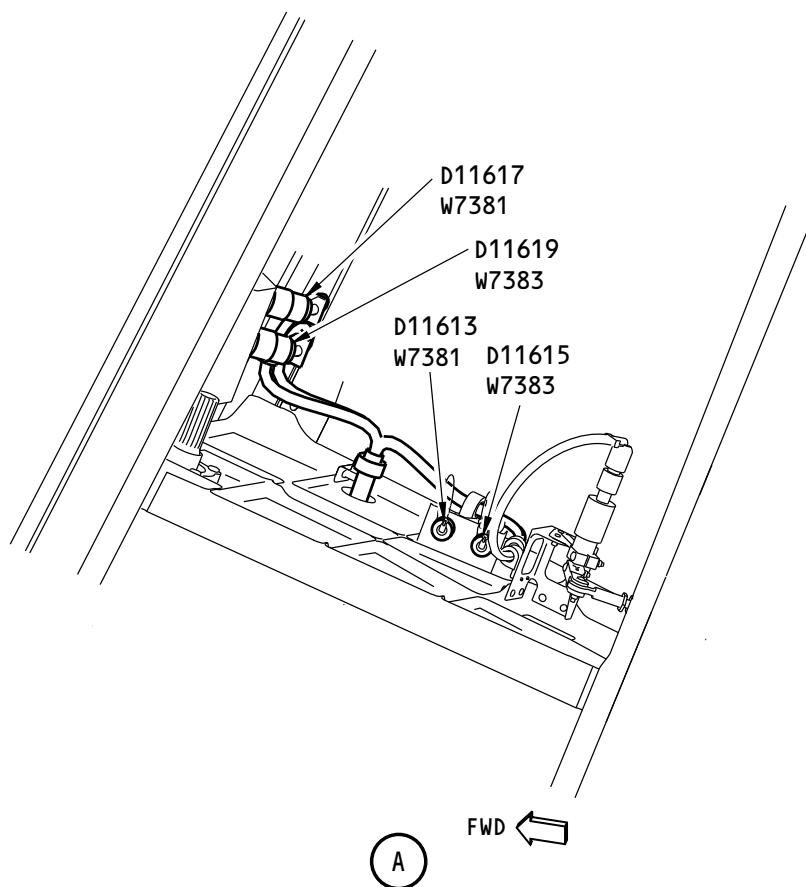
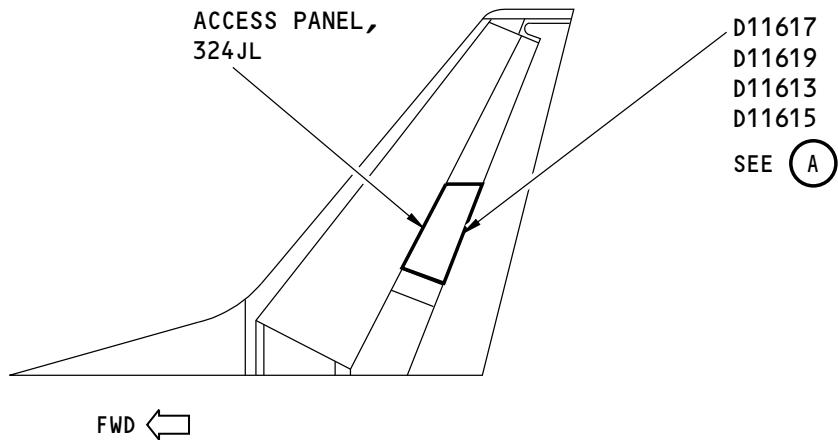
Loop Resistance Test of Wire Bundle - Vertical Stabilizer - Data Sheet

Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER
		D633A109-AKS 20-040-04-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-04-01



Loop Resistance Test of Wire Bundle - Vertical Stabilizer - Connector Location
Figure 2

U69607 S0000213932_V3

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER
		D633A109-AKS 20-040-04-01

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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-04-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

481294 S0000143708 V6

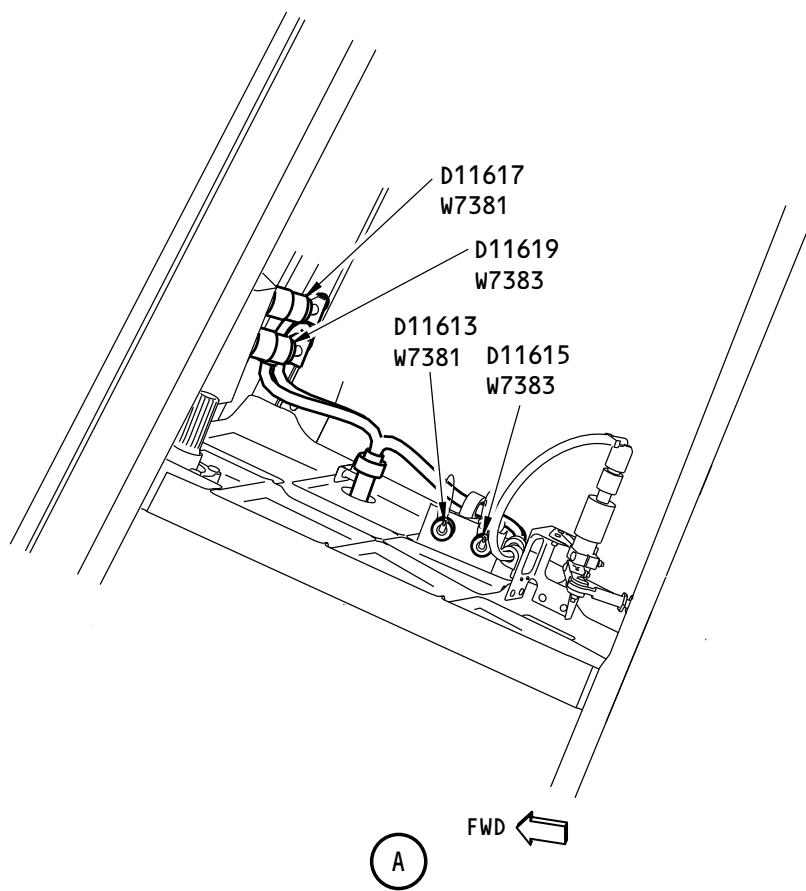
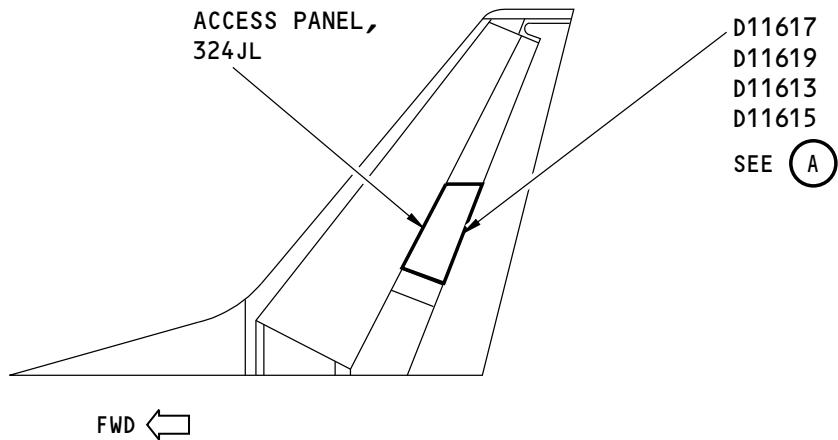
Bond Resistance Test of Connector - Vertical Stabilizer - Data Sheet

Figure 3

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-04-01



Bond Resistance Test of Connector - Vertical Stabilizer - Connector Location
Figure 4

U69607 S0000213932_V3

EFFECTIVITY AKS ALL	SOURCE MRB	L/HIRF PROTECTION COMPONENTS OUTSIDE THE PRESSURE VESSEL - VERTICAL STABILIZER
		D633A109-AKS 20-040-04-01

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TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-05-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 2 YR	REPEAT 2 YR	RELATED CARD
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL NOTE
		ACCESS 191FL			ZONE 191

Functionally check the Lightning/HIRF protection components (by performing a Loop Resistance Test) in the left wing to body fairing associated with disconnect bracket AC0520 for bond degradation.

AIRPLANE NOTE: Applicable to airplanes line number 1 thru 1856 that have not incorporated SB 737-24-1172.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-05-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-01	MECH	INSP
TASK 05-55-44-200-806						
1. Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing						
(Figure 1, Figure 2)						
A. Prepare for the procedure						
SUBTASK 05-55-44-200-020						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 1) to record data during the task.						
SUBTASK 05-55-44-200-021						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-44-010-009						
(5) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.						
SUBTASK 05-55-44-010-008						
(6) Open this access panel:						
<u>Number</u>	<u>Name/Location</u>					
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet					
B. Procedure						
SUBTASK 05-55-44-200-022						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.						
1) Record the measured value to the datasheet.						
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.						
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT	D633A109-AKS 20-040-05-01	Page 2 of 6 Feb 15/2015		

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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-01
				MECH INSP
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-44-810-008				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT D633A109-AKS 20-040-05-01	Page 3 of 6 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. 20-040-05-01
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SUBTASK 05-55-44-200-023

- (3) Connectors listed in this Table are used for the task(s) above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1174	D39919	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-32-51, 78-35-11, 78-36-11	AC520, CDS - EEC
W1176	D39923	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 77-31-11, 78-35-11, 78-36-11	AC520, EEC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-006

- (1) Close this access panel:

Number Name/Location

191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-44-410-007

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-05-01

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AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

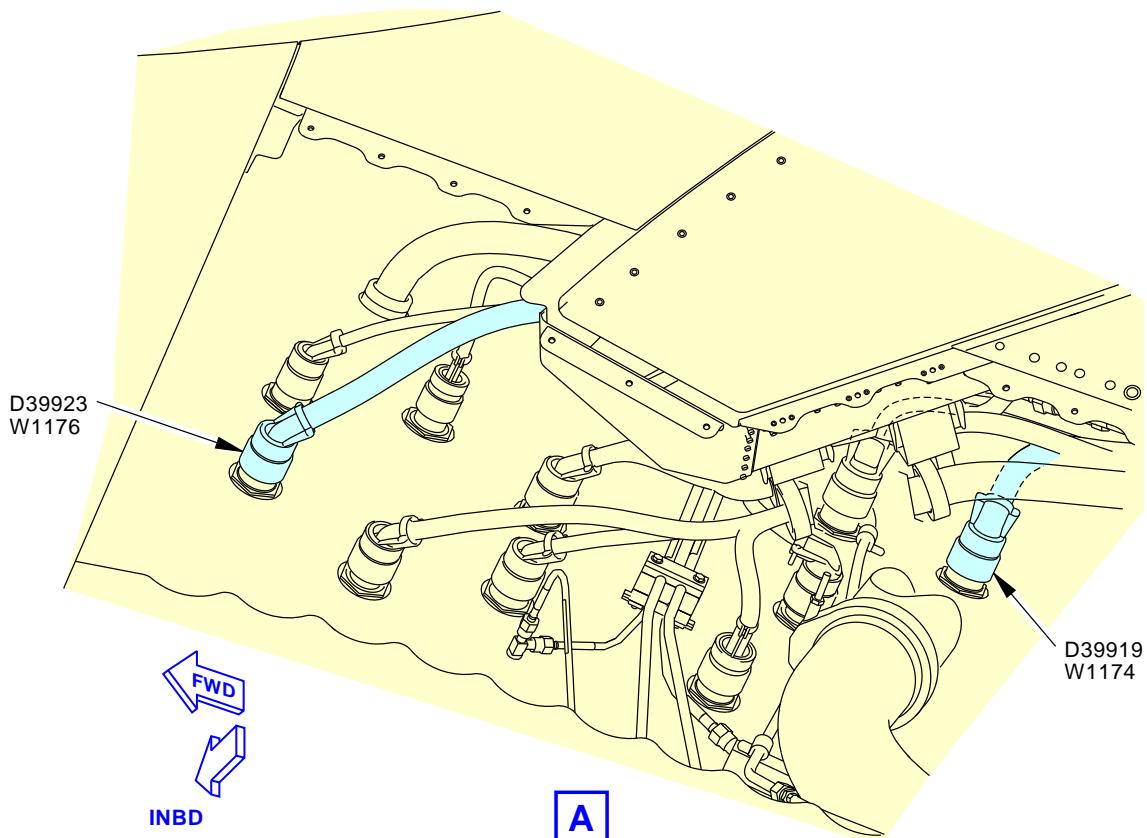
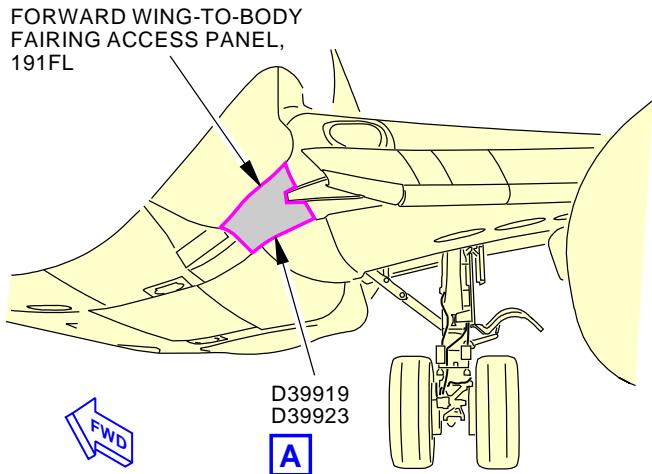
2307103 S0000524141 V1

Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-05-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-05-01



2307859 S0000524330_V2

**Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Connection Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-05-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-05-02
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 2 YR	REPEAT 2 YR	RELATED CARD
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL NOTE
		ACCESS 191FR			ZONE 191

Functionally check the Lightning/HIRF protection components (by performing a Loop Resistance Test) in the right wing to body fairing associated with disconnect bracket AD0520 for bond degradation.

AIRPLANE NOTE: Applicable to airplanes line number 1 thru 1856 that have not incorporated SB 737-24-1172.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-05-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-02	MECH	INSP
TASK 05-55-45-200-806						
1. Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing (Figure 1, Figure 2)						
A. Prepare for the procedure						
SUBTASK 05-55-45-200-025						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 1) to record data during the task.						
SUBTASK 05-55-45-200-026						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-45-010-008						
(5) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.						
SUBTASK 05-55-45-010-009						
(6) Open this access panel:						
<u>Number</u> <u>Name/Location</u>						
191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet						
B. Procedure						
SUBTASK 05-55-45-200-027						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.						
1) Record the measured value to the datasheet.						
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.						
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT				
		D633A109-AKS 20-040-05-02				
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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-02
				MECH INSP
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-45-810-006				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
NOTE: Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
NOTE: Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT D633A109-AKS 20-040-05-02	Page 3 of 6 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. 20-040-05-02
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SUBTASK 05-55-45-200-028

- (3) Connectors listed in this Table are used for the task(s) above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1274	D39920	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-32-61, 78-35-21, 78-36-21	AD520, EEC
W1276	D39924	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 77-31-21, 78-35-21, 78-36-21	AD520, EEC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-006

- (1) Close this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-45-410-007

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-05-02

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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-05-02
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DATA SHEET

2307102 S0000524131 V1

Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-05-02

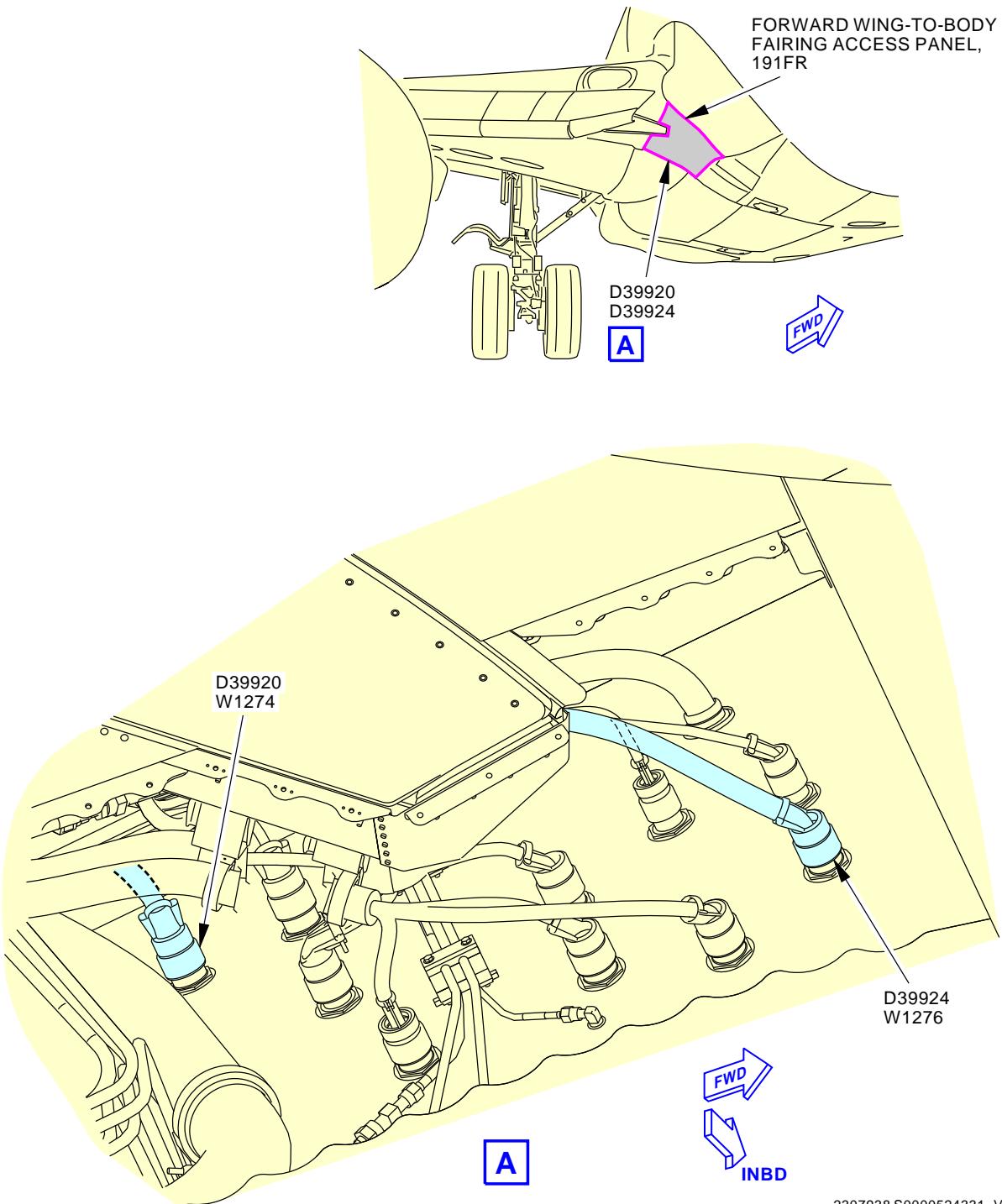
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-05-02

Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Connector Location
Figure 2

2307938 S0000524331_V2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-05-02

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TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-06-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 16 YR	REPEAT 16 YR	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL NOTE
		ACCESS 191FL			ZONE 191

Functionally check the Lightning/HIRF protection components (by performing a Loop Resistance Test) in the left wing to body fairing associated with disconnect bracket AC0520 for bond degradation.

AIRPLANE NOTE: Applicable to airplanes line number 1 thru 1856 that have incorporated SB 737-24-1172. Also applicable to airplanes line number 1857 and on.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-06-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-01	MECH	INSP
TASK 05-55-44-200-806						
1. Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing						
(Figure 1, Figure 2)						
A. Prepare for the procedure						
SUBTASK 05-55-44-200-020						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 1) to record data during the task.						
SUBTASK 05-55-44-200-021						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-44-010-009						
(5) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.						
SUBTASK 05-55-44-010-008						
(6) Open this access panel:						
<u>Number</u>	<u>Name/Location</u>					
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet					
B. Procedure						
SUBTASK 05-55-44-200-022						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.						
1) Record the measured value to the datasheet.						
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.						
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT	D633A109-AKS 20-040-06-01	Page 2 of 6 Feb 15/2015		

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TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-01
				MECH INSP
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-44-810-008				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT D633A109-AKS 20-040-06-01	Page 3 of 6 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. 20-040-06-01
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SUBTASK 05-55-44-200-023

- (3) Connectors listed in this Table are used for the task(s) above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1174	D39919	73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 74-31-11, 78-32-51, 78-35-11, 78-36-11	AC520, CDS - EEC
W1176	D39923	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-11, 73-24-12, 77-31-11, 78-35-11, 78-36-11	AC520, EEC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-006

- (1) Close this access panel:

Number Name/Location

191FL Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-44-410-007

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-06-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

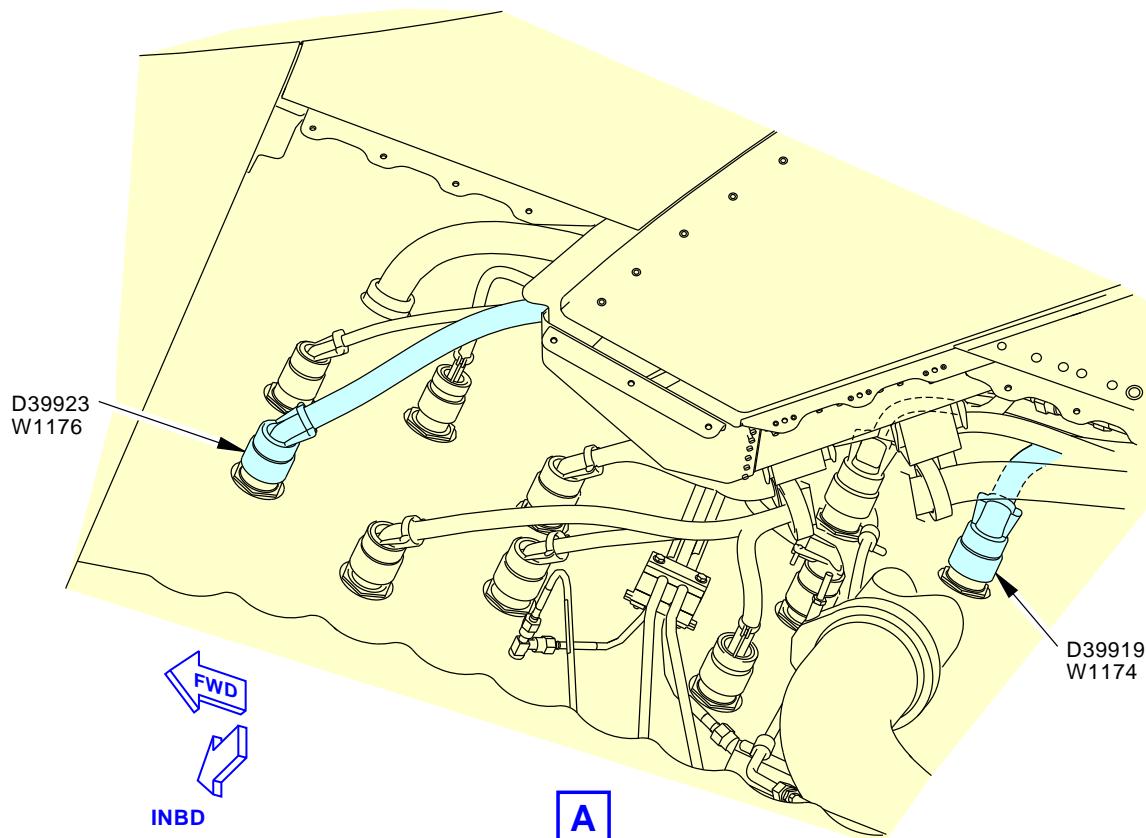
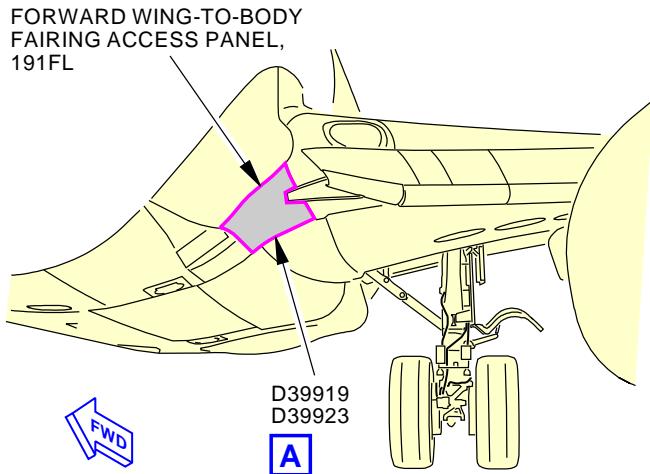
2307103 S0000524141 V1

Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-06-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-040-06-01



2307859 S0000524330_V2

**Loop Resistance Test of Wire Bundle - Left Wing to Body Fairing - Connection Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, LEFT
		D633A109-AKS 20-040-06-01

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TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-040-06-02
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 16 YR	REPEAT 16 YR	RELATED CARD
STATION	SKILL ELEC				AIRPLANE ALL NOTE
		ACCESS 191FR			ZONE 191

Functionally check the Lightning/HIRF protection components (by performing a Loop Resistance Test) in the right wing to body fairing associated with disconnect bracket AD0520 for bond degradation.

AIRPLANE NOTE: Applicable to airplanes line number 1 thru 1856 that have incorporated SB 737-24-1172. Also applicable to airplanes line number 1857 and on.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-06-02

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-02	MECH	INSP
TASK 05-55-45-200-806						
1. Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing						
(Figure 1, Figure 2)						
A. Prepare for the procedure						
SUBTASK 05-55-45-200-025						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 1) to record data during the task.						
SUBTASK 05-55-45-200-026						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-45-010-008						
(5) Do this task:Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.						
SUBTASK 05-55-45-010-009						
(6) Open this access panel:						
<u>Number</u>	<u>Name/Location</u>					
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet					
B. Procedure						
SUBTASK 05-55-45-200-027						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.						
1) Record the measured value to the datasheet.						
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.						
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT	D633A109-AKS 20-040-06-02	Page 2 of 6 Feb 15/2015		

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-02
				MECH INSP
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-45-810-006				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
NOTE: Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
NOTE: Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT D633A109-AKS 20-040-06-02	Page 3 of 6 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. 20-040-06-02
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SUBTASK 05-55-45-200-028

- (3) Connectors listed in this Table are used for the task(s) above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W1274	D39920	73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 74-31-11, 78-32-61, 78-35-21, 78-36-21	AD520, EEC
W1276	D39924	30-11-11, 36-11-11, 73-21-11, 73-21-12, 73-21-21, 73-24-12, 73-24-21, 77-31-21, 78-35-21, 78-36-21	AD520, EEC

C. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-006

- (1) Close this access panel:

Number Name/Location

191FR Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-45-410-007

- (2) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-06-02

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-040-06-02
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DATA SHEET

2307102 S0000524131 V1

Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-06-02

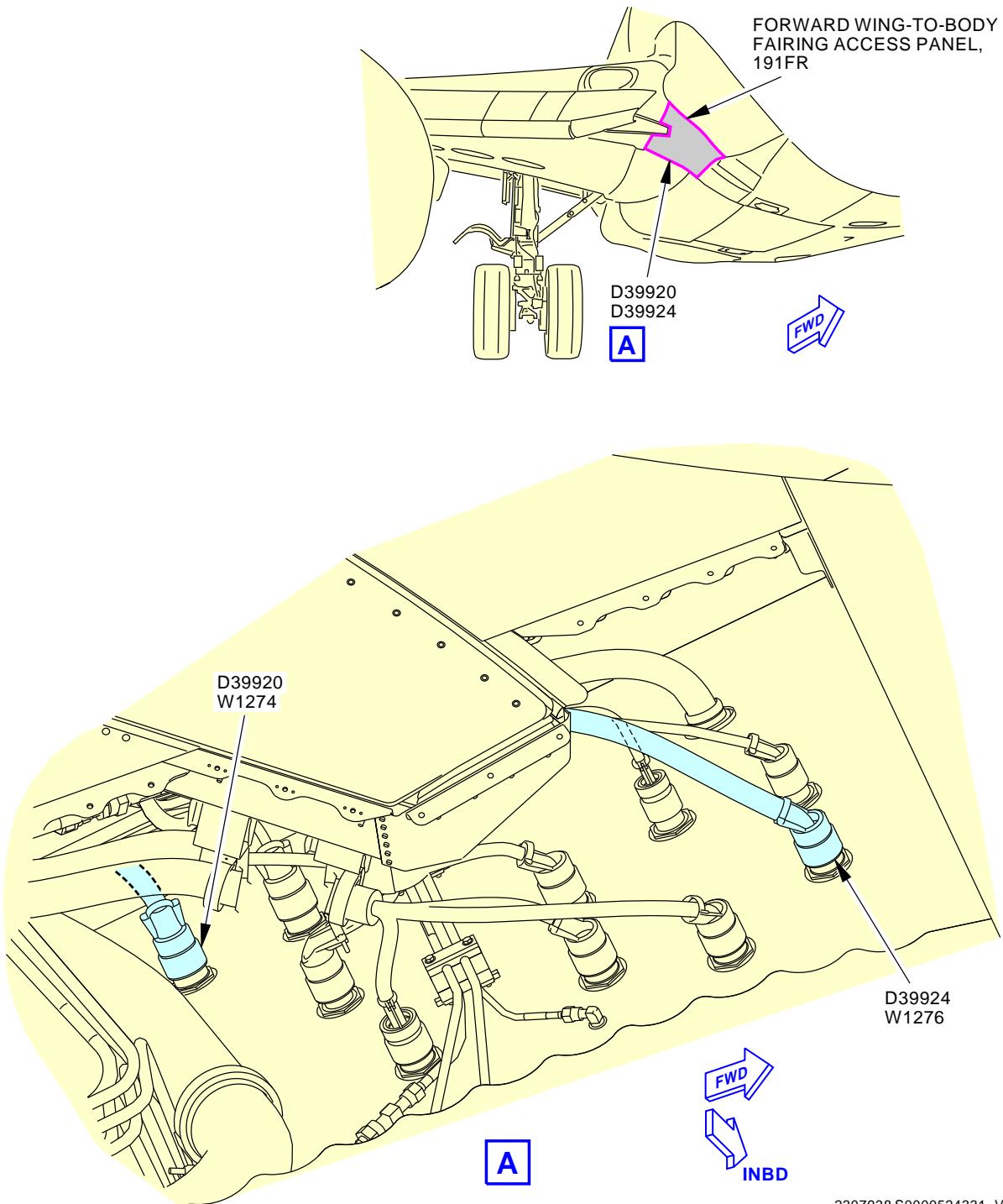
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-040-06-02

2307938 S0000524331_V2

**Loop Resistance Test of Wire Bundle - Right Wing to Body Fairing - Connector Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - WING TO BODY FAIRING, RIGHT
		D633A109-AKS 20-040-06-02

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-050-00-01 RELATED CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1	THRESHOLD 20000 FH	REPEAT 20000 FH	APPLICABILITY
STATION	SKILL AVION				AIRPLANE ALL ENGINE ALL
		ACCESS 112A 113BW 117A 121EW 121JW 121KW 122GW 122HW			ZONE 117 118

Perform a detail visual inspection of HIRF/L sensitive connectors inside the pressure vessel. During the inspection do not disconnect connectors. Look for condition, security, and signs of corrosion.

A. References

Reference	Title
AMM 25-21-45-000-803-001	Main Ceiling Panel - Removal (P/B 401)
AMM 25-21-45-400-803-001	Main Ceiling Panel - Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-050-00-01	Page 1 of 23 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. 20-050-00-01												
TASK 05-55-15-200-804				MECH INSP												
1. Detailed Visual Inspection - Connectors Inside the Pressure Vessel																
A. General																
(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.																
(a) You will search for evidence of connector irregularities using adequate lighting.																
(b) You may need inspection aids such as mirrors.																
(c) Do not remove sealant when you do this task.																
(d) Do not disassemble connectors when you do this task.																
(e) Do not remove system LRUs when you do this task.																
B. Prepare for the procedure																
SUBTASK 05-55-15-040-001																
(1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.																
SUBTASK 05-55-15-010-001																
(2) Open these access panels:																
<table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>112A</td><td>Forward Access Door</td></tr><tr><td>113BW</td><td>Forward Nose Wheel Well Panel</td></tr><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>121EW</td><td>Panel Assy - Fwd Cargo Compartment Aft Bulkhead</td></tr><tr><td>122GW</td><td>Panel Assy - FWD Cargo Compartment Aft Bulkhead</td></tr></tbody></table>					Number	Name/Location	112A	Forward Access Door	113BW	Forward Nose Wheel Well Panel	117A	Electronic Equipment Access Door	121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead	122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead
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122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead															
SUBTASK 05-55-15-010-002																
(3) Remove the protective covers from the E2, E3, and E4 racks.																
Open these access panels:																
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121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER															
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
SUBTASK 05-55-15-010-003																
(4) Gain access to the connectors behind the Mode Control Panel.																
(a) Loosen the fasteners on MCP and slide it out to access the connectors.																
SUBTASK 05-55-15-010-004																
(5) Gain access to the connectors behind the AutoBrake/AntiSkid/Engine Control Panel:																
(a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.																
(b) Carefully hang the panel assembly by the connecting wire bundles.																
EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL														
		D633A109-AKS 20-050-00-01														
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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SUBTASK 05-55-15-010-005

- (6) Gain access to the disconnect panels above the passenger compartment ceiling. Do this task: remove the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-000-803-001).

C. Procedure

SUBTASK 05-55-15-211-001

- (1) Procedure to do the Detailed Visual Inspection of all connectors listed in Table below:

 - (a) Make sure all of the connectors are hand-tight.
 - (b) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
 - (c) Make sure the back shell is not loose or damaged.
 - 1) Make sure the strain relief at the end of the backshell is tight.
 - 2) Make sure the shield grounding band is tight.
 - (d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).

SUBTASK 05-55-15-200-030

- ## (2) Connectors in the Forward Access Area:

Table 1

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W6570	D11306	M1827	28-41-11

SUBTASK 05-55-15-200-031

- ### (3) Connectors in the Nose Wheel Well:

Table 2

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W0088	D48116J	J48A Pos 13	28-41-11
W0088	D48128J	J48A Pos 24	28-41-11
W5158	D48116P	J48A Pos 13	28-41-11
W6570	D48128P	J48A Pos 24	28-41-11

SUBTASK 05-55-15-200-032

- (4) Connectors in the E/E Bay Main Equipment Center:

Table 3

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D04069P	E1-1	22-11-11
W2465	D08019J	E1-4	22-11-11
W5367	D04073P	E1-1 Pos 27	22-11-31

EFFECTIVITY
AKS ALL

SOURCE
MRB

DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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Table 3 (Continued)

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W5375	D04077J	E1-4 Pos 15	22-11-31		

SUBTASK 05-55-15-200-033

(5) Connectors in the Forward Cargo Compartment, Forward:

Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W0220	D40130J	E2-2 Pos 25	73-31-11
W0220	D40136J	E2-2 Pos 7	80-11-11
W0220	D40450J	E2-2 Pos 24	73-31-11
W0410	D40156J	E4-1 Pos 50	73-21-21
W0410	D40158J	E4-1 Pos 42	76-21-21
W0410	D40390J	E4-1 Pos 52	73-21-31
W0422	D40164J	E4-2 Pos 15	28-41-11
W0422	D40388J	E4-2 Pos 24	27-62-11
W0422	D40618J	E4-2 Pos 35	24-33-11
W3170	D49994P	E3-1 Pos 14	79-33-11
W4170	D40732P	E3-1 Pos 36	77-12-11
W5158	D40618P	E4-2 Pos 35	24-33-11
W5162	D40130P	E2-2 Pos 25	73-31-11
W5310	D40448P	E3-1 Pos 11	73-24-11
W5310	D40450P	E2-2 Pos 24	73-31-11
W5375	D42053P	E3-2 Pos 47	27-18-11
W5564	D40136P	E2-2 Pos 7	80-11-11
W6162	D40156P	E4-1 Pos 50	73-21-21
W6412	D40388P	E4-2 Pos 24	27-62-11
W6412	D40390P	E4 -1 Pos 52	73-21-31
W6412	D40394P	E3-1 Pos 34	36-11-11
W6564	D40158P	E4-1 Pos 42	76-21-21
W6586	D40164P	E4-2 Pos 15	28-41-11

SUBTASK 05-55-15-200-034

(6) Connectors in the Forward Cargo Compartment, Aft:

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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Table 5

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W5162	D39921	AC0520 DM11	73-21-21		
W5170	D39925	AC0520 DM13	79-31-11		
W5172	D39917	AC0520 DM09	73-21-21		
W5564	D39909	AC0520 DM05	76-21-11		
W6162	D39922	AD0520 DM12	73-21-21		
W6170	D39926	AD0520 DM14	30-21-21		
W6172	D39918	AD0520 DM10	73-21-21		
W6564	D39910	AD0520 DM06	76-21-21		
W6586	D39906	AD0520 DM04	28-41-11		

SUBTASK 05-55-15-200-035

(7) Connectors in the Flight Compartment:

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D00299	Mode Control Panel	22-11-11
W2363	D00301	Mode Control Panel	22-11-11
W2363	GD977	Shield Gnd	22-11-11
W2363	GD981	Shield Gnd	22-11-11
W2465	D01815	Mode Control Panel	22-11-11
W2465	GD980	Shield Gnd	22-11-11
W2465	GD985	Shield Gnd	22-11-11

SUBTASK 05-55-15-200-036

(8) Connectors in the Passenger Cabin, Forward:

Table 7

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W3170/W5172	D40736P to D40736J	AB0420A Pos 2	79-31-11
W3170/W5170	D40734P to D40734J	AB0420A Pos 1	79-31-11
W4170/W6170	D40728P to D40728J	AB0405B Pos 1	77-12-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-15-410-001

(1) Re-install the protective covers for the E2, E3, and E4 racks.

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL	
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01																				
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EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE
VESSEL****D633A109-AKS
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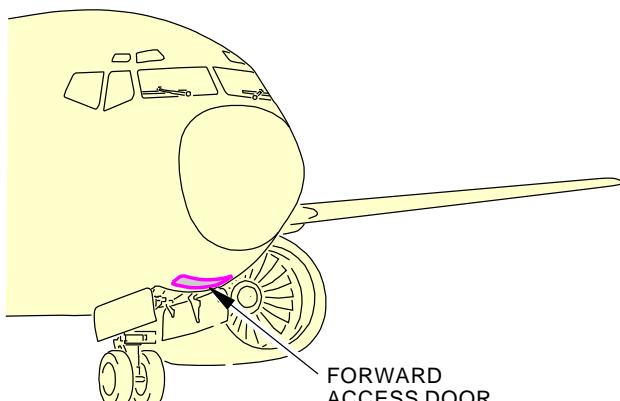
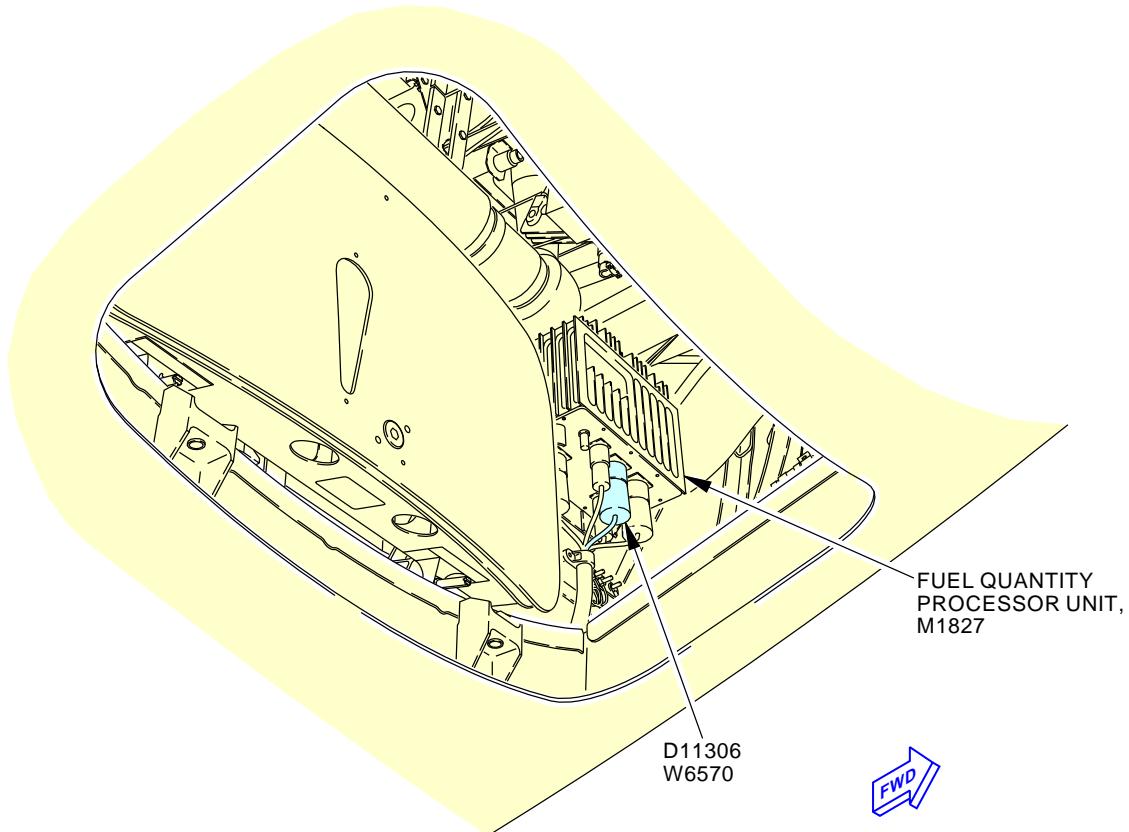
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01**A**

428181 S0000138908_V2

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 1EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE
VESSEL****D633A109-AKS
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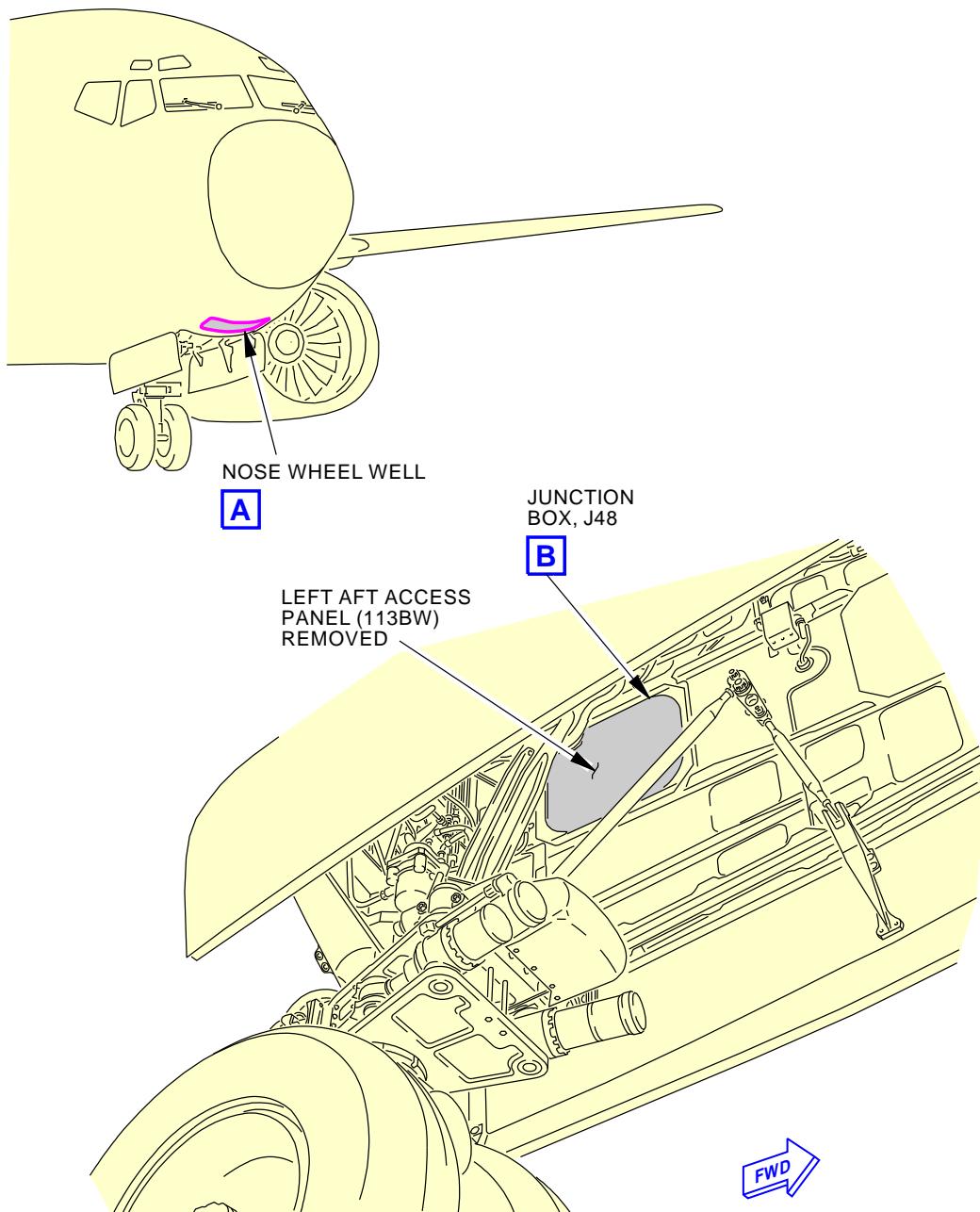
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

NOSE WHEEL WELL

A

400707 S0000135328_V2

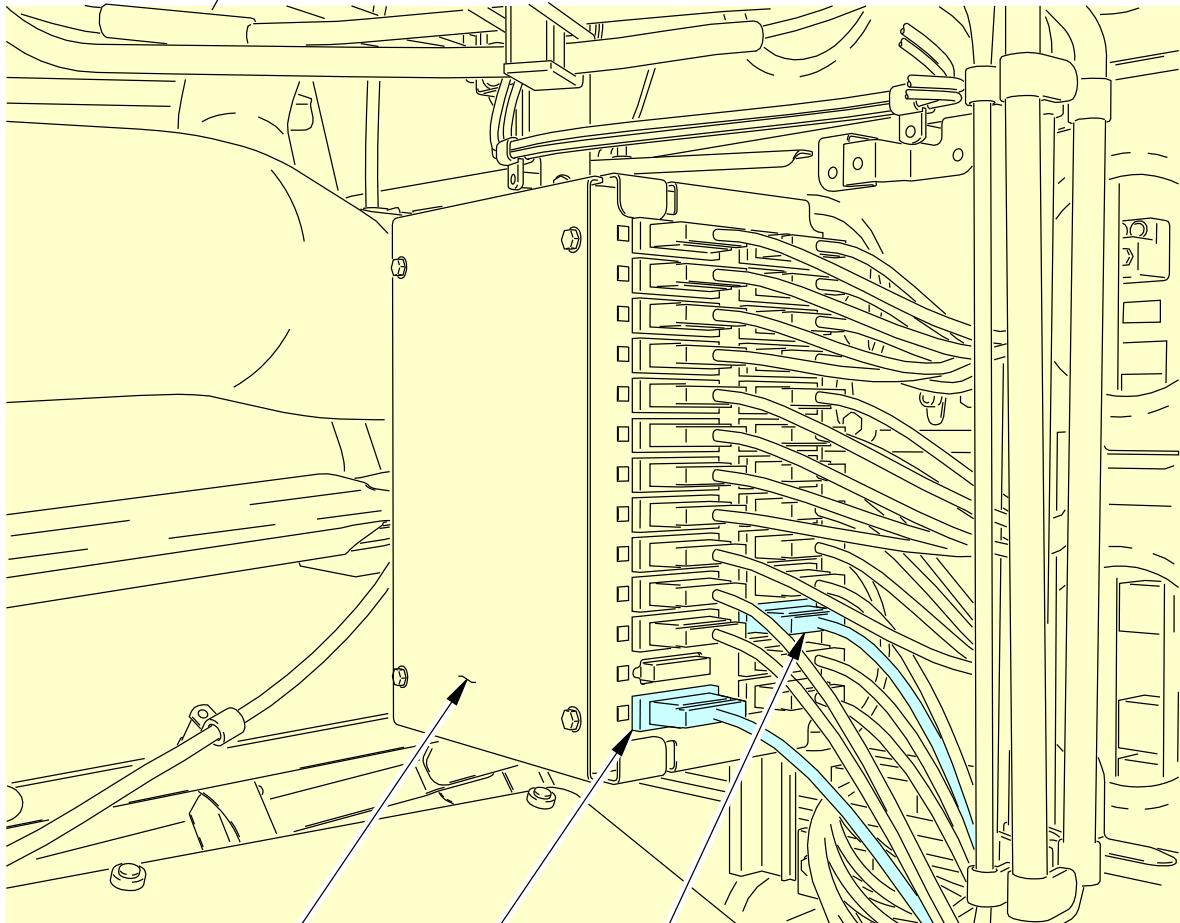
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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JUNCTION
BOX, J48D48116P
W5158
(D48116J
W0088
OPPOSITE)D48128P
W6570
(D48128J
W0088
OPPOSITE)

JUNCTION BOX, J48



400708 S0000135331_V2

**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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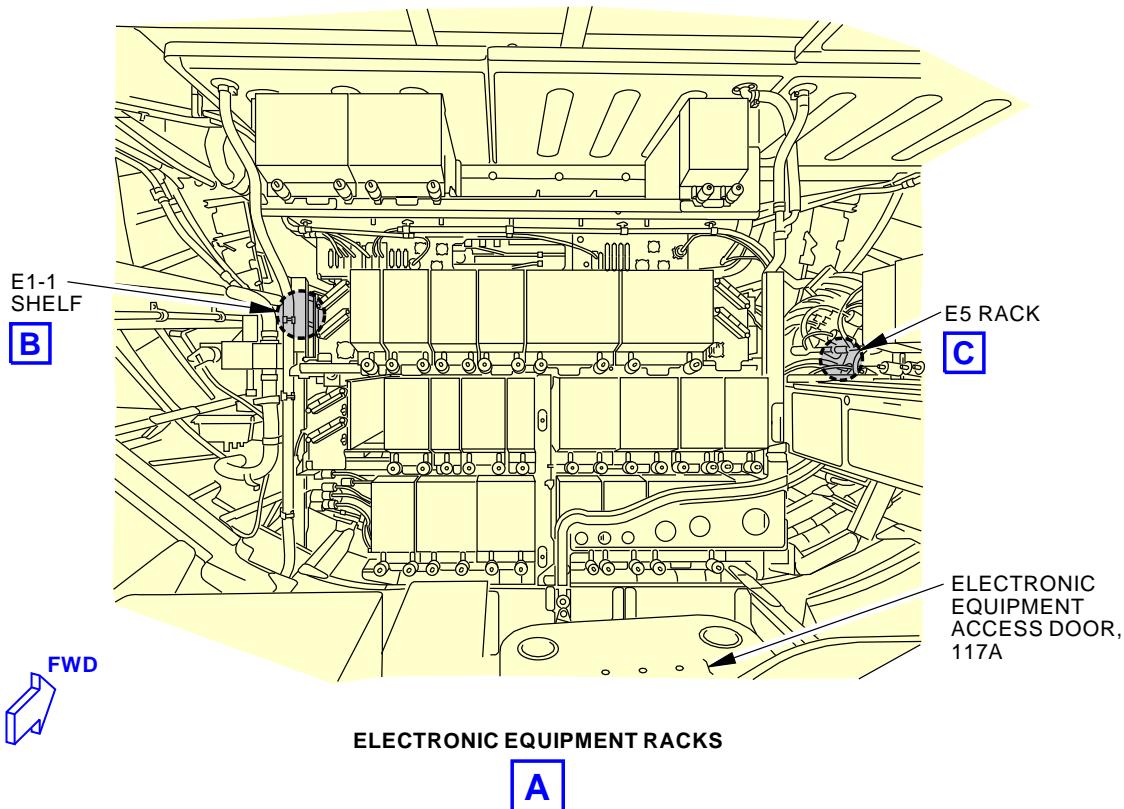
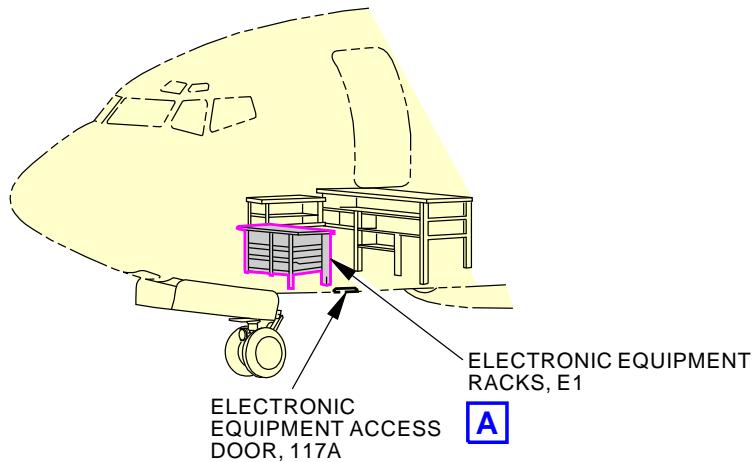
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

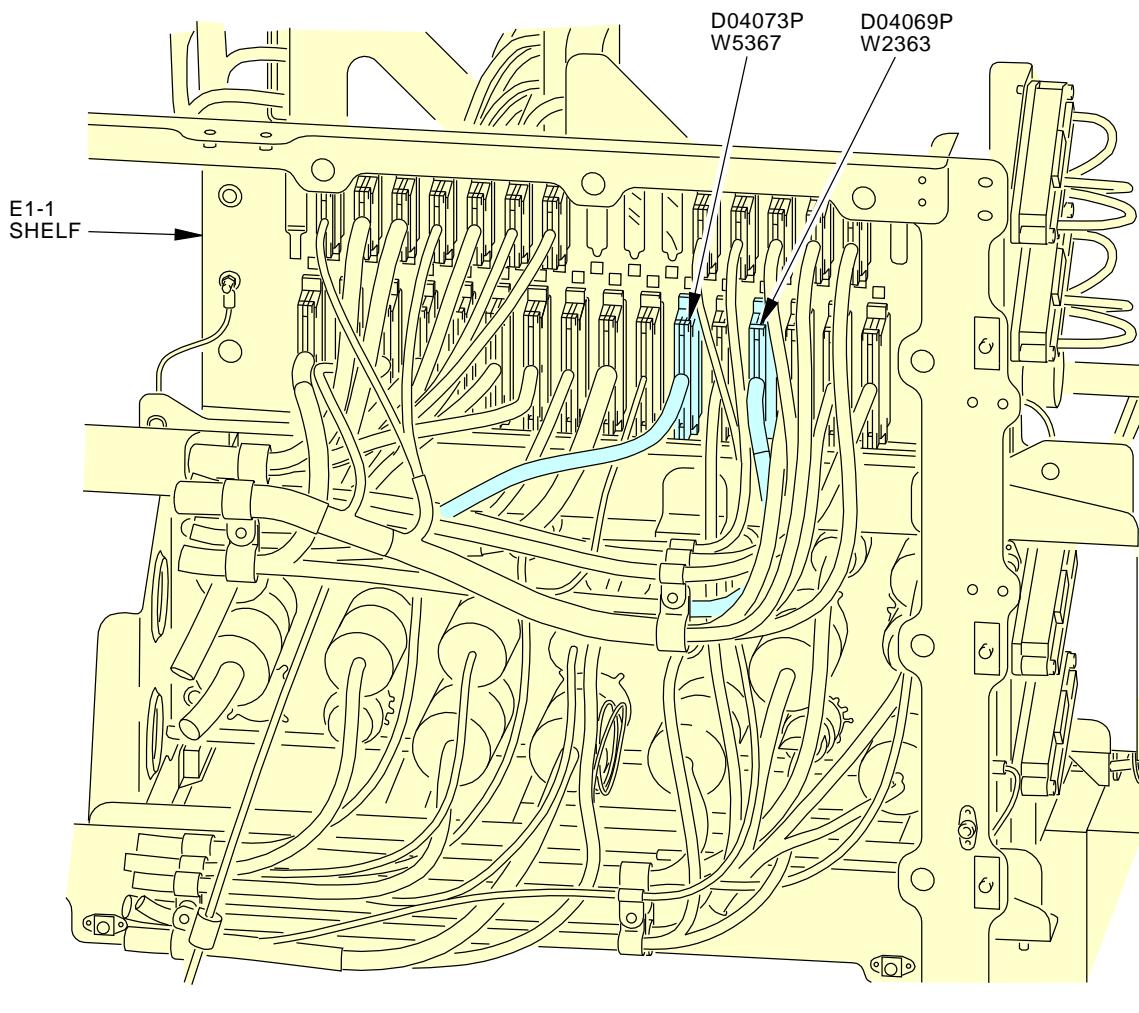
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HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-050-00-01
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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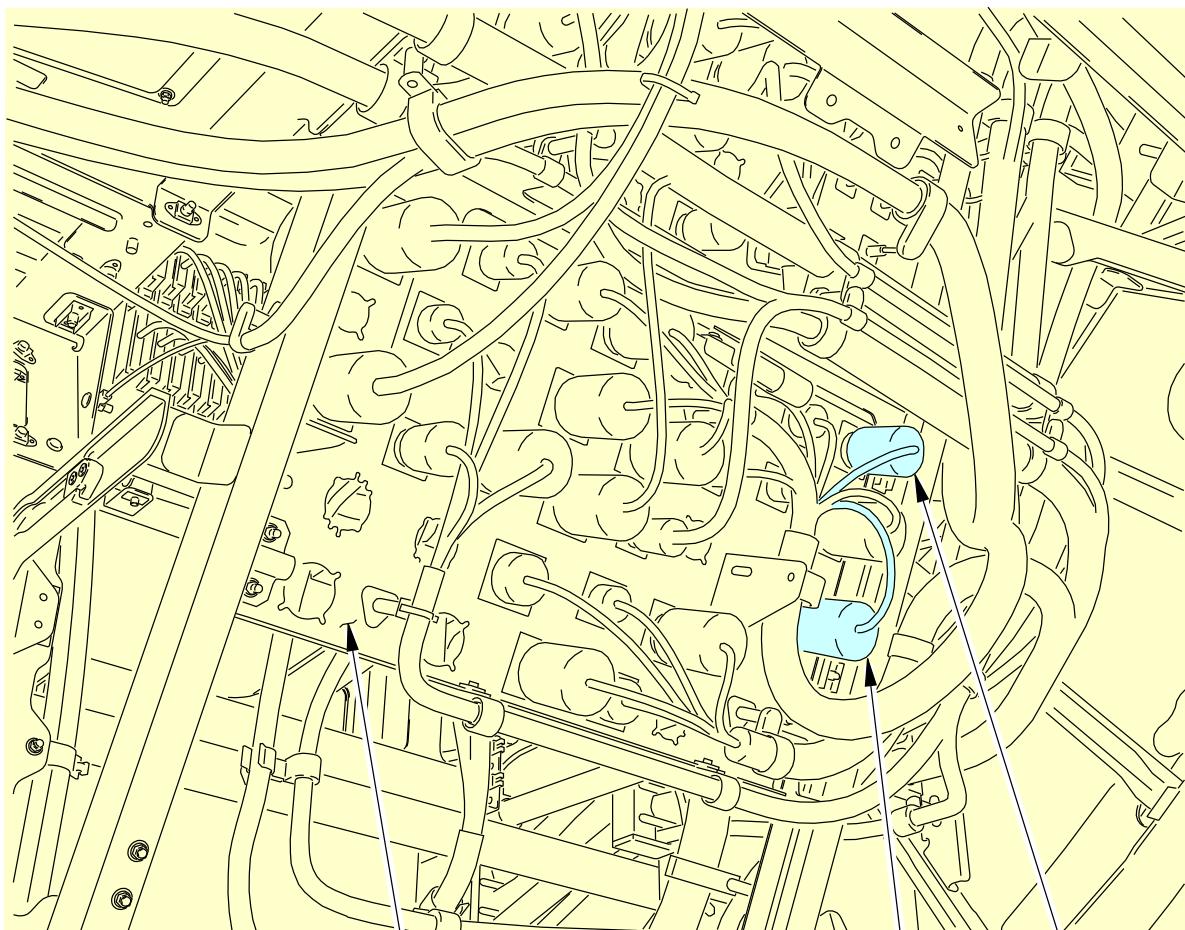


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HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-050-00-01
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-050-00-01

DISCONNECT
PANEL, AE0104A
(E5 RACK)D04077J
W5375
D08019J
W2465

DISCONNECT PANEL, AE0104A



400740 S0000135459_V2

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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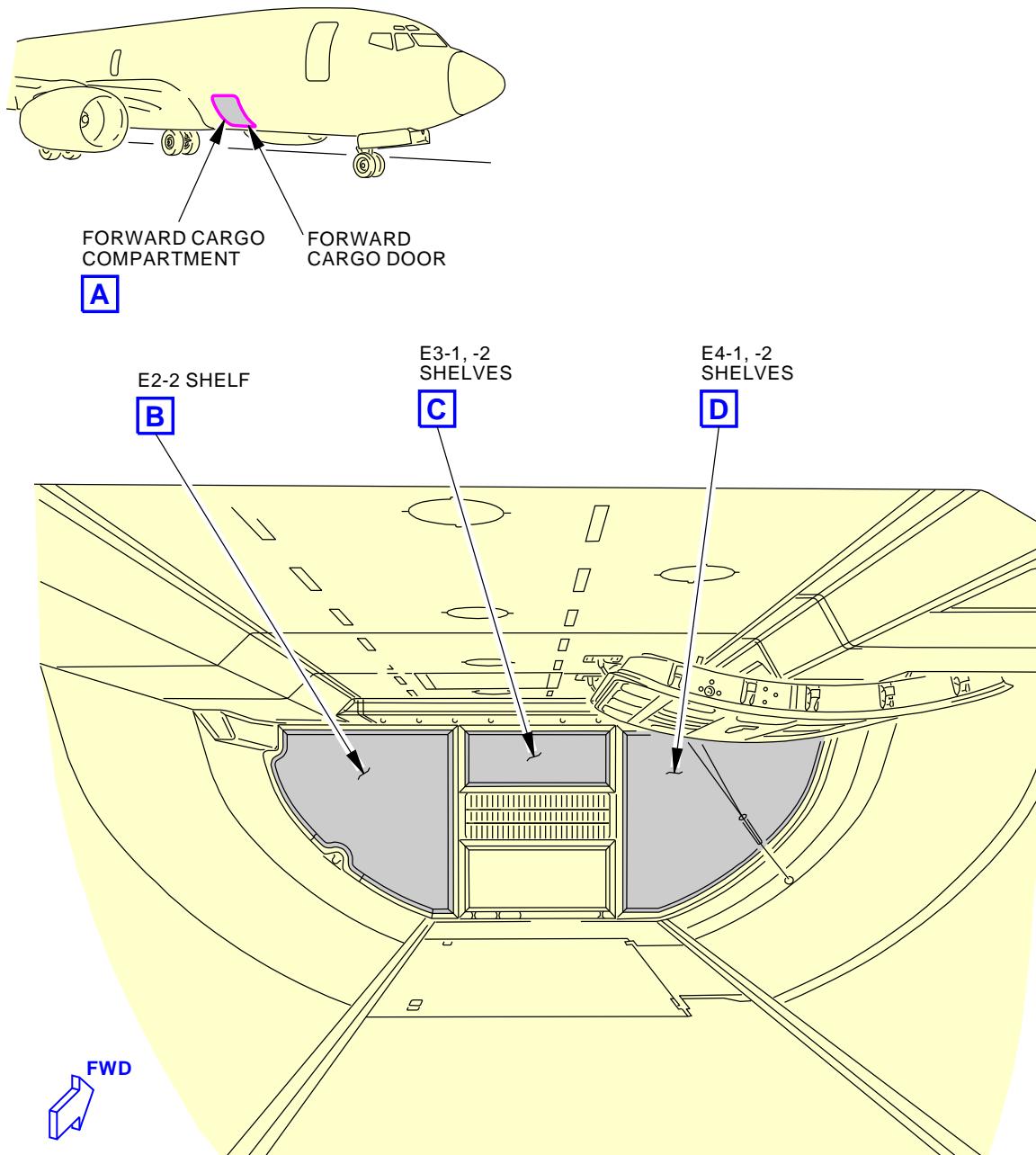
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

400751 S0000135618_V2
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 4 (Sheet 1 of 4)

EFFECTIVITY
AKS ALLSOURCE
MRB

DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL

**D633A109-AKS
20-050-00-01****Page 13 of 23
Feb 15/2015**

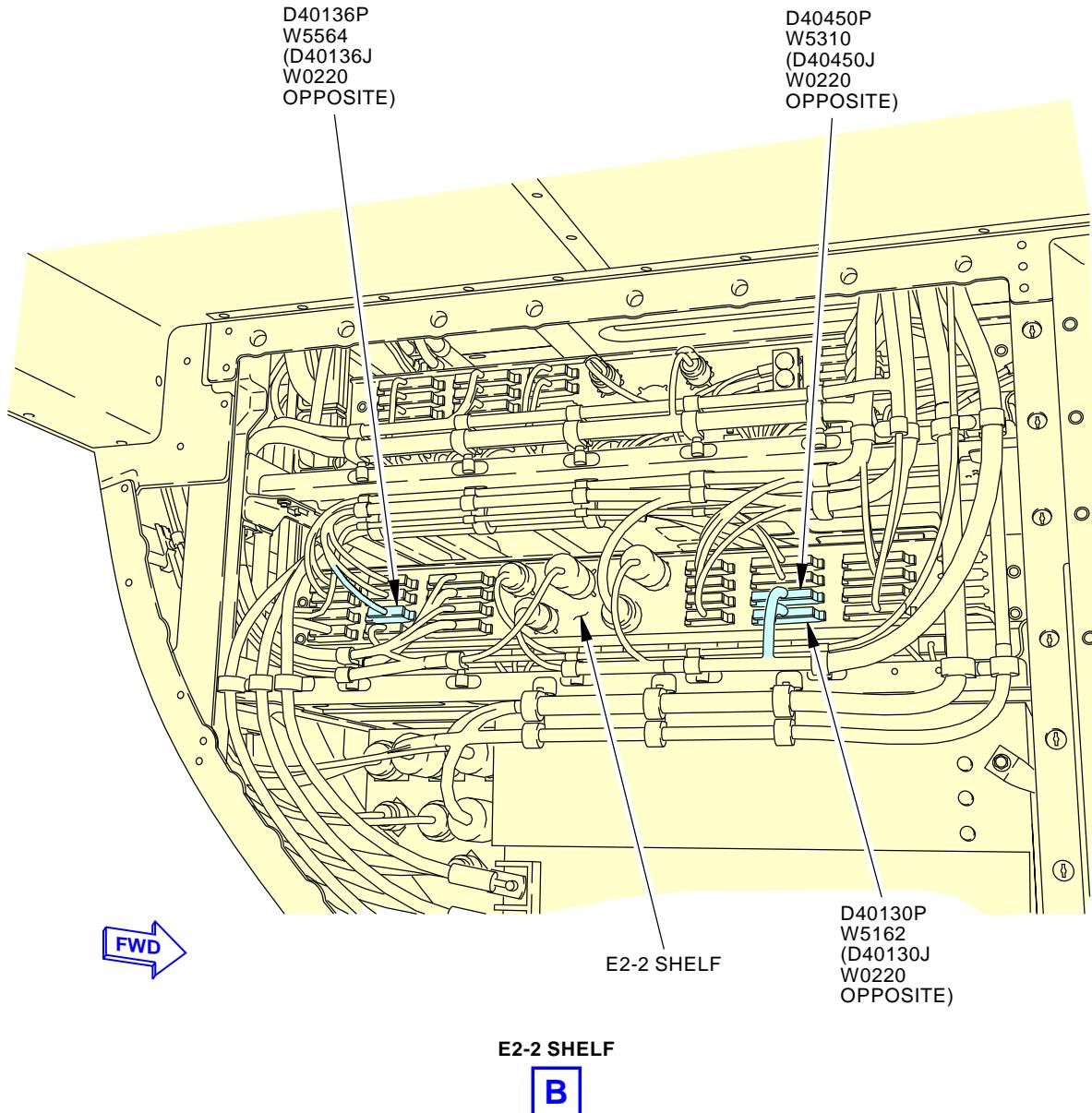
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

400752 S0000135716_V2

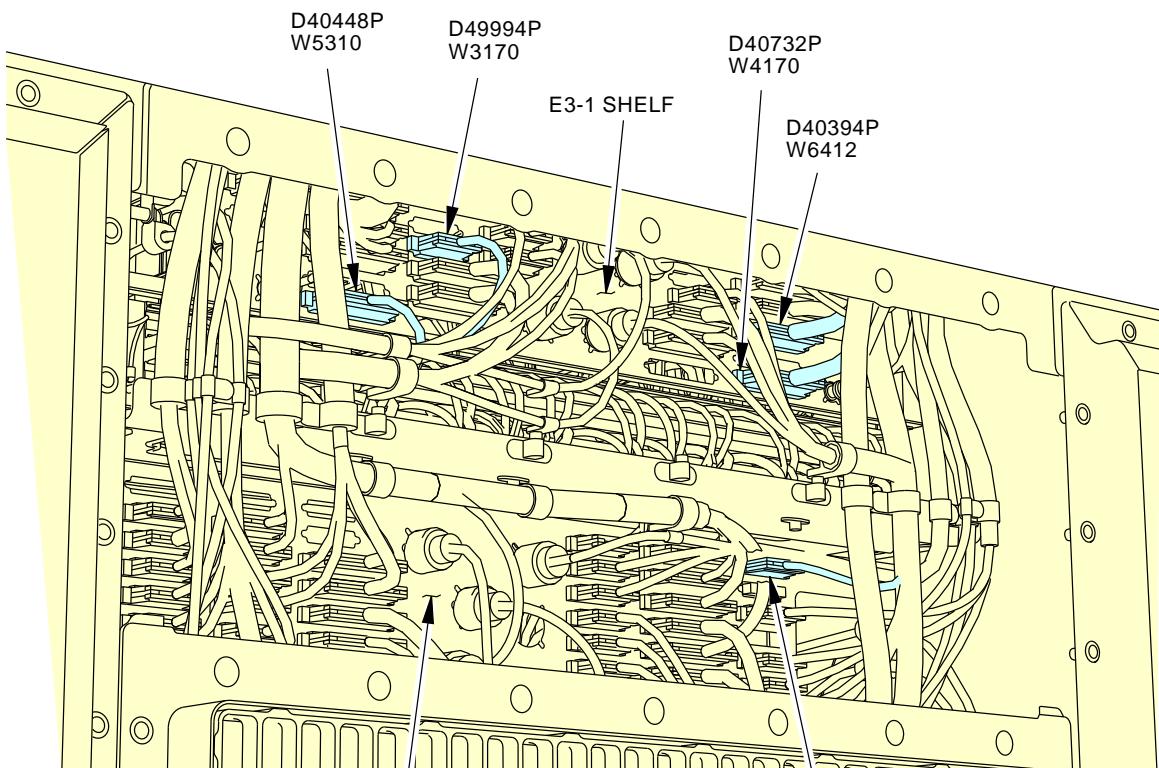
**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 2 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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E3-2 SHELF

D42053P
W5375**E3-1, -2 SHELVES****C**

400753 S0000135717_V2

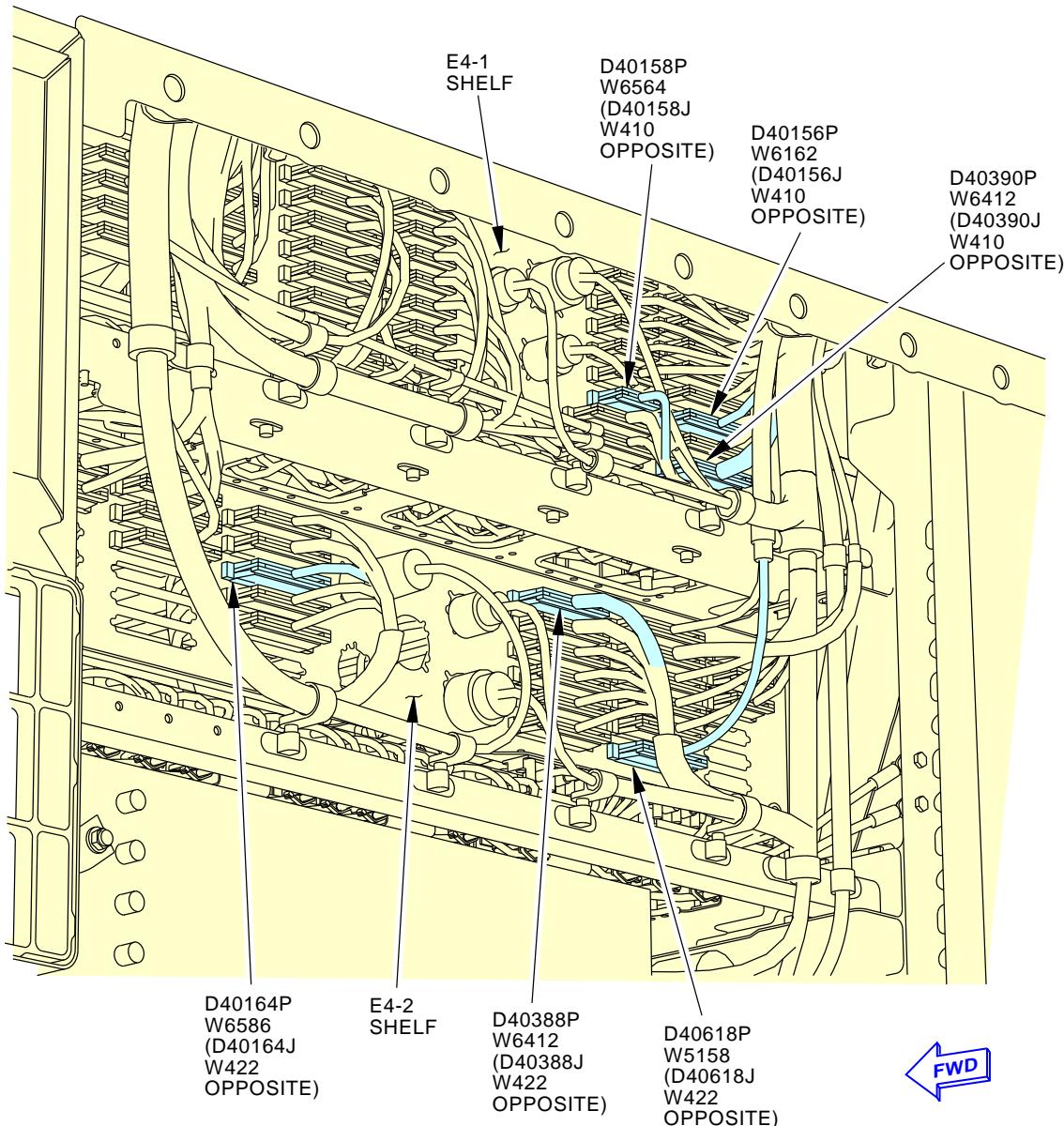
**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 3 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-050-00-01
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**E4-1, -2 SHELVES**

400754 S0000135718_V3

**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 4 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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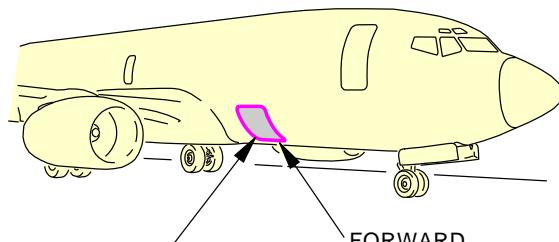
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

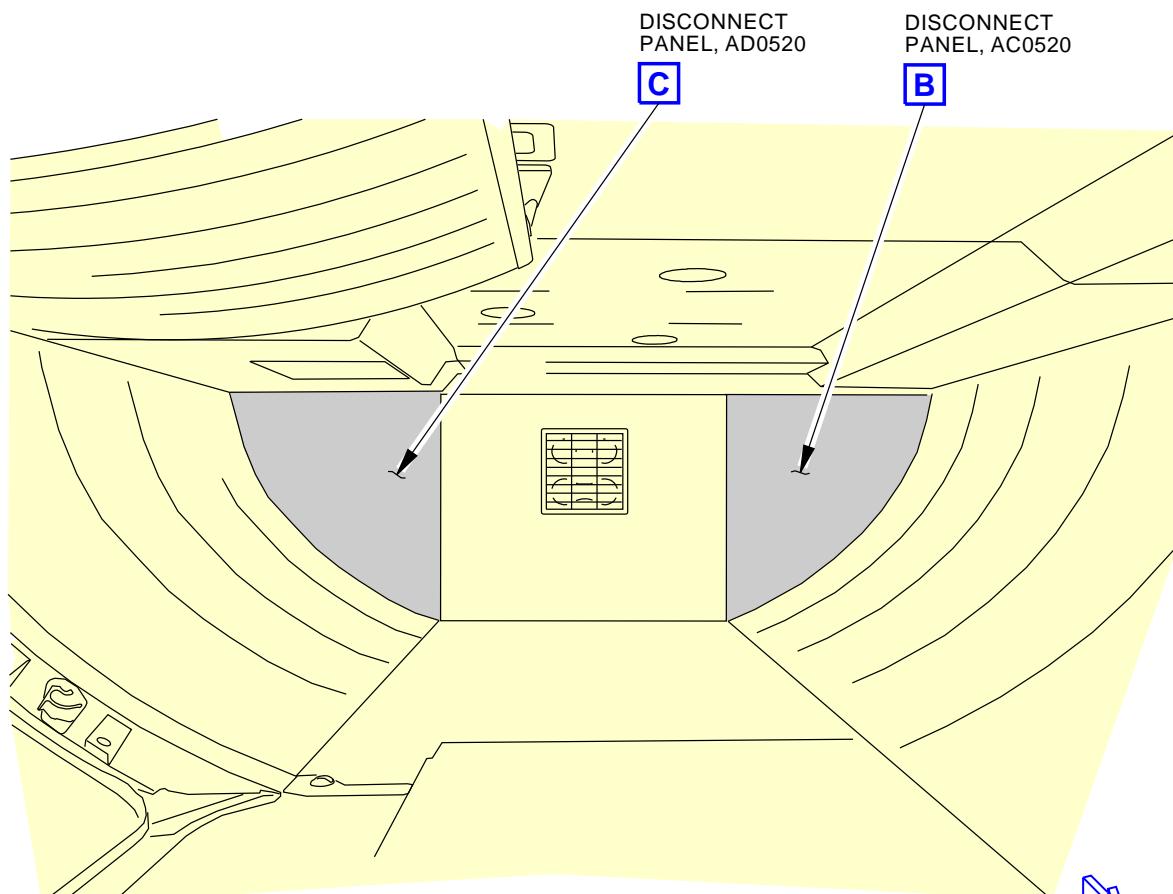
AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

FORWARD CARGO COMPARTMENT

A

FORWARD CARGO DOOR



FORWARD CARGO COMPARTMENT

A

400769 S0000135754_V2

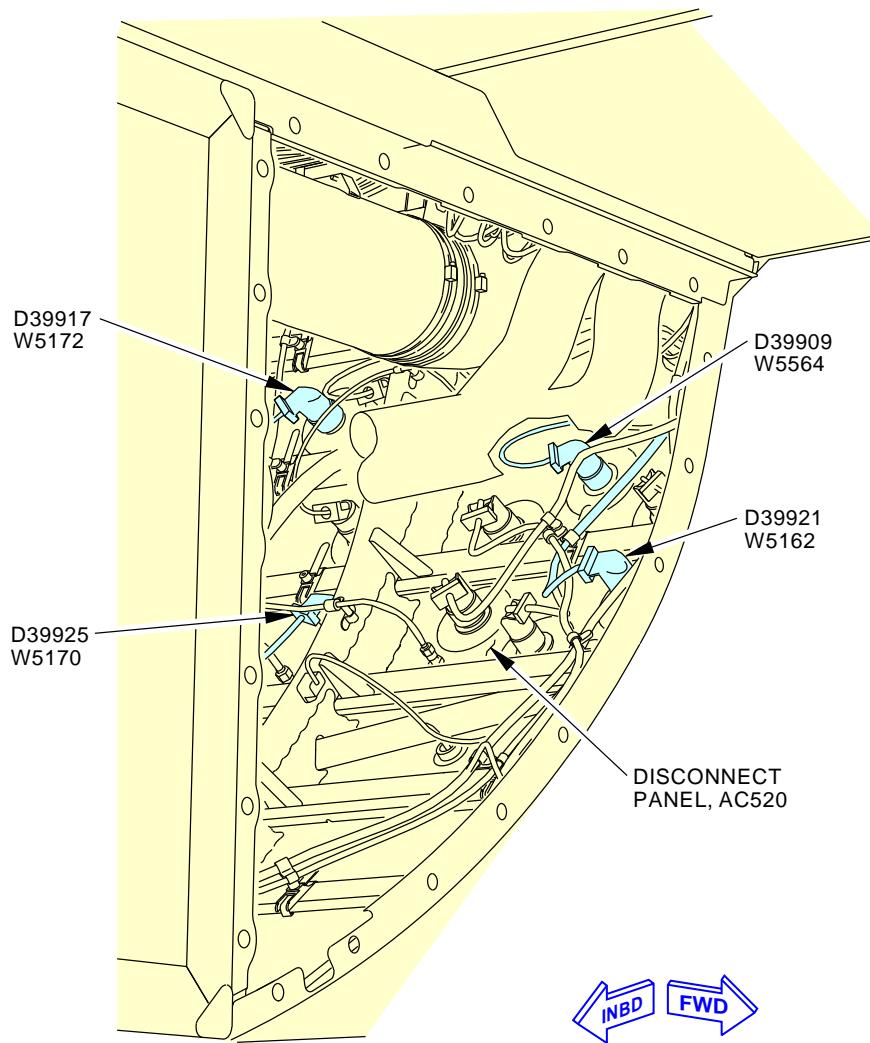
**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT -
INSPECTION**

Figure 5 (Sheet 1 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE
VESSEL****D633A109-AKS
20-050-00-01****Page 17 of 23
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-050-00-01



DISCONNECT PANEL, AC0520



400771 S0000135756_V2

**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT -
INSPECTION**

Figure 5 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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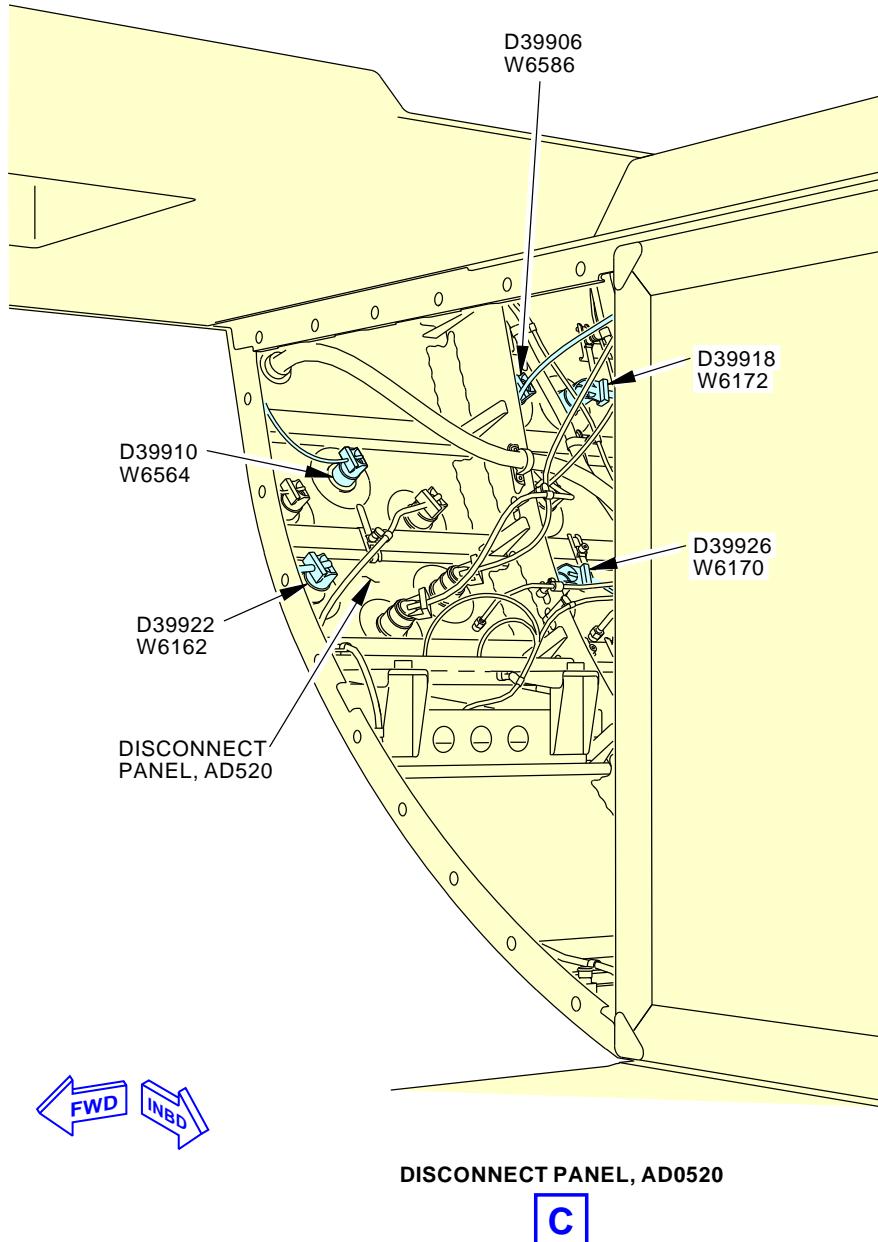
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01**DISCONNECT PANEL, AD0520****C****NOTE:**

MIX BAY AIR DISTRIBUTION SYSTEM NOT SHOWN FOR CLARITY.

400773 S0000135757_V2

**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT -
INSPECTION****Figure 5 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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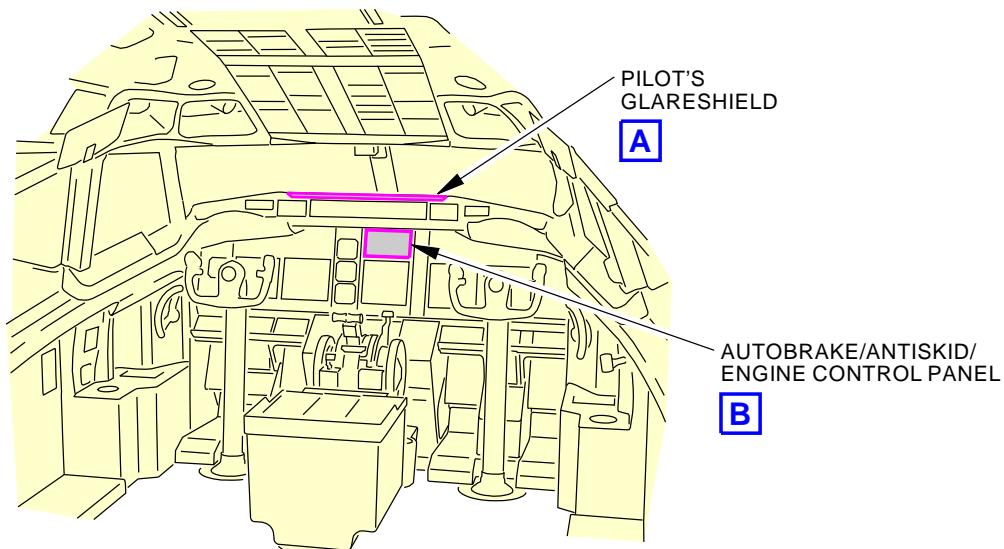
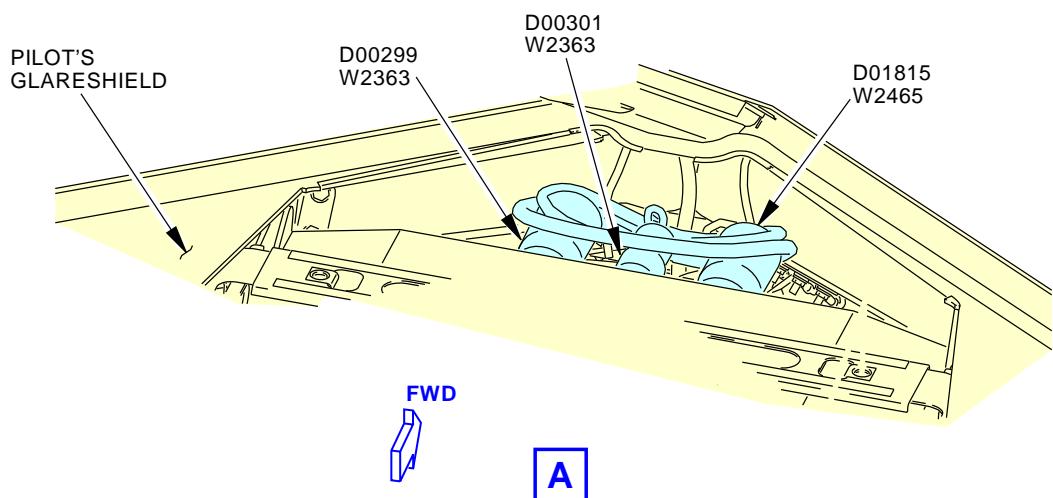
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01**FLIGHT COMPARTMENT**

400782 S0000135812_V5
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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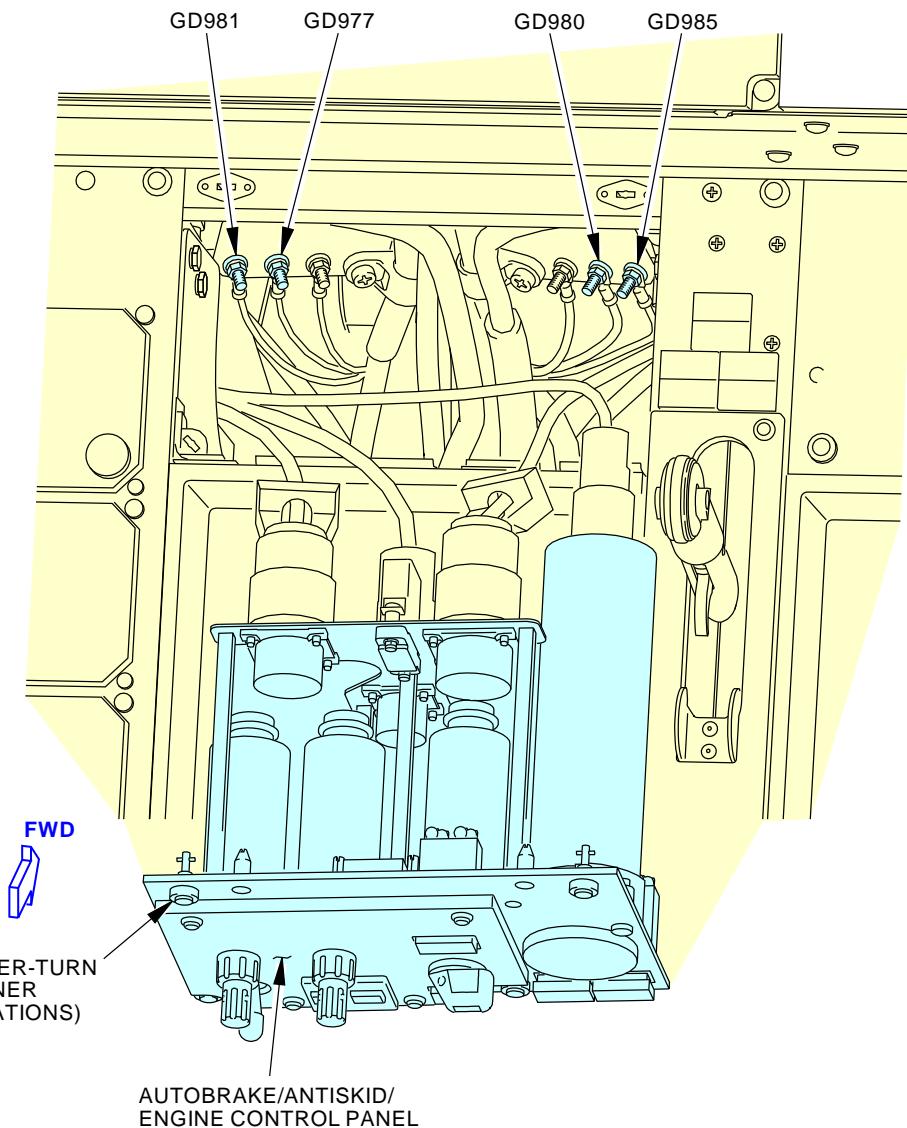
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-050-00-01

418363 S0000137020_V2

**HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-050-00-01

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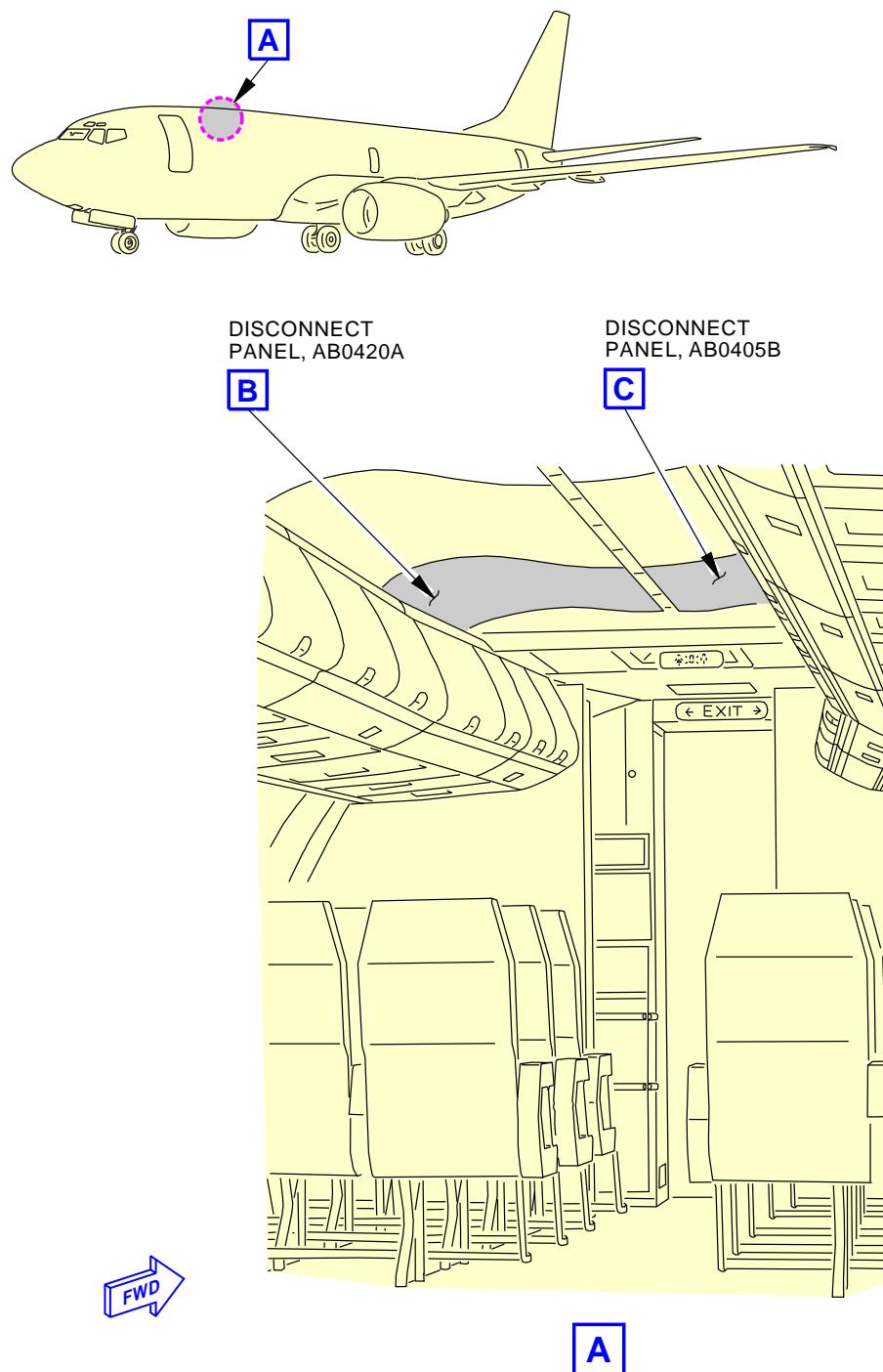
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

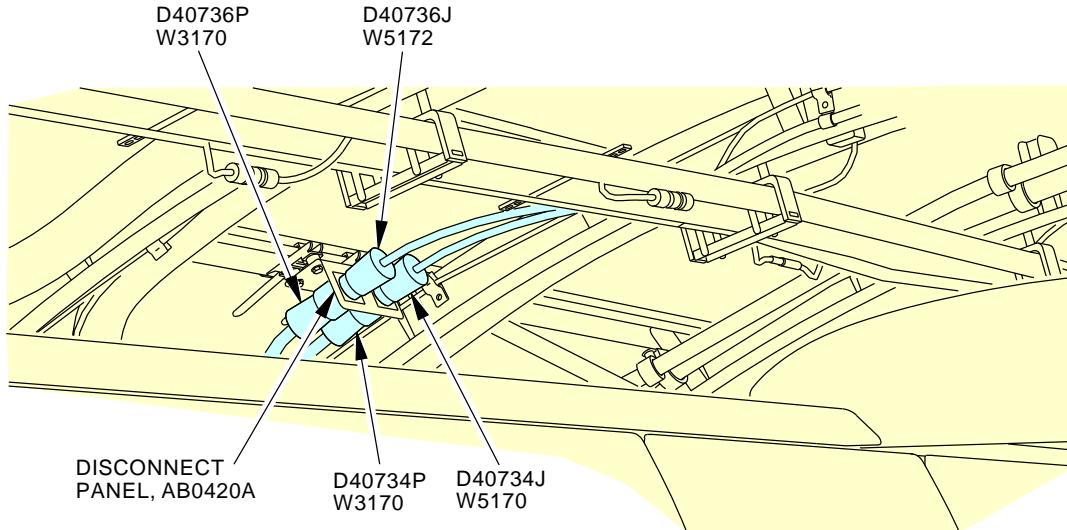
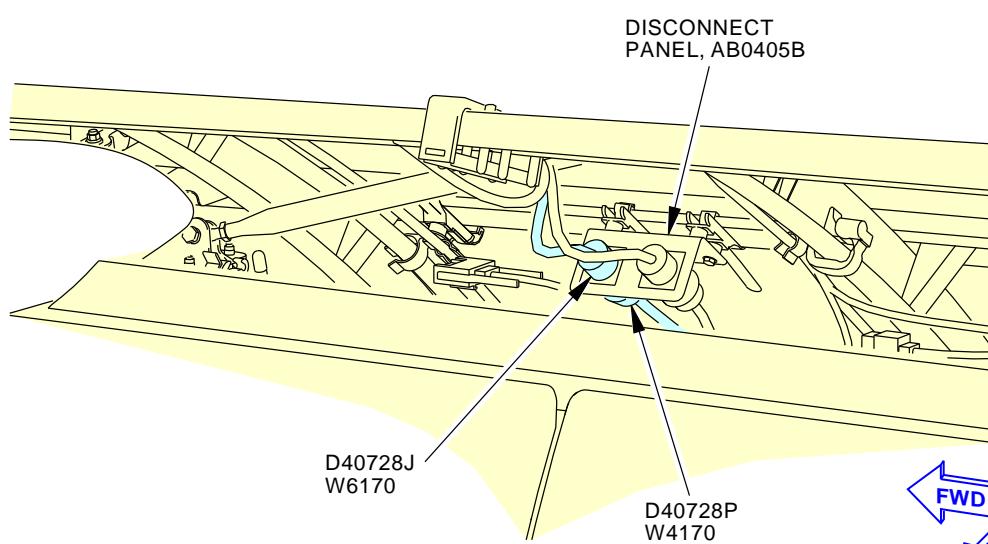
BOEING CARD NO.
20-050-00-01

400788 S0000135856_V2

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 7 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL****D633A109-AKS
20-050-00-01****Page 22 of 23
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-050-00-01

**DISCONNECT PANEL, AB0420A****B****DISCONNECT PANEL, AB0405B****C**

400790 S0000135857_V2

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 7 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-050-00-01
		Page 23 of 23 Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-060-00-01
TAIL NUMBER	WORK AREA FUSELAGE	VERSION 1.1	THRESHOLD 30000 FH	REPEAT 30000 FH	RELATED CARD
STATION	SKILL AVION				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 112A 113BW 117A 121EW 121JW 121KW 122GW 122HW			ZONE 112 113 117 118 121 122 211 212 230

Functional check of HIRF/L sensitive connectors inside the pressure vessel by DC resistance check from backshell to ground.

A. References

Reference	Title
AMM 05-56-01-760-801	Joint Resistance Measurement (P/B 201)
AMM 21-25-01-000-801	Recirculation Air Filter Removal (P/B 401)
AMM 21-25-01-400-801	Recirculation Air Filter Installation (P/B 401)
AMM 25-21-45-000-803-001	Main Ceiling Panel - Removal (P/B 401)
AMM 25-21-45-400-803-001	Main Ceiling Panel - Installation (P/B 401)
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)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
				MECH INSP
TASK 05-55-43-200-801				
1. Bond Resistance Test of Connector - Forward Access Area (Figure 1, Figure 2)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-43-040-002 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Make copy of the data sheet (Figure 1) to record data during the task. (3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-001 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
C. Procedure SUBTASK 05-55-43-010-003 (1) Open this access panel: Number Name/Location 112A Forward Access Door SUBTASK 05-55-43-700-009 (2) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors listed in Table below. (a) Record measured data for the connector to the data sheet. (b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet. <u>NOTE:</u> The maximum allowable value for the measurement of these circular connectors is 11.0 mOhms. That value consists of the following joints: Backshell-To-Plug (BS-P) = 2.5 mOhms; Plug-To-Sensor (P-SS) = 7.5 mOhms; Sensor-To-Structure (SS-S) = 1.0 mOhms. 1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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Table 1

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W6570	D11306	M1827	28-41-11		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-001

- (1) Close this access panel:

Number Name/Location

112A Forward Access Door

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
				MECH INSP
TASK 05-55-43-200-802				
2. Bond Resistance Test of Connector - Nose Wheel Well (Figure 3, Figure 4)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-43-040-001 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Make copy of the data sheet (Figure 3) to record data during the task. (3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-002 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-43-010-002 (6) Open this access panel: Number Name/Location 113BW Forward Nose Wheel Well Panel				
C. Procedure SUBTASK 05-55-43-010-005 (1) Gain access to the inside of Junction Box J48: (a) Remove the 4 bolts holding the protective cover in place and set it aside. SUBTASK 05-55-43-700-010 (2) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors listed in Table below. (a) Record measured data for the connector to the data sheet. (b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet. <u>NOTE:</u> The maximum allowable value for the measurement of these rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) defined as 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket- to- bond strap = 1.0 mOhms, and bondstrap-To-stanchion = 1.0 mOhms.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-060-00-01		
				Page 4 of 40 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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- 1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).

Table 2

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W0088	D48116J	J48A Pos 13	28-41-11
W0088	D48128J	J48A Pos 24	28-41-11
W5158	D48116P	J48A Pos 13	28-41-11
W6570	D48128P	J48A Pos 24	28-41-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-002

- (1) Reinstall the Junction Box J48 protective cover.

SUBTASK 05-55-43-942-009

- (2) Close this access panel:

Number Name/Location

113BW Forward Nose Wheel Well Panel

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01				
TASK 05-55-43-200-803				MECH INSP				
3. Bond Resistance Test of Connector - Main Equipment Center (Figure 5, Figure 6)								
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.								
B. Prepare for the procedure SUBTASK 05-55-43-040-003 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Make copy of the data sheet (Figure 5) to record data during the task. (3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-003 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-43-010-004 (6) Open this access panel: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr></tbody></table> C. Procedure SUBTASK 05-55-43-700-011 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors listed in Table below. (a) Record measured data for the connector to the data sheet. (b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet. <u>NOTE:</u> The maximum allowable value for the measurement of the circular connectors is 11.0 mOhms. That value consists of the following joints: BS-P (2.5 mOhms); P-R (5.0 mOhms); R-B (2.5 mOhms); and B-S (1.0 mOhms). <u>NOTE:</u> The maximum allowable value for the measurement of the rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) = 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket-to-bond strap (1.0 mOhms) and bondstrap-to-stanchion (1.0 mOhms).				<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	
<u>Number</u>	<u>Name/Location</u>							
117A	Electronic Equipment Access Door							
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-060-00-01						
				Page 6 of 40 Feb 15/2015				

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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- 1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).

Table 3

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D04069P	E1-1	22-11-11
W2465	D08019J	E1-4	22-11-11
W5367	D04073P	E1-1 Pos 27	22-11-31
W5375	D04077J	E1-4 Pos 15	22-11-31

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-003

- (1) Close this access panel:

Number Name/Location

117A Electronic Equipment Access Door

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01								
				MECH INSP								
TASK 05-55-43-200-804												
4. Bond Resistance Test of Connector - Forward Cargo Compartment, Forward (Figure 7, Figure 8)												
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.												
B. Prepare for the procedure SUBTASK 05-55-43-040-004 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Make copy of the data sheet (Figure 7) to record data during the task. (3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-004 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-43-010-006 (6) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>122HW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table> SUBTASK 05-55-43-010-012 (7) Remove the protective covers from the E2, E3, and E4 racks.				<u>Number</u>	<u>Name/Location</u>	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	
<u>Number</u>	<u>Name/Location</u>											
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD											
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER											
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER											
C. Procedure SUBTASK 05-55-43-700-012 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors listed in Table below. (a) Record measured data for the connector to the data sheet.												
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL D633A109-AKS 20-060-00-01										
				Page 8 of 40 Feb 15/2015								

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
				MECH INSP
(b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet.				
<p><u>NOTE:</u> The maximum allowable value for the measurement of these rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) = 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket-to-bond strap (1.0 mOhms) and bondstrap-to-stanchion (1.0 mOhms).</p> <p>1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).</p>				
Table 4				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	
W0220	D40130J	E2-2 Pos 25	73-31-11	
W0220	D40136J	E2-2 Pos 7	80-11-11	
W0220	D40450J	E2-2 Pos 24	73-31-11	
W0410	D40156J	E4-1 Pos 50	73-21-21	
W0410	D40158J	E4-1 Pos 42	76-21-21	
W0410	D40390J	E4-1 Pos 52	73-21-31	
W0422	D40164J	E4-2 Pos 15	28-41-11	
W0422	D40388J	E4-2 Pos 24	27-62-11	
W0422	D40618J	E4-2 Pos 35	24-33-11	
W3170	D49994P	E3-1 Pos 14	79-33-11	
W4170	D40732P	E3-1 Pos 36	77-12-11	
W5158	D40618P	E4-2 Pos 35	24-33-11	
W5162	D40130P	E2-2 Pos 25	73-31-11	
W5310	D40448P	E3-1 Pos 11	73-24-11	
W5310	D40450P	E2-2 Pos 24	73-31-11	
W5375	D42053P	E3-2 Pos 47	27-18-11	
W5564	D40136P	E2-2 Pos 7	80-11-11	
W6162	D40156P	E4-1 Pos 50	73-21-21	
W6412	D40388P	E4-2 Pos 24	27-62-11	
W6412	D40390P	E4 -1 Pos 52	73-21-31	
W6412	D40394P	E3-1 Pos 34	36-11-11	
W6564	D40158P	E4-1 Pos 42	76-21-21	
W6586	D40164P	E4-2 Pos 15	28-41-11	

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-410-001

- (1) Re-install the protective covers from the E2, E3, and E4 racks.

SUBTASK 05-55-43-942-004

- (2) Close these access panels:

Number Name/Location

121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER

SUBTASK 05-55-43-410-002

- (3) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
				MECH INSP
TASK 05-55-43-200-805				
5. Bond Resistance Test of Connector - Forward Cargo Compartment, Aft (Figure 9, Figure 10)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-43-040-005 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Do this task: Recirculation Air Filter Removal, AMM TASK 21-25-01-000-801. (3) Remove recirculation air filter supports as necessary to access the connector/wire bundle. (4) Make copy of the data sheet (Figure 9) to record data during the task. (5) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-005 (6) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (7) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-43-010-007 (8) Open these access panels: Number Name/Location 121EW Panel Assy - Fwd Cargo Compartment Aft Bulkhead 122GW Panel Assy - FWD Cargo Compartment Aft Bulkhead				
C. Procedure SUBTASK 05-55-43-700-013 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors listed in Table below. <u>NOTE:</u> Do NOT use the body feed-thru insert for the structure measurement point. The bond meter probes are to be placed on the backshell and body structure nearby. (a) Record measured data for the connector to the data sheet.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL		
		D633A109-AKS 20-060-00-01	Page 11 of 40 Feb 15/2016	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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- (b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet.

NOTE: The maximum allowable value for the measurements of these circular connectors is 17.5 mOhms. That value consists of the following joints:
Backshell-To-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Structure (R-S, including the insert), =10.0 mOhms.

- 1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).

Table 5

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W5162	D39921	AC0520 DM11	73-21-21
W5170	D39925	AC0520 DM13	79-31-11
W5172	D39917	AC0520 DM09	73-21-21
W5564	D39909	AC0520 DM05	76-21-11
W6162	D39922	AD0520 DM12	73-21-21
W6170	D39926	AD0520 DM14	30-21-21
W6172	D39918	AD0520 DM10	73-21-21
W6564	D39910	AD0520 DM06	76-21-21
W6586	D39906	AD0520 DM04	28-41-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-005

- (1) Reinstall any recirculation air filter supports that were removed.
- (2) Do this task: Recirculation Air Filter Installation, AMM TASK 21-25-01-400-801
- (3) Close these access panels:

Number Name/Location

- | | |
|-------|---|
| 121EW | Panel Assy - Fwd Cargo Compartment Aft Bulkhead |
| 122GW | Panel Assy - FWD Cargo Compartment Aft Bulkhead |

END OF TASK

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
TASK 05-55-43-200-807				MECH INSP
6. Bond Resistance Test of Connector - Flight Compartment (Figure 11, Figure 12)				
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure SUBTASK 05-55-43-040-006 (1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. (2) Make copy of the data sheet (Figure 11) to record data during the task. (3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task. SUBTASK 05-55-43-200-006 (4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (5) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-43-010-008 (6) Gain access to the connectors behind the Mode Control Panel. (a) Loosen the fasteners on MCP and slide it out to access the connectors. SUBTASK 05-55-43-010-010 (7) Gain access to the connectors behind the AutoBrake/AntiSkid/Engine Control Panel: (a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel. (b) Carefully hang the panel assembly by the connecting wire bundles.				
C. Procedure SUBTASK 05-55-43-700-014 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 from backshell to structure for all connectors and ground points listed in Table below. (a) Record measured data for the connector to the data sheet.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL		
		D633A109-AKS 20-060-00-01	Page 13 of 40 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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- (b) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet.

NOTE: The maximum allowable value for the measurement of these circular connectors is 11.0 mOhms. That value consists of the following joints:
Backshell-to-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Bracket (R-B) = 2.5 mOhms; and
(Backshell-To-Structure (B-S) =1.0 mOhms.

NOTE: The maximum resistance for the ground points to structure is 1.0 mOhms.

- 1) If the measured value is greater than the MAX VALUE listed on the data sheet, repair the connector in accordance with (SWPM Chapter 20).

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D00299	Mode Control Panel	22-11-11
W2363	D00301	Mode Control Panel	22-11-11
W2363	GD977	Shield Gnd	22-11-11
W2363	GD981	Shield Gnd	22-11-11
W2465	D01815	Mode Control Panel	22-11-11
W2465	GD980	Shield Gnd	22-11-11
W2465	GD985	Shield Gnd	22-11-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-007

- (1) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

SUBTASK 05-55-43-942-008

- (2) Reinstall the MCP and tighten the fasteners.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
				MECH INSP
TASK 05-55-43-200-808				
7. Bond Resistance Test of Connector - Passenger Compartment, Forward (Figure 13, Figure 14)				
A. General				
(1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.				
B. Prepare for the procedure				
SUBTASK 05-55-43-040-007				
(1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
(2) Make copy of the data sheet (Figure 13) to record data during the task.				
(3) The (intrinsically safe approved bonding meter, COM-1550) is required for the task.				
SUBTASK 05-55-43-200-007				
(4) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.				
(5) Send the data to one of the following addresses:				
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com				
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".				
(c) By Fax: 425-717-1960.				
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.				
SUBTASK 05-55-43-010-009				
(6) Gain access to the disconnect panels above the passenger compartment ceiling. Do this task: remove the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-000-803-001).				
C. Procedure				
SUBTASK 05-55-43-700-015				
(1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 using the (intrinsically safe approved bonding meter, COM-1550) for all connectors listed in Table below:				
(a) Measure the joint resistance between backshell of a connector to backshell of the connector at the other side of bracket.				
<u>NOTE:</u> Place the bond meter probes on backshell of P side connector to backshell of J side connector.				
(b) Record measured data for the connector to the data sheet.				
EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL		
		D633A109-AKS 20-060-00-01	Page 15 of 40 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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- (c) Make sure the measured value is not greater than the MAX VALUE listed on the data sheet.

NOTE: The maximum allowable value for the measurement of these circular connectors is 10.0 mOhms. That value consists of the following joints:
Backshell-To-Plug (BS-P at P side) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Backshell (R-BS at J side) = 2.5 mOhms;

- 1) If the measured value is greater than the MAX VALUE listed on the data sheet, do the joint measurement on the breakdown joints. If any of the joint measurement values is higher than the maximum values below, repair the connector in accordance with (SWPM Chapter 20).
 - a) Maximum joint value from backshell to plug (at P side) is 2.5 mOhms.
 - b) Maximum joint value from plug to receptacle is 5.0 mOhms.
 - c) Maximum joint value from receptacle to backshell (at J side) is 2.5 mOhms.

Table 7

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W3170/W5172	D40736P to D40736J	AB0420A Pos 2	79-31-11
W3170/W5170	D40734P to D40734J	AB0420A Pos 1	79-31-11
W4170/W6170	D40728P to D40728J	AB0405B Pos 1	77-12-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-43-942-006

- (1) Install the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-400-803-001).

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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DATA SHEET

400522 S0000135307 V2

Bond Resistance Test of Connector - Forward Access Area - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

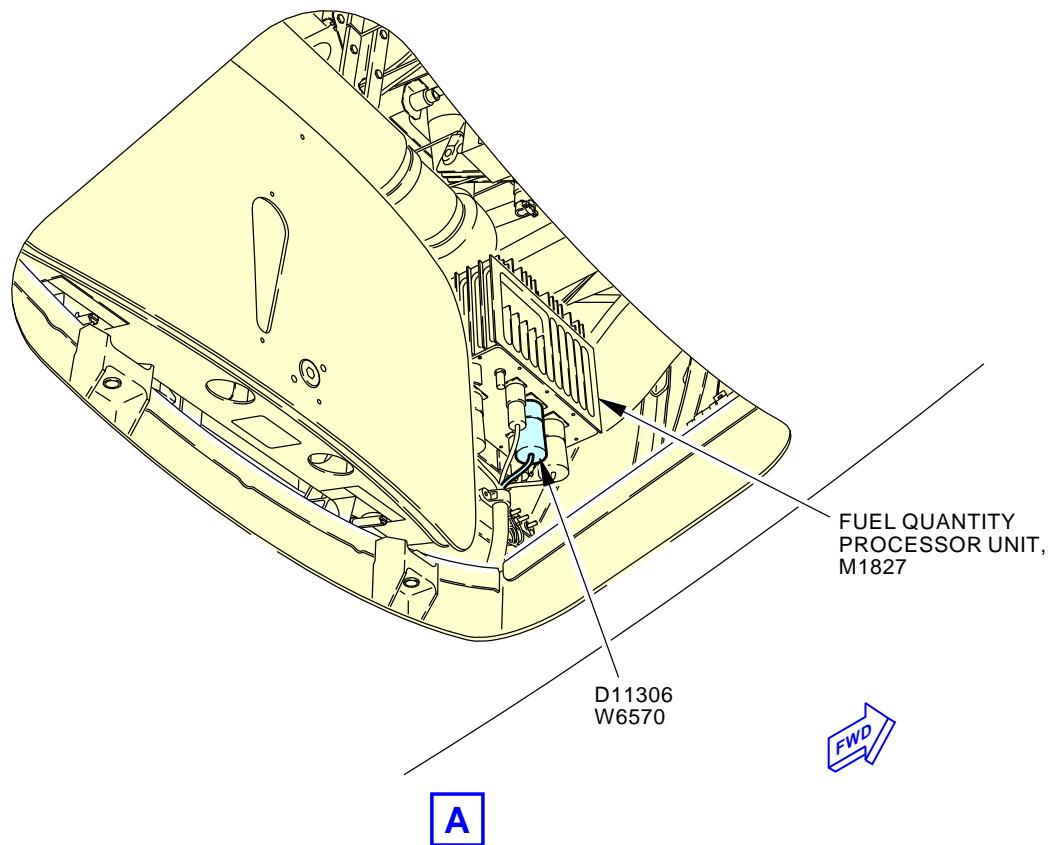
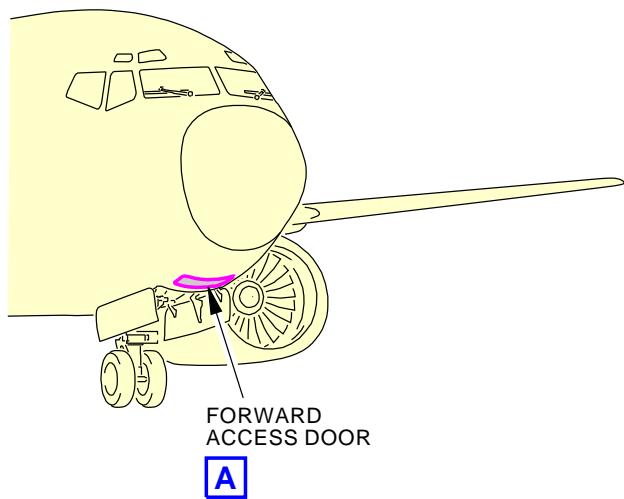
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

400489 S0000134772_V2

**Bond Resistance Test of Connector - Forward Access Area - Connector Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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DATA SHEET

400715 S0000135332 V4

Bond Resistance Test of Connector - Nose Wheel Well - Data Sheet

Figure 3

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

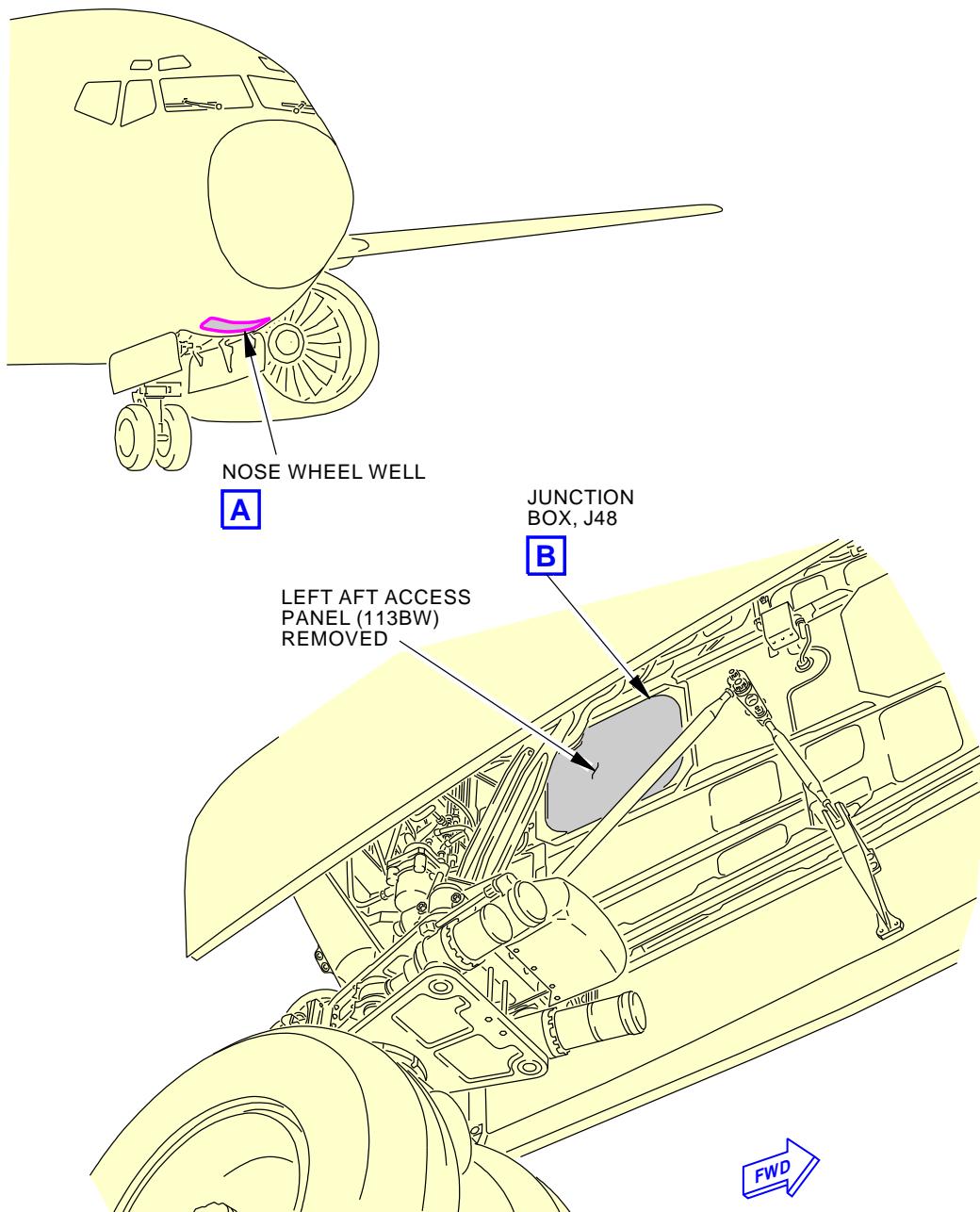
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

Bond Resistance Test of Connector - Nose Wheel Well - Connector Location
Figure 4 (Sheet 1 of 2)

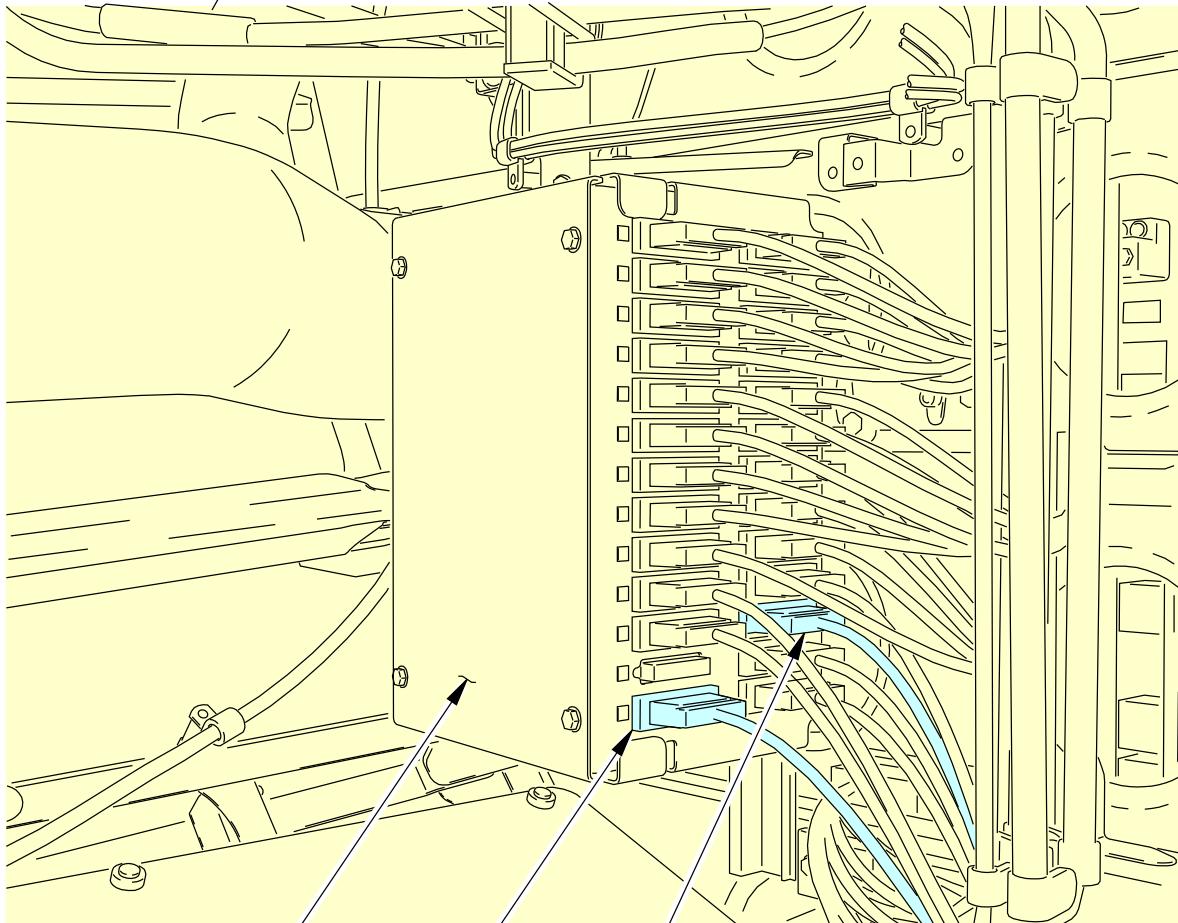
400707 S0000135328_V2

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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JUNCTION
BOX, J48D48116P
W5158
(D48116J
W0088
OPPOSITE)D48128P
W6570
(D48128J
W0088
OPPOSITE)

JUNCTION BOX, J48



400708 S0000135331_V2

**Bond Resistance Test of Connector - Nose Wheel Well - Connector Location
Figure 4 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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TASK CARDS

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DATA SHEET

400745 S0000135460 V3

Bond Resistance Test of Connector - Main Equipment Center - Data Sheet
Figure 5

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

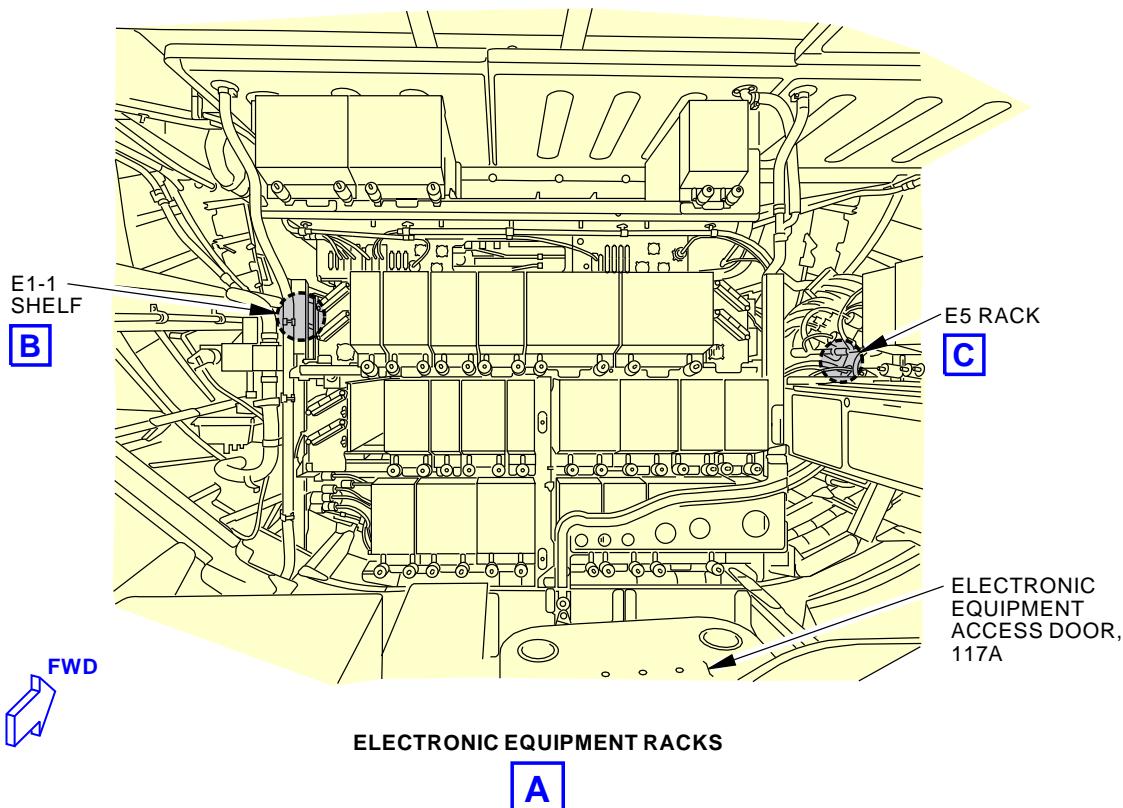
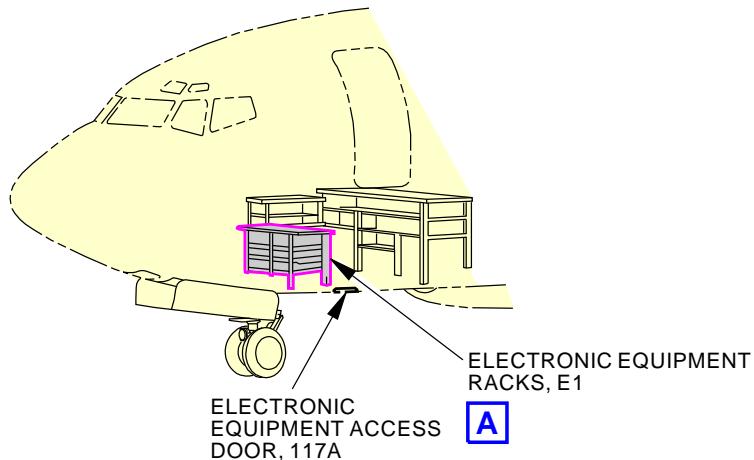
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

400733 S0000135456_V2

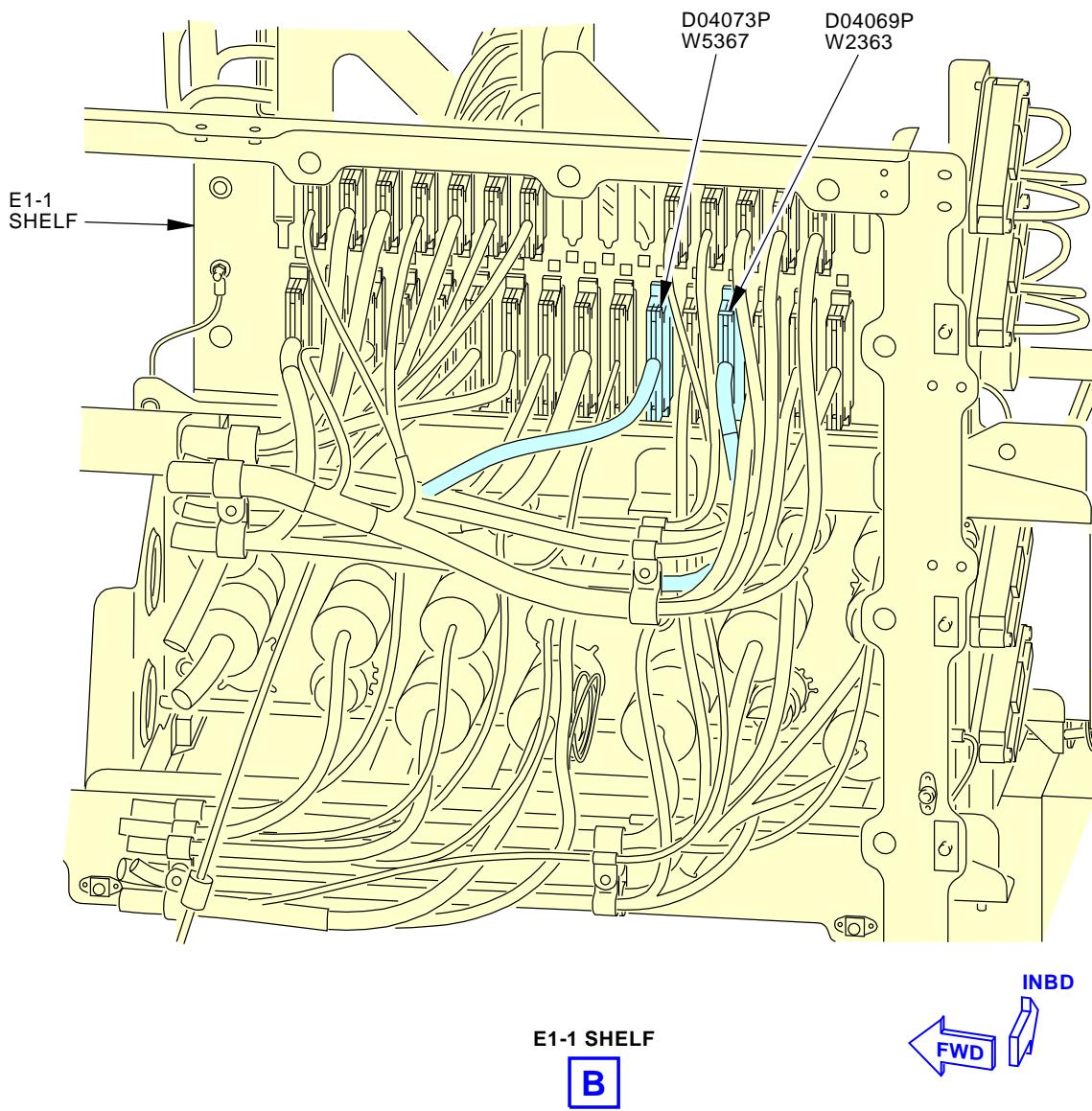
Bond Resistance Test of Connector - Main Equipment Center - Connector Location
Figure 6 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01



Bond Resistance Test of Connector - Main Equipment Center - Connector Location
Figure 6 (Sheet 2 of 3)

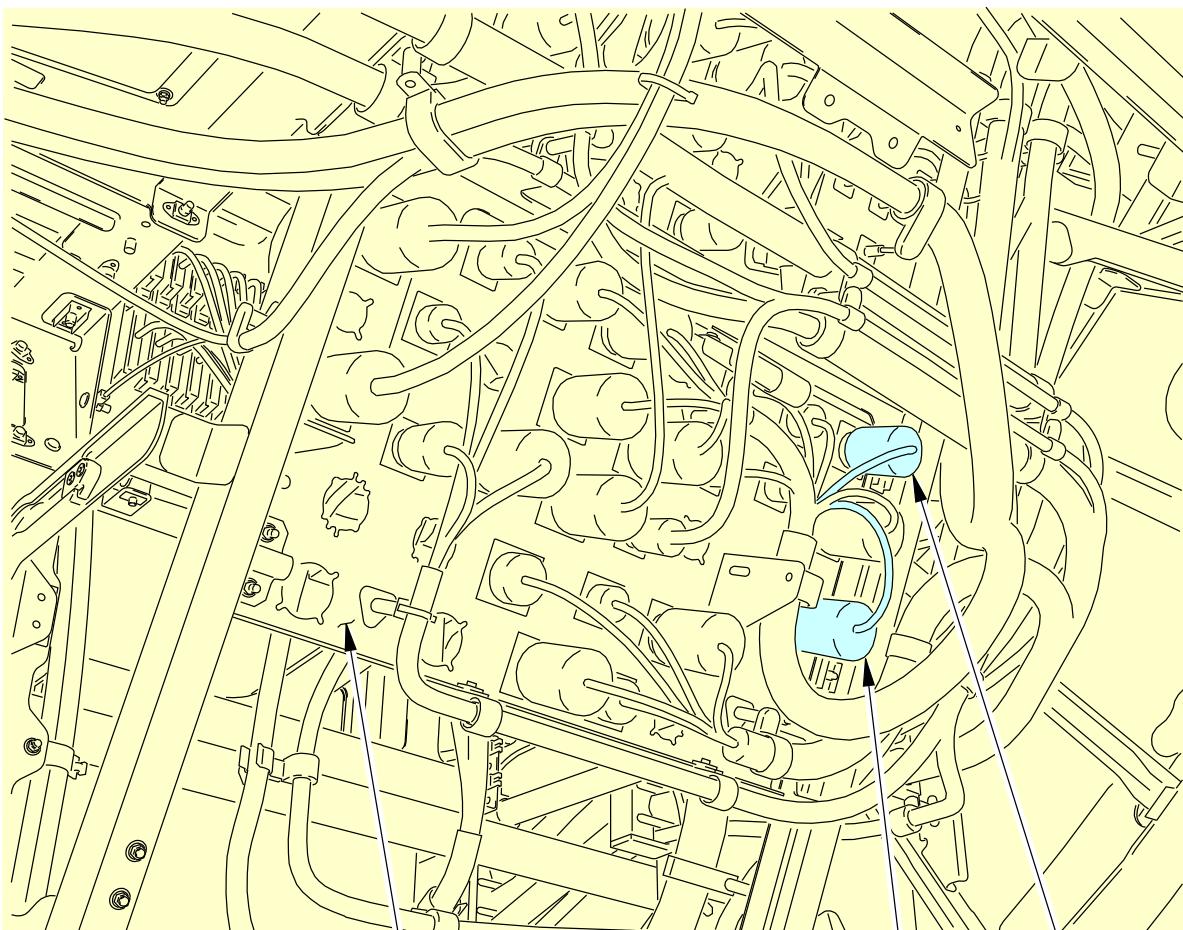
400736 S0000135458_V2

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01

DISCONNECT
PANEL, AE104A
(E5 RACK)D04077J
W5375
D08019J
W2465

DISCONNECT PANEL, AE104A



400740 S0000135459_V2

Bond Resistance Test of Connector - Main Equipment Center - Connector Location
Figure 6 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W0220	D40130J		14.5		
W0220	D40136J		14.5		
W0220	D40450J		14.5		
W0410	D40156J		14.5		
W0410	D40158J		14.5		
W0410	D40390J		14.5		
W0422	D40164J		14.5		
W0422	D40388J		14.5		
W0422	D40618J		14.5		
W3170	D49994P		14.5		
W4170	D40732P		14.5		
W5158	D40618P		14.5		
W5162	D40130P		14.5		
W5310	D40448P		14.5		
W5310	D40450P		14.5		
W5375	D42053P		14.5		
W5564	D40136P		14.5		
W6162	D40156P		14.5		
W6412	D40388P		14.5		
W6412	D40390P		14.5		
W6412	D40394P		14.5		
W6564	D40158P		14.5		
W6586	D40164P		14.5		

DATA SHEET

400760 S0000135719_V5

**Bond Resistance Test of Connector - Forward Cargo Compartment, Forward - Data Sheet
Figure 7**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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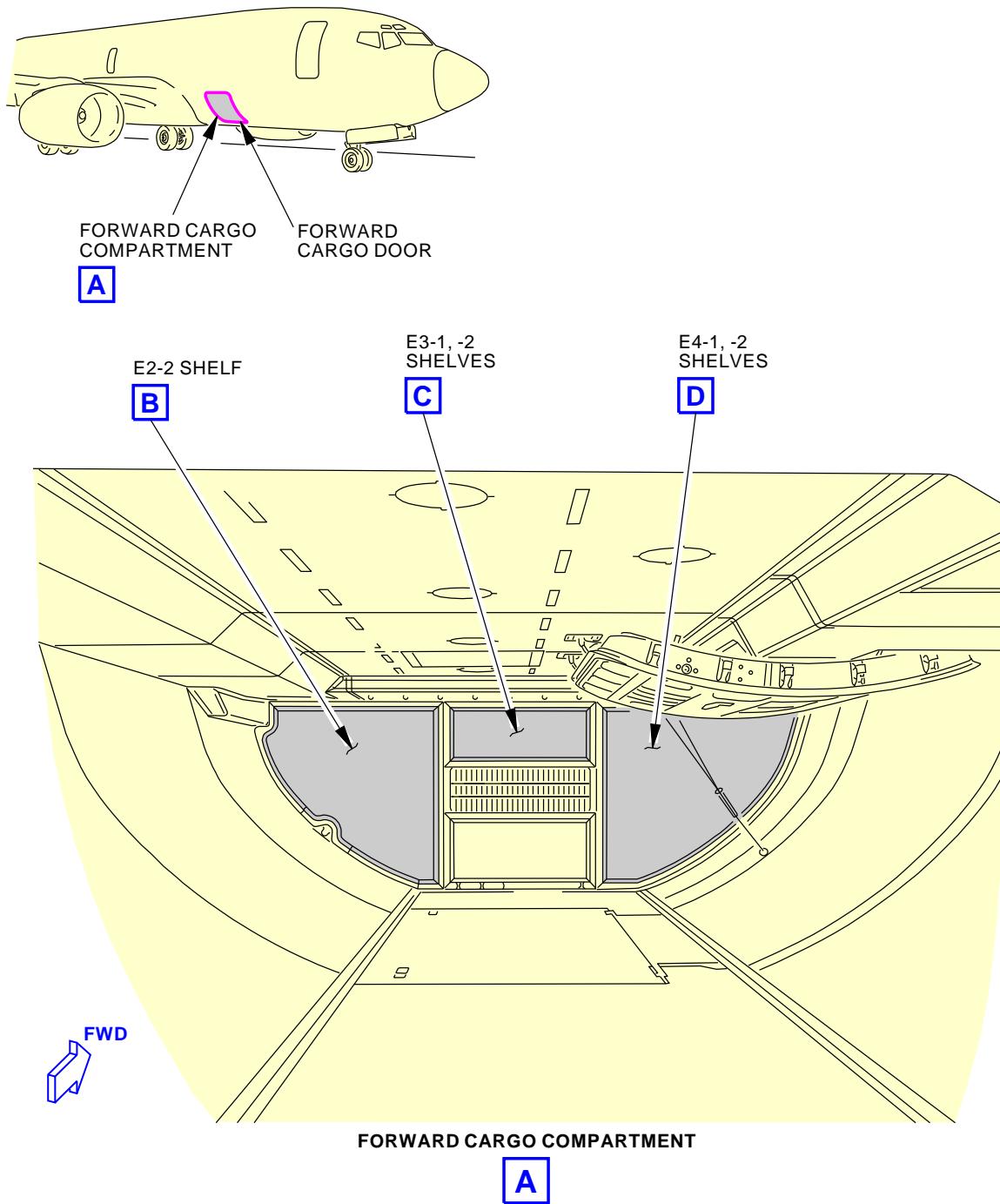
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

400751 S0000135618_V2

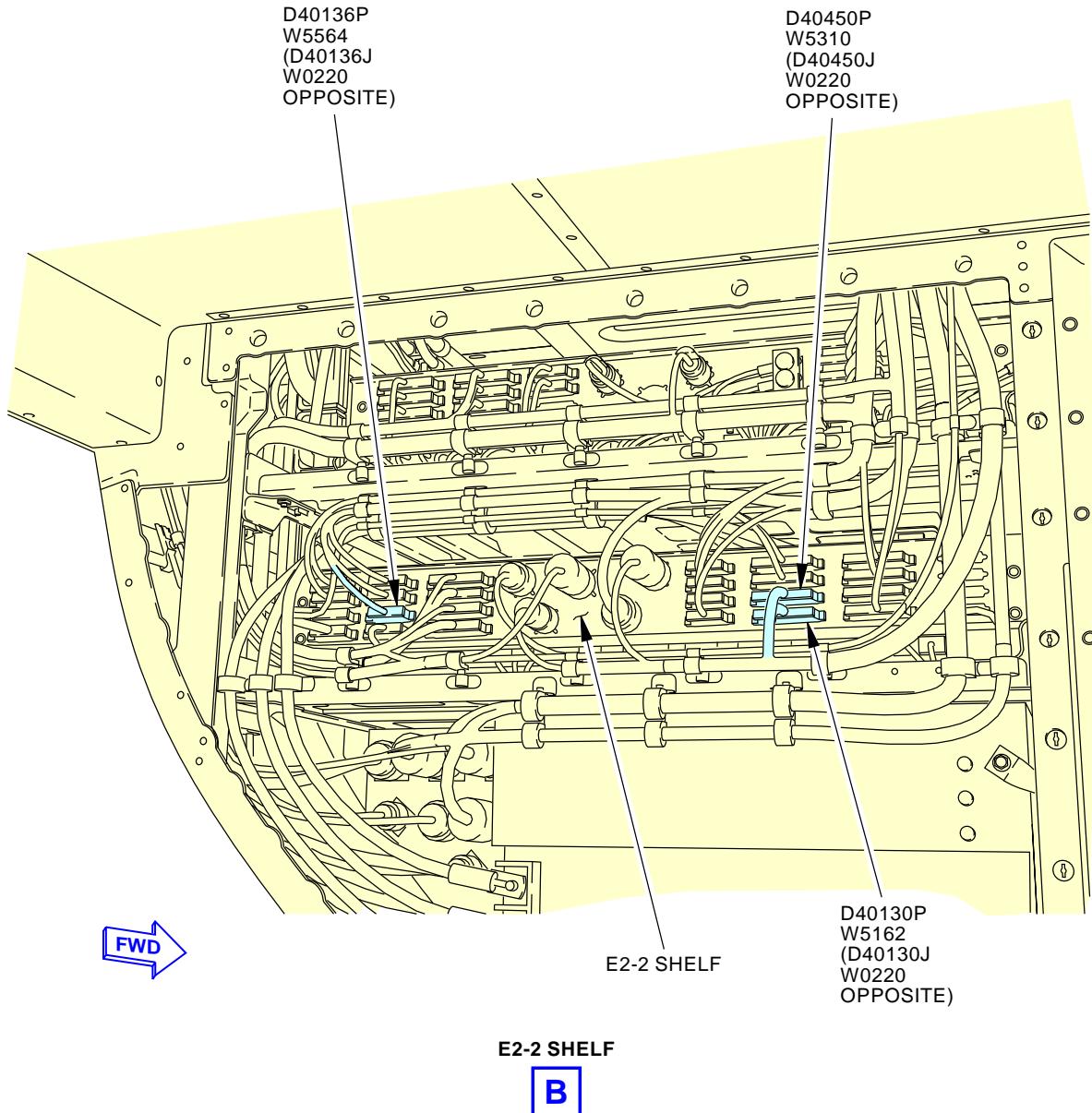
**Bond Resistance Test of Connector - Forward Cargo Compartment, Forward - Connector Location
Figure 8 (Sheet 1 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01



400752 S0000135716_V2

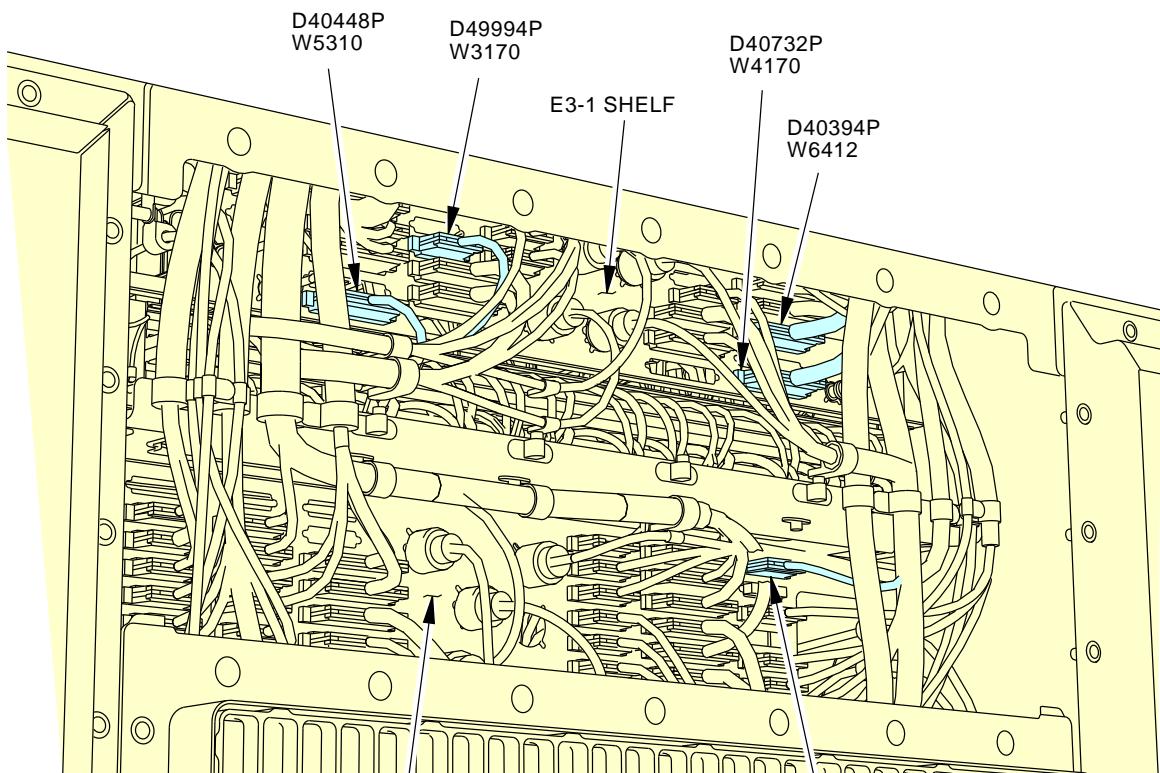
**Bond Resistance Test of Connector - Forward Cargo Compartment, Forward - Connector Location
Figure 8 (Sheet 2 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01

**E3-1, -2 SHELVES**

400753 S0000135717_V2

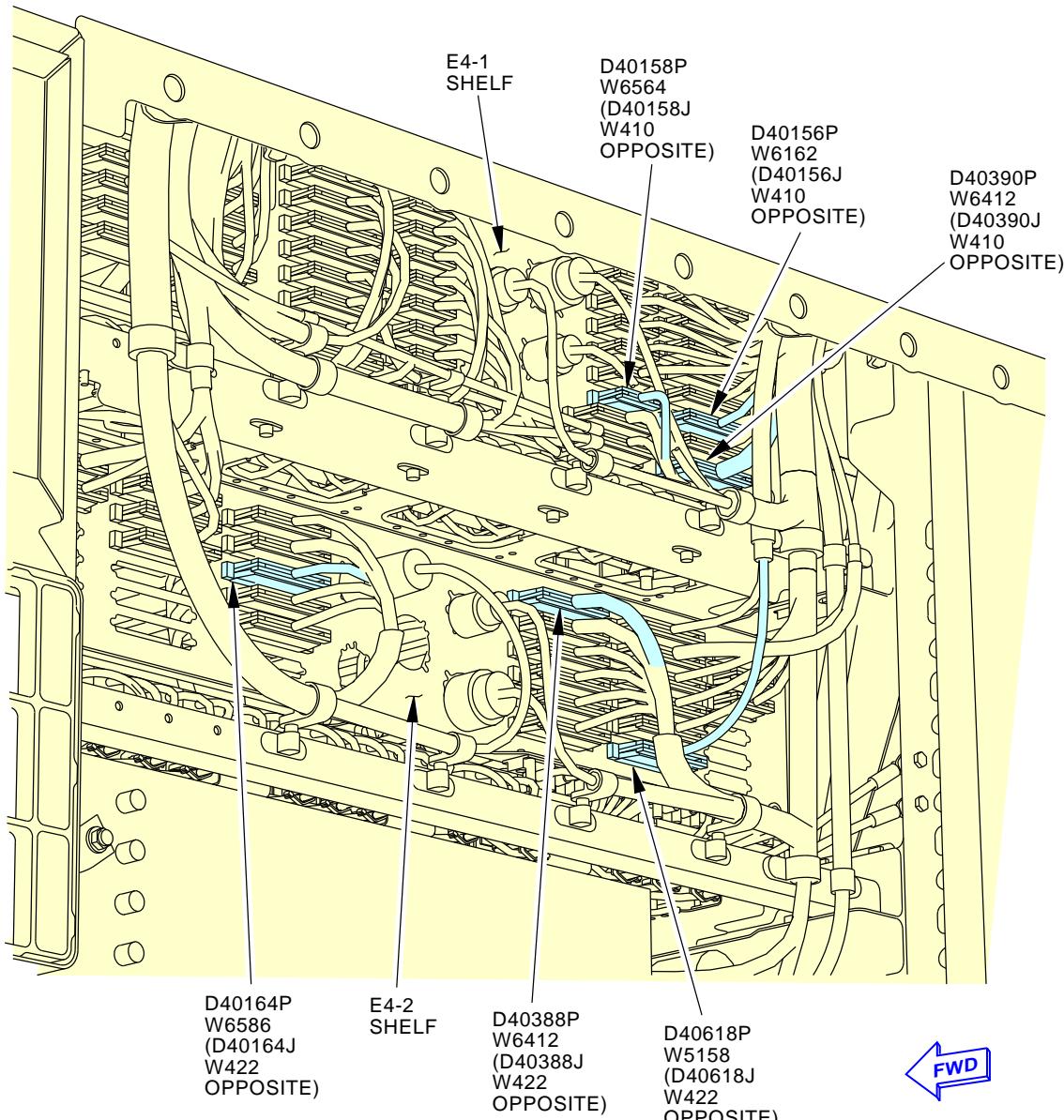
**Bond Resistance Test of Connector - Forward Cargo Compartment, Forward - Connector Location
Figure 8 (Sheet 3 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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**E4-1, -2 SHELVES**

400754 S0000135718_V3

**Bond Resistance Test of Connector - Forward Cargo Compartment, Forward - Connector Location
Figure 8 (Sheet 4 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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DATA SHEET

400778 S0000135758 V3

Bond Resistance Test of Connector - Forward Cargo Compartment, Aft - Data Sheet
Figure 9

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

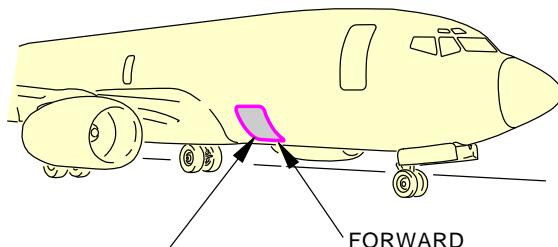
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

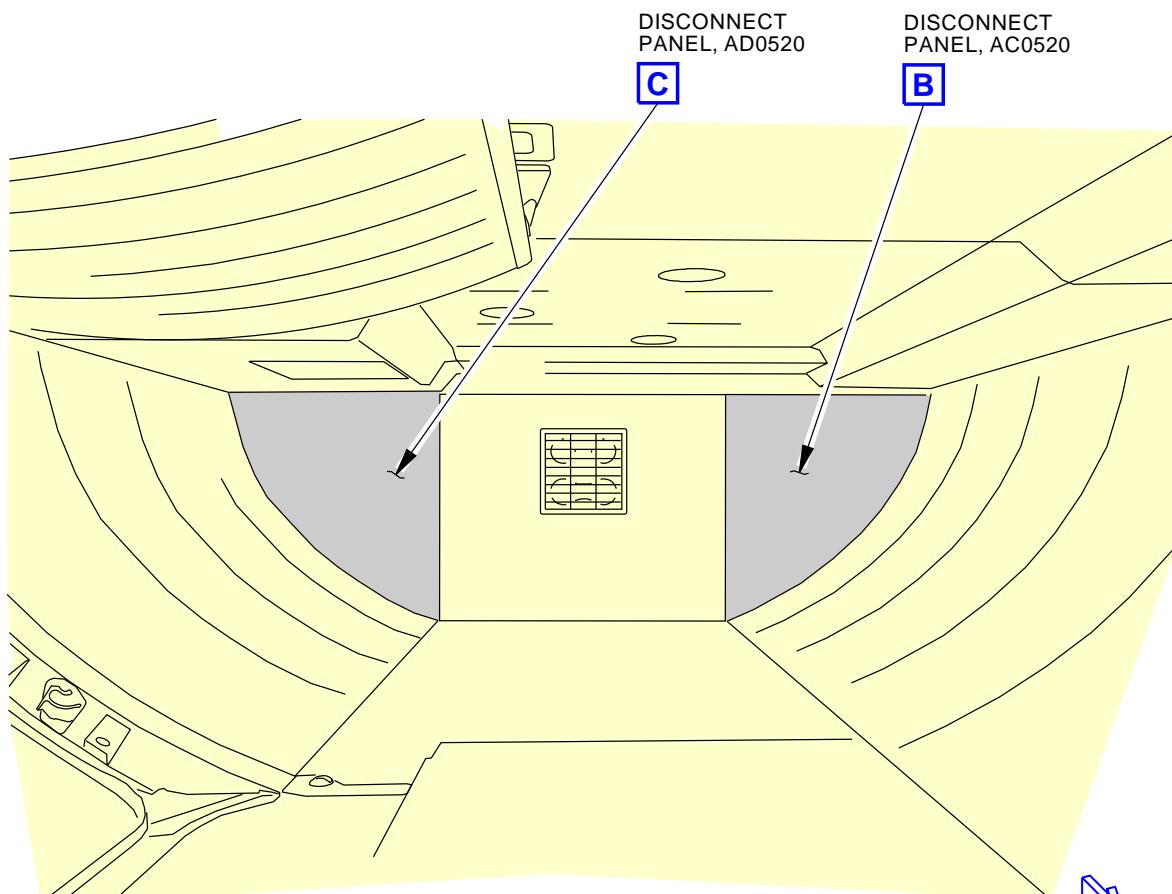
AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

FORWARD CARGO COMPARTMENT

A

FORWARD CARGO DOOR



FORWARD CARGO COMPARTMENT

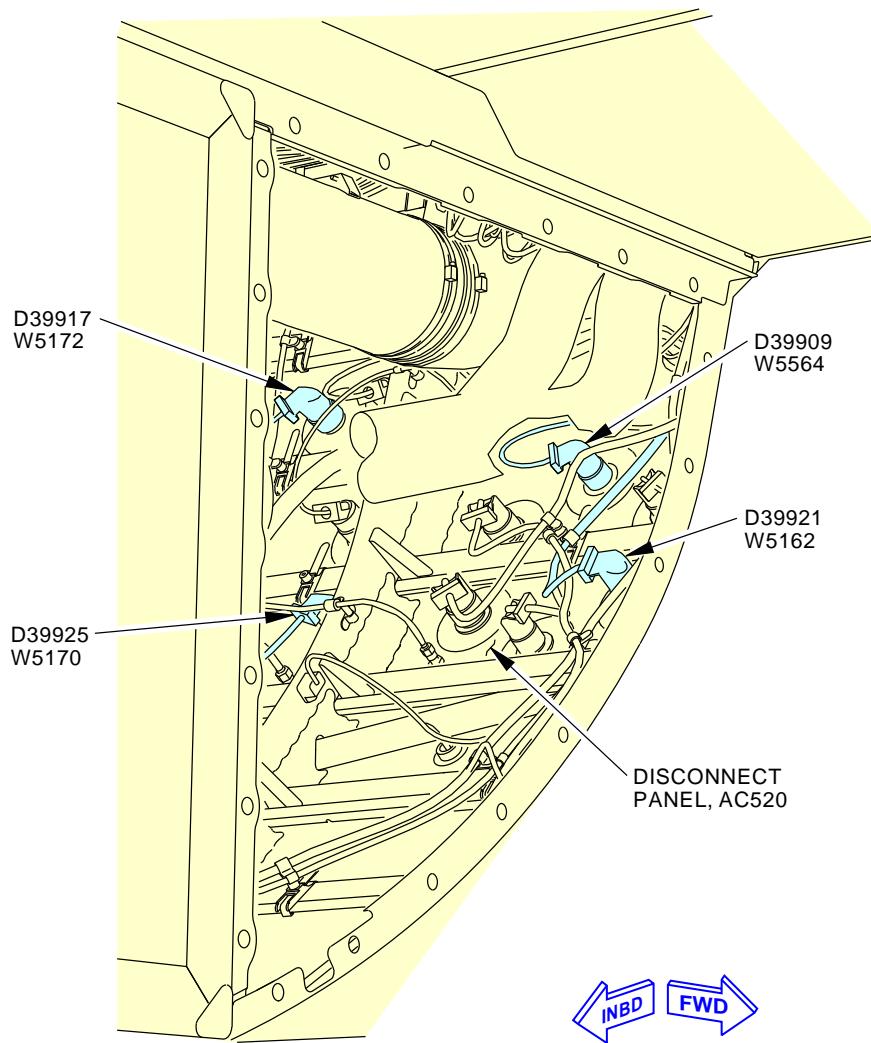
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400769 S0000135754_V2

**Bond Resistance Test of Connector - Forward Cargo Compartment, Aft - Connector Location
Figure 10 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL****D633A109-AKS
20-060-00-01****Page 32 of 40
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01



DISCONNECT PANEL, AC0520

B

400771 S0000135756_V2

**Bond Resistance Test of Connector - Forward Cargo Compartment, Aft - Connector Location
Figure 10 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

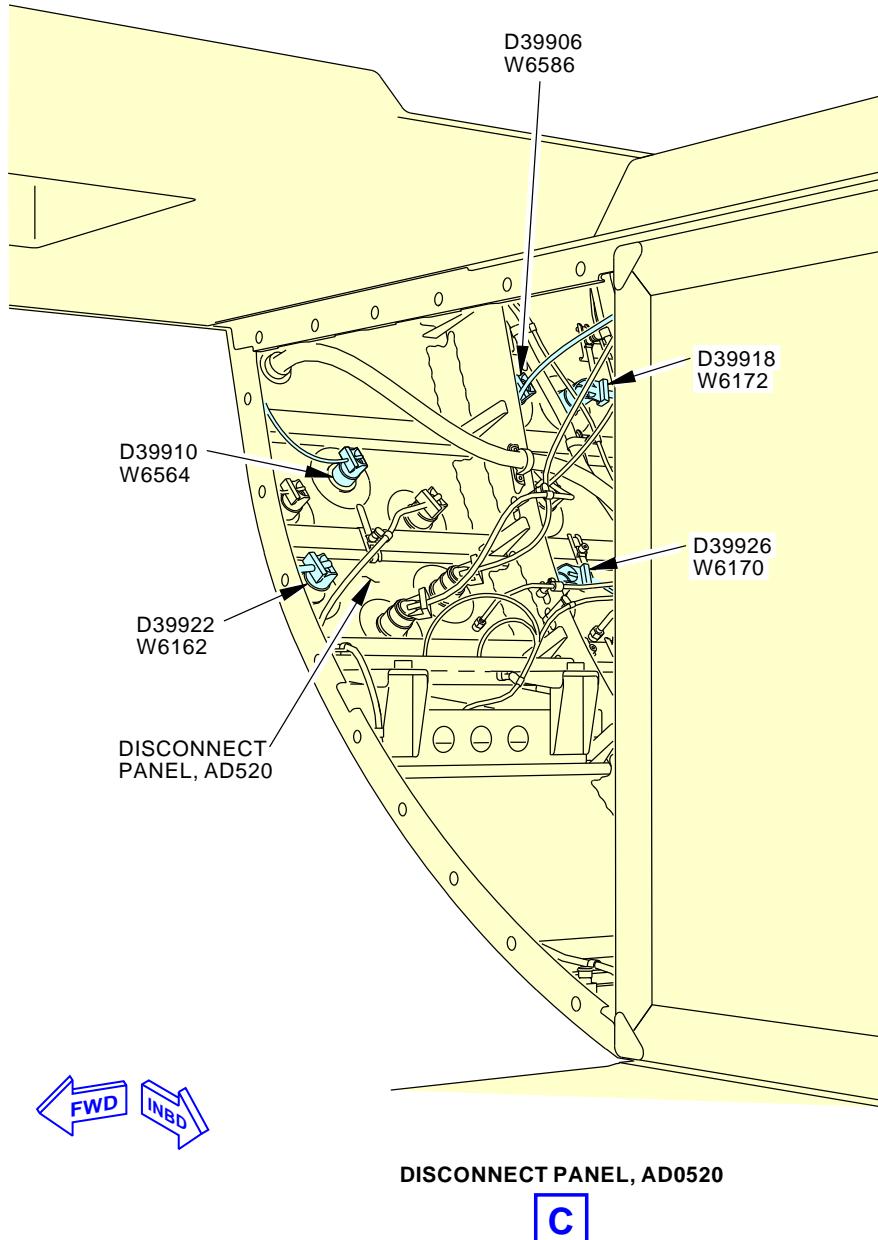
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01**DISCONNECT PANEL, AD0520****C****NOTE:**

MIX BAY AIR DISTRIBUTION SYSTEM NOT SHOWN FOR CLARITY.

400773 S0000135757_V2

**Bond Resistance Test of Connector - Forward Cargo Compartment, Aft - Connector Location
Figure 10 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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DATA SHEET

400785 S0000135813 V6

Bond Resistance Test of Connector - Flight Compartment - Data Sheet

Figure 11

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

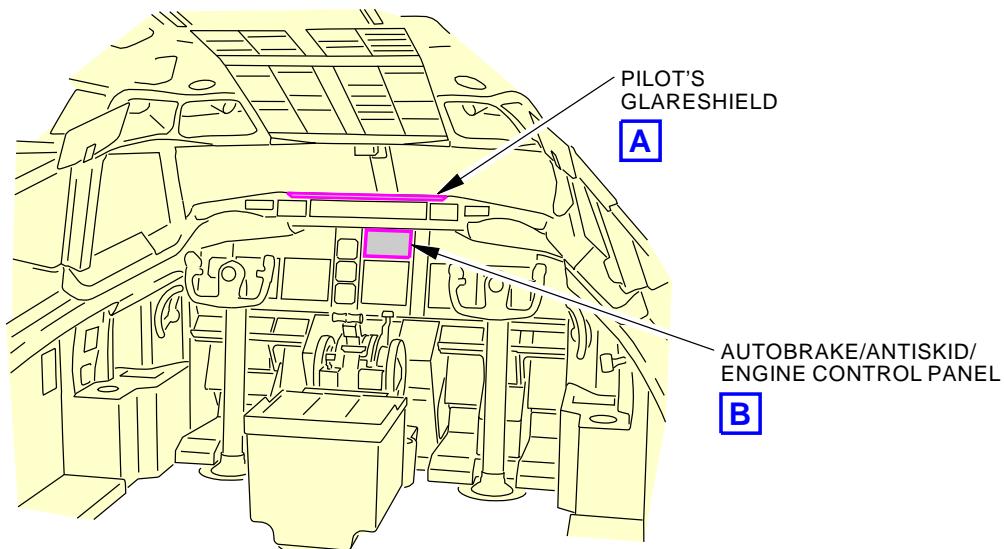
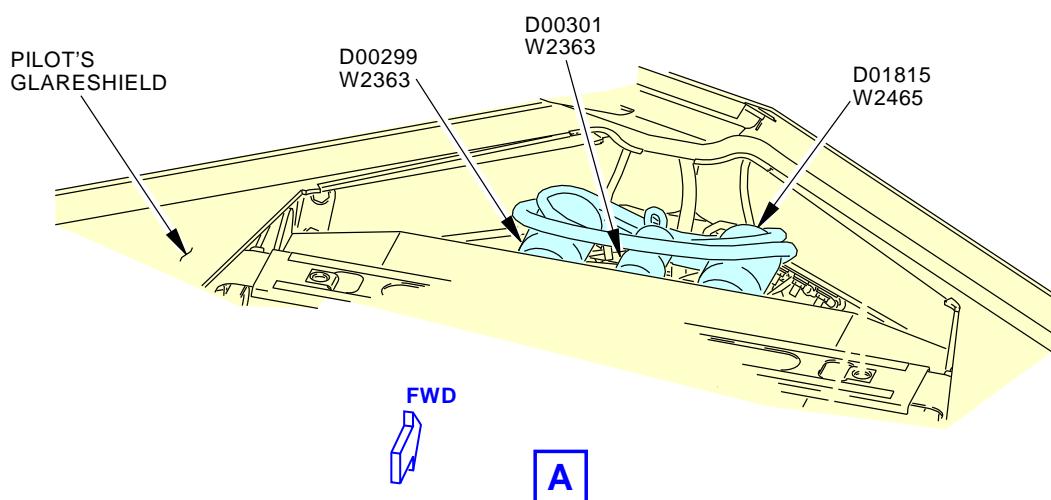
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01**FLIGHT COMPARTMENT**

400782 S0000135812_V5

Bond Resistance Test of Connector - Flight Compartment - Connector Location
Figure 12 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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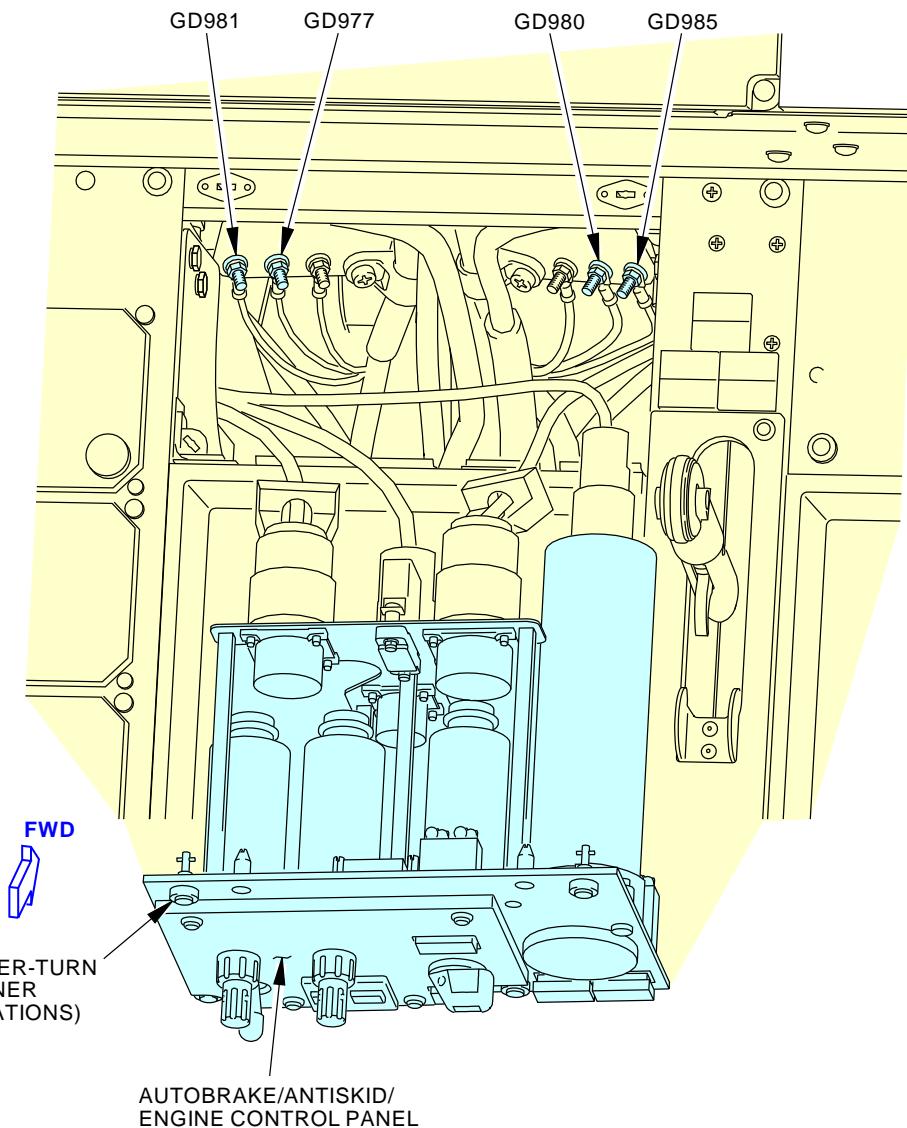
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-060-00-01

418363 S0000137020_V2

Bond Resistance Test of Connector - Flight Compartment - Connector Location
Figure 12 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-060-00-01
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DATA SHEET

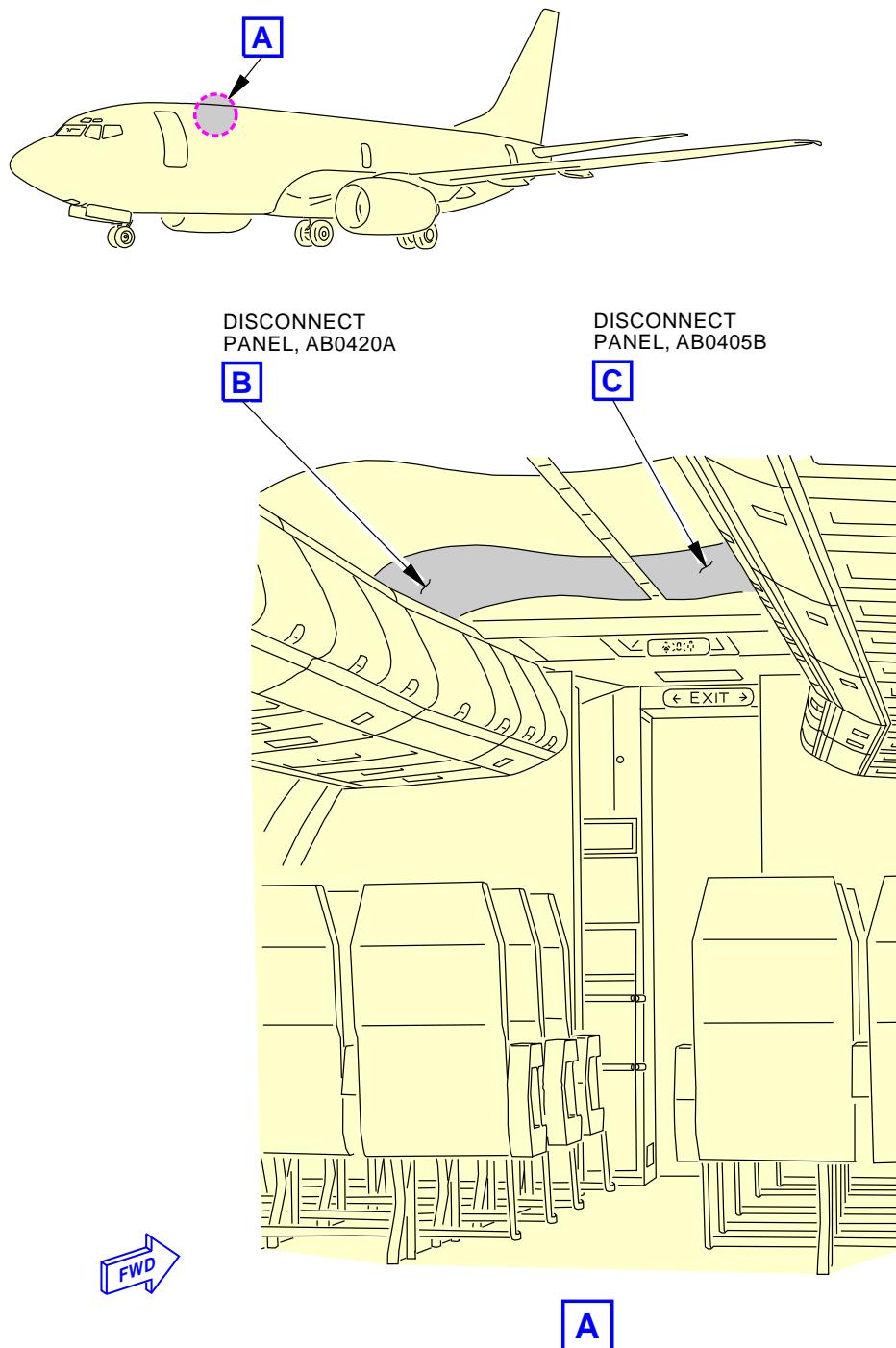
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Bond Resistance Test of Connector - Passenger Compartment, Forward - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01



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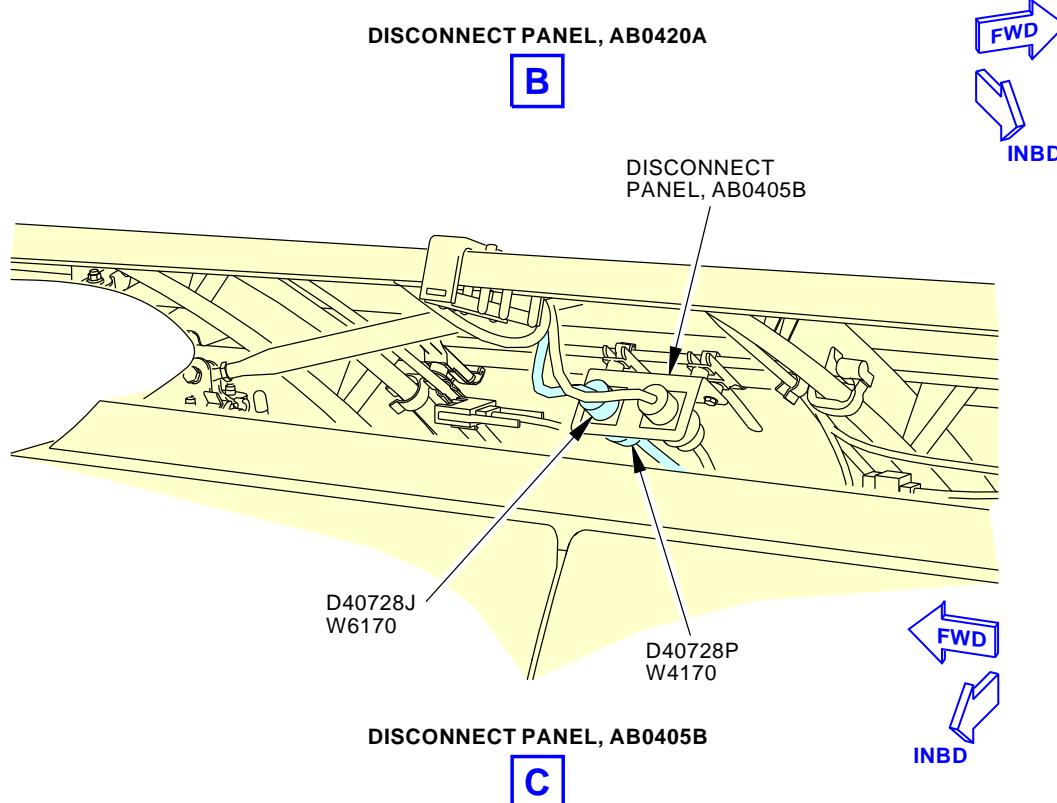
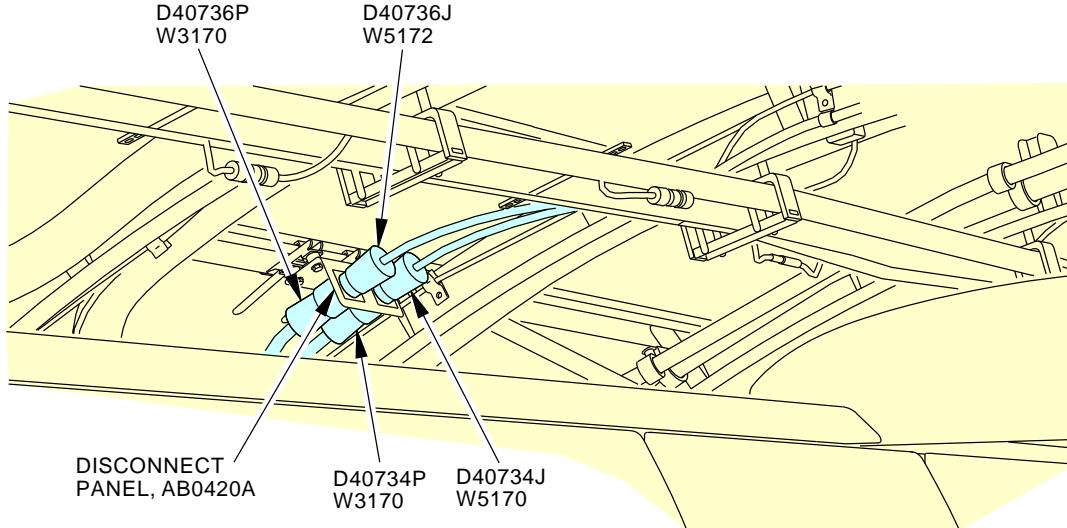
**Bond Resistance Test of Connector - Passenger Compartment, Forward - Connector Location
Figure 14 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-060-00-01



400790 S0000135857_V2

Bond Resistance Test of Connector - Passenger Compartment, Forward - Connector Location
Figure 14 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE PRESSURE VESSEL
		D633A109-AKS 20-060-00-01

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TASK CARDS

AIRLINE CARD NO		TITLE DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-070-00-01 RELATED CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1	THRESHOLD 30000 FH	REPEAT 30000 FH	APPLICABILITY
STATION	SKILL AVION				AIRPLANE ALL ENGINE ALL
		ACCESS 112A 113BW 117A 121EW 121JW 121KW 122GW 122HW			ZONE 117 118

Perform a detail visual inspection of the HIRF/L sensitive pig tails inside the pressure vessel look for condition of security and signs of corrosion.

A. References

Reference	Title
AMM 25-21-45-000-803-001	Main Ceiling Panel - Removal (P/B 401)
AMM 25-21-45-400-803-001	Main Ceiling Panel - Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL D633A109-AKS 20-070-00-01	Page 1 of 23 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. 20-070-00-01
TASK 05-55-15-200-805				MECH INSP
1. Detailed Visual Inspection - Connector Pigtails inside the Pressure Vessel				
A. General				
(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.				
(a) You will search for evidence of connector pigtail irregularities using adequate lighting.				
(b) You may need inspection aids such as mirrors.				
(c) Do not remove sealant when you do this task.				
(d) Do not disassemble connectors when you do this task.				
(e) Do not remove system LRUs when you do this task.				
B. Prepare for the procedure				
SUBTASK 05-55-15-040-002				
(1) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 05-55-15-010-012				
(2) Open these access panels:				
Number Name/Location				
112A Forward Access Door				
113BW Forward Nose Wheel Well Panel				
117A Electronic Equipment Access Door				
121EW Panel Assy - Fwd Cargo Compartment Aft Bulkhead				
122GW Panel Assy - FWD Cargo Compartment Aft Bulkhead				
SUBTASK 05-55-15-010-013				
(3) Remove the protective covers from the E2, E3, and E4 racks.				
Open these access panels:				
Number Name/Location				
121JW PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD				
121KW PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER				
122HW PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER				
SUBTASK 05-55-15-010-014				
(4) Gain access to the connectors behind the Mode Control Panel.				
(a) Loosen the fasteners on MCP and slide it out to access the connectors.				
SUBTASK 05-55-15-010-015				
(5) Gain access to the connectors behind the AutoBrake/AntiSkid/Engine Control Panel:				
(a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.				
(b) Carefully hang the panel assembly by the connecting wire bundles.				
EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL		
		D633A109-AKS 20-070-00-01		
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-070-00-01
				MECH INSP
SUBTASK 05-55-15-010-016				
(6) Gain access to the disconnect panels above the passenger compartment ceiling. Do this task: remove the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-000-803-001).				
C. Procedure				
SUBTASK 05-55-15-211-002				
(1) Procedure to do the Detailed Visual Inspection of all pigtails associated with connectors listed in Table below:				
(a) Make sure the terminals do not have any sign of crack or corrosion.				
(b) Make sure there is no crack or chafed on the ground wire.				
(c) Make sure the connection between terminal and airplane structure is not loose.				
(d) Replace or repair any damaged components found during this inspection (SWPM Chapter 20).				
SUBTASK 05-55-15-200-009				
(2) Connectors in the Forward Access Area:				
Table 1				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	
W6570	D11306	M1827	28-41-11	
SUBTASK 05-55-15-200-010				
(3) Connectors in the Nose Wheel Well:				
Table 2				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	
W0088	D48116J	J48A Pos 13	28-41-11	
W0088	D48128J	J48A Pos 24	28-41-11	
W5158	D48116P	J48A Pos 13	28-41-11	
W6570	D48128P	J48A Pos 24	28-41-11	
SUBTASK 05-55-15-200-011				
(4) Connectors in the E/E Bay Main Equipment Center:				
Table 3				
WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	
W2363	D04069P	E1-1	22-11-11	
W2465	D08019J	E1-4	22-11-11	
W5367	D04073P	E1-1 Pos 27	22-11-31	
W5375	D04077J	E1-4 Pos 15	22-11-31	
SUBTASK 05-55-15-200-012				
(5) Connectors in the Forward Cargo Compartment, Forward:				
EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL		
		D633A109-AKS		
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AKS
**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-070-00-01
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Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W0220	D40130J	E2-2 Pos 25	73-31-11		
W0220	D40136J	E2-2 Pos 7	80-11-11		
W0220	D40450J	E2-2 Pos 24	73-31-11		
W0410	D40156J	E4-1 Pos 50	73-21-21		
W0410	D40158J	E4-1 Pos 42	76-21-21		
W0410	D40390J	E4-1 Pos 52	73-21-31		
W0422	D40164J	E4-2 Pos 15	28-41-11		
W0422	D40388J	E4-2 Pos 24	27-62-11		
W0422	D40618J	E4-2 Pos 35	24-33-11		
W3170	D49994P	E3-1 Pos 14	79-33-11		
W4170	D40732P	E3-1 Pos 36	77-12-11		
W5158	D40618P	E4-2 Pos 35	24-33-11		
W5162	D40130P	E2-2 Pos 25	73-31-11		
W5310	D40448P	E3-1 Pos 11	73-24-11		
W5310	D40450P	E2-2 Pos 24	73-31-11		
W5375	D42053P	E3-2 Pos 47	27-18-11		
W5564	D40136P	E2-2 Pos 7	80-11-11		
W6162	D40156P	E4-1 Pos 50	73-21-21		
W6412	D40388P	E4-2 Pos 24	27-62-11		
W6412	D40390P	E4 -1 Pos 52	73-21-31		
W6412	D40394P	E3-1 Pos 34	36-11-11		
W6564	D40158P	E4-1 Pos 42	76-21-21		
W6586	D40164P	E4-2 Pos 15	28-41-11		

SUBTASK 05-55-15-200-013

(6) Connectors in the Forward Cargo Compartment, Aft:

Table 5

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W5162	D39921	AC0520 DM11	73-21-21
W5170	D39925	AC0520 DM13	79-31-11
W5172	D39917	AC0520 DM09	73-21-21
W5564	D39909	AC0520 DM05	76-21-11
W6162	D39922	AD0520 DM12	73-21-21

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL		
		D633A109-AKS 20-070-00-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-070-00-01
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Table 5 (Continued)

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM	MECH	INSP
W6170	D39926	AD0520 DM14	30-21-21		
W6172	D39918	AD0520 DM10	73-21-21		
W6564	D39910	AD0520 DM06	76-21-21		
W6586	D39906	AD0520 DM04	28-41-11		

SUBTASK 05-55-15-200-014

- (7) Connectors in the Flight Compartment:

Table 6

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W2363	D00299	Mode Control Panel	22-11-11
W2363	D00301	Mode Control Panel	22-11-11
W2363	GD977	Shield Gnd	22-11-11
W2363	GD981	Shield Gnd	22-11-11
W2465	D01815	Mode Control Panel	22-11-11
W2465	GD980	Shield Gnd	22-11-11
W2465	GD985	Shield Gnd	22-11-11

SUBTASK 05-55-15-200-015

- (8) Connectors in the Passenger Cabin, Forward:

Table 7

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	WDM
W3170/W5172	D40736P to D40736J	AB0420A Pos 2	79-31-11
W3170/W5170	D40734P to D40734J	AB0420A Pos 1	79-31-11
W4170/W6170	D40728P to D40728J	AB0405B Pos 1	77-12-11

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-15-410-011

- (1) Re-install the protective covers for the E2, E3, and E4 racks.

Close these access panels:

Number Name/Location

121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL	
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-070-00-01												
				MECH INSP												
SUBTASK 05-55-15-410-012																
(2) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.																
SUBTASK 05-55-15-410-013																
(3) Reinstall the MCP and tighten the fasteners.																
SUBTASK 05-55-15-410-014																
(4) Install the ceiling panels at Station 410 and 424, (AMM TASK 25-21-45-400-803-001).																
SUBTASK 05-55-15-410-015																
(5) Close these access panels:																
<table> <thead> <tr> <th><u>Number</u></th><th><u>Name/Location</u></th></tr> </thead> <tbody> <tr> <td>112A</td><td>Forward Access Door</td></tr> <tr> <td>113BW</td><td>Forward Nose Wheel Well Panel</td></tr> <tr> <td>117A</td><td>Electronic Equipment Access Door</td></tr> <tr> <td>121EW</td><td>Panel Assy - Fwd Cargo Compartment Aft Bulkhead</td></tr> <tr> <td>122GW</td><td>Panel Assy - FWD Cargo Compartment Aft Bulkhead</td></tr> </tbody> </table>				<u>Number</u>	<u>Name/Location</u>	112A	Forward Access Door	113BW	Forward Nose Wheel Well Panel	117A	Electronic Equipment Access Door	121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead	122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead	
<u>Number</u>	<u>Name/Location</u>															
112A	Forward Access Door															
113BW	Forward Nose Wheel Well Panel															
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121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead															
122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead															
———— END OF TASK ————																

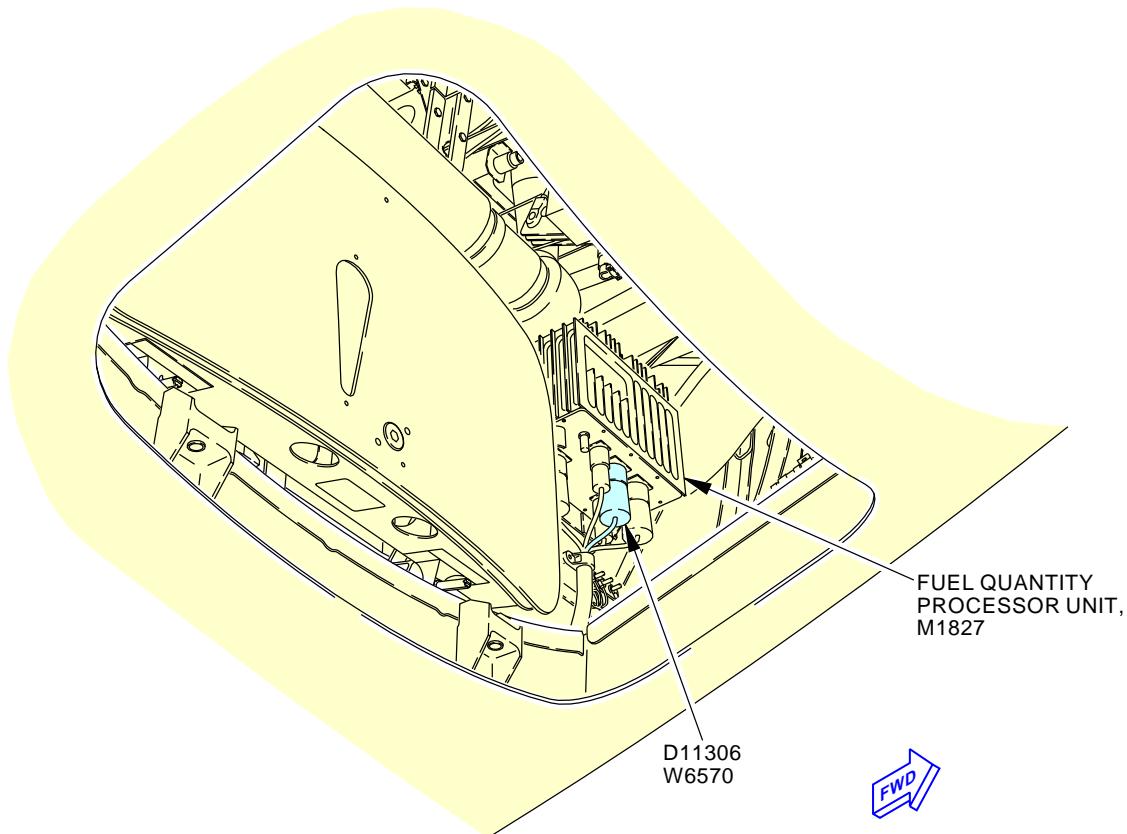
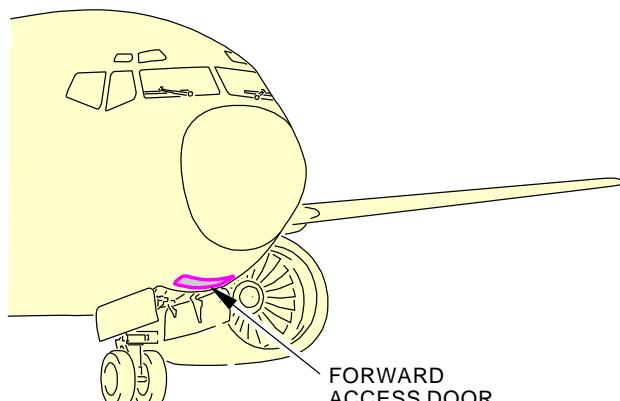
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01

428181 S0000138908_V2

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 1EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL****D633A109-AKS
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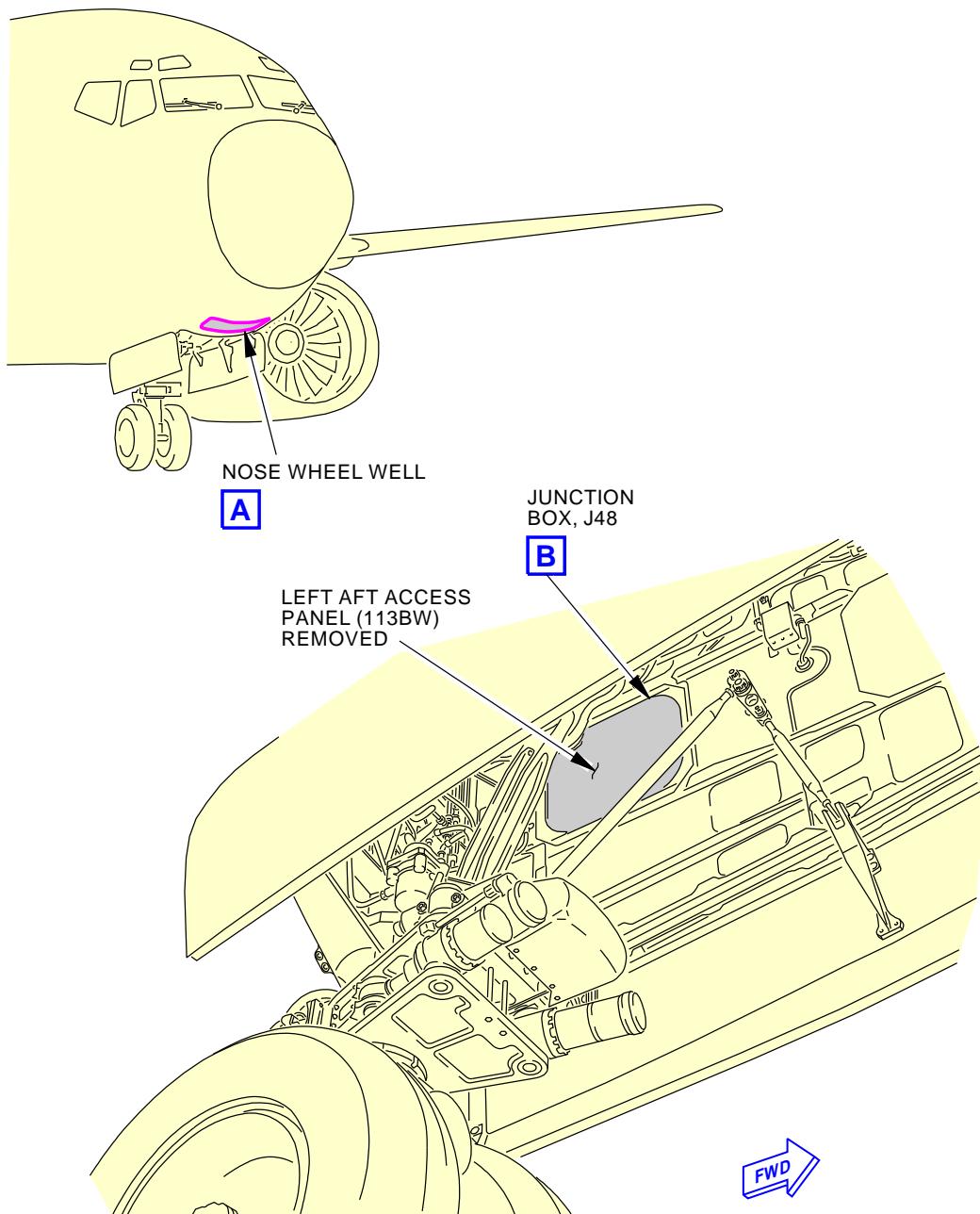
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

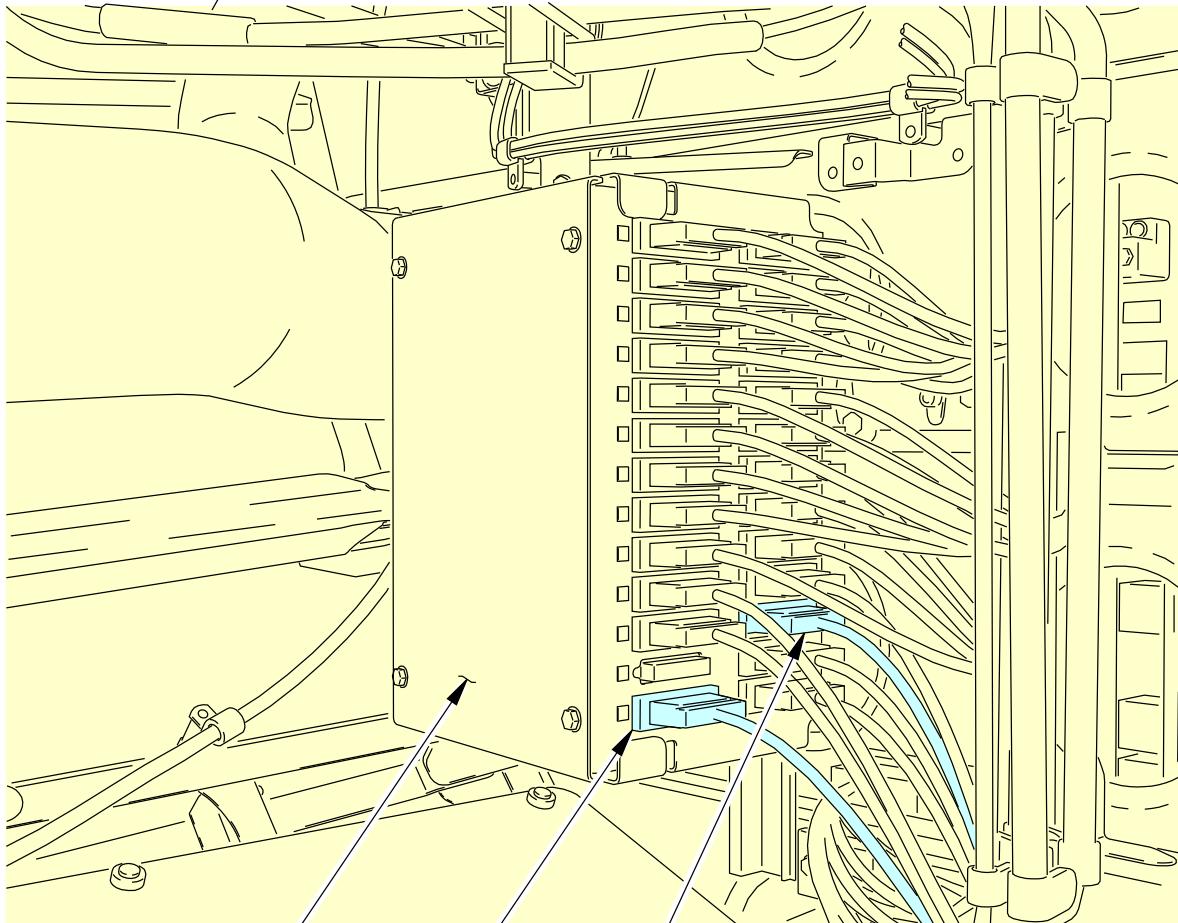
BOEING CARD NO.
20-070-00-01**NOSE WHEEL WELL****A**

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HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL****D633A109-AKS
20-070-00-01****Page 8 of 23
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01

JUNCTION
BOX, J48D48116P
W5158
(D48116J
W0088
OPPOSITE)D48128P
W6570
(D48128J
W0088
OPPOSITE)

JUNCTION BOX, J48



400708 S0000135331_V2

**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE NOSE WHEEL WELL - INSPECTION
Figure 2 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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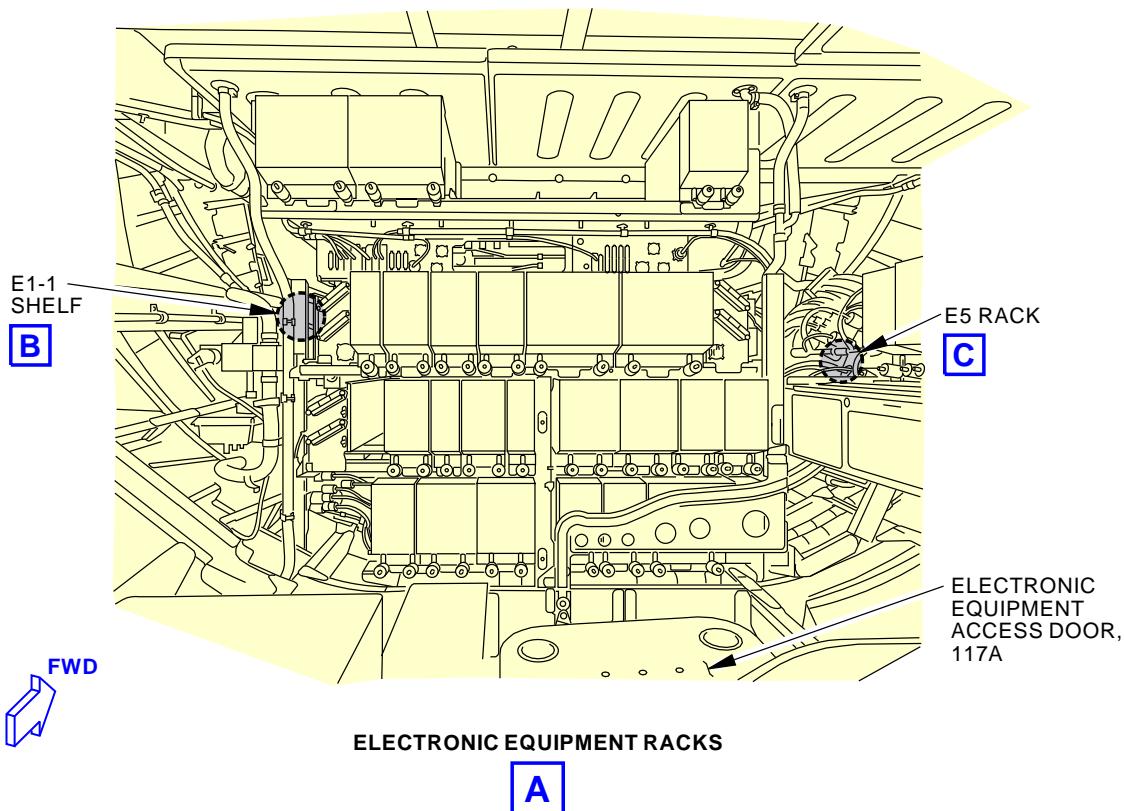
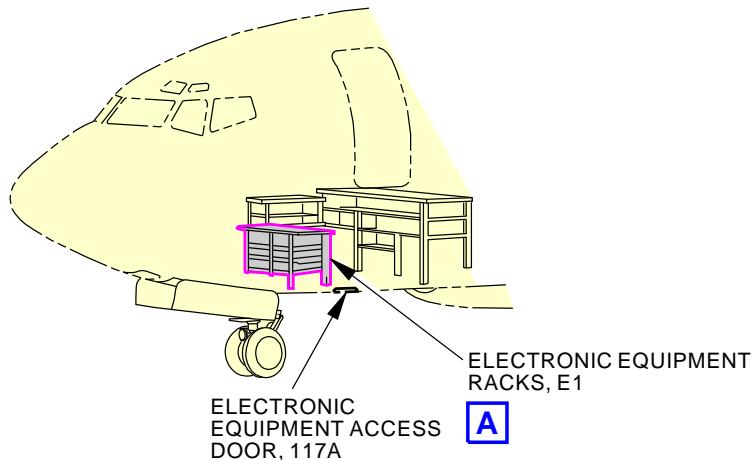
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01

400733 S0000135456_V2

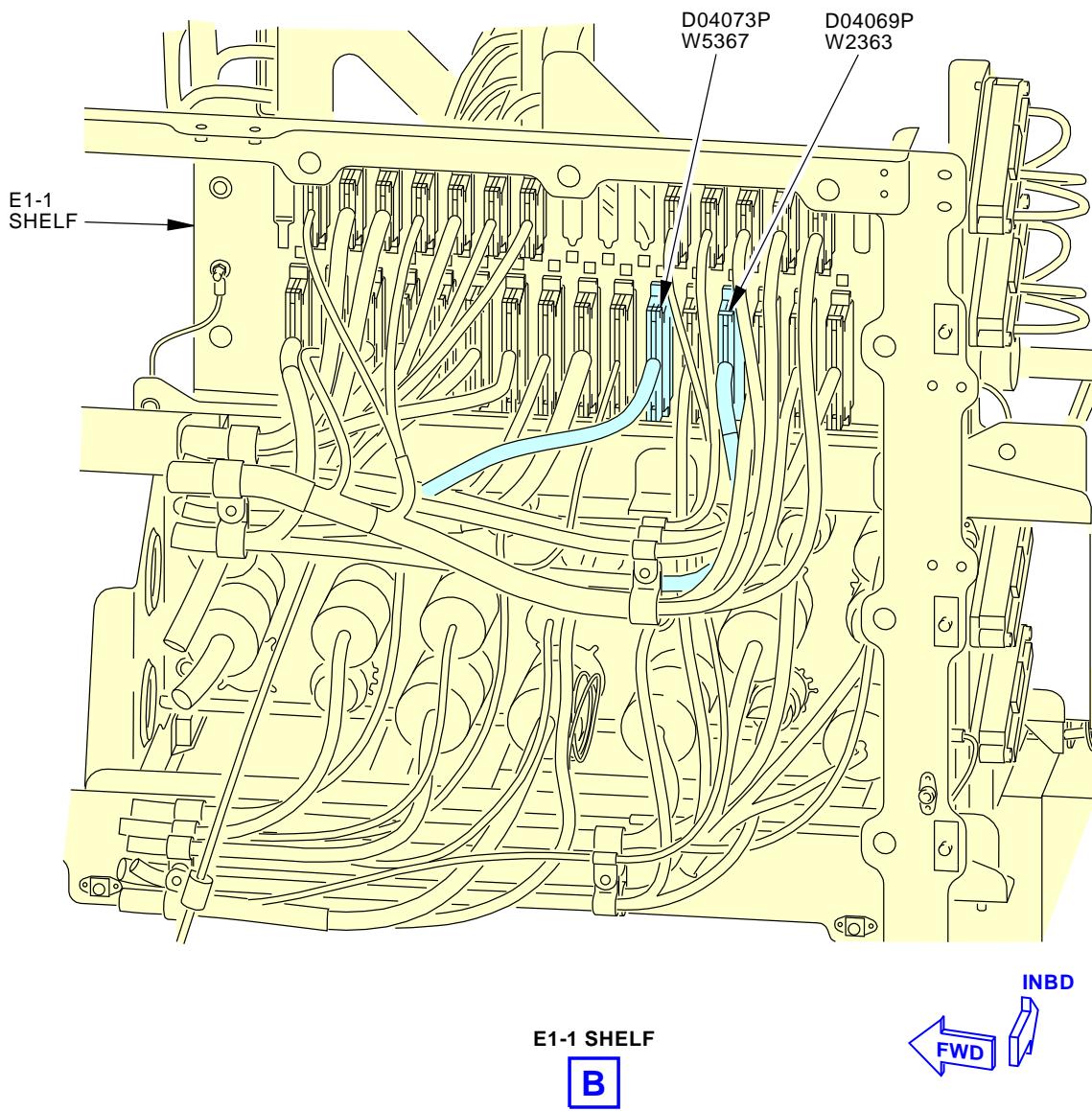
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-070-00-01
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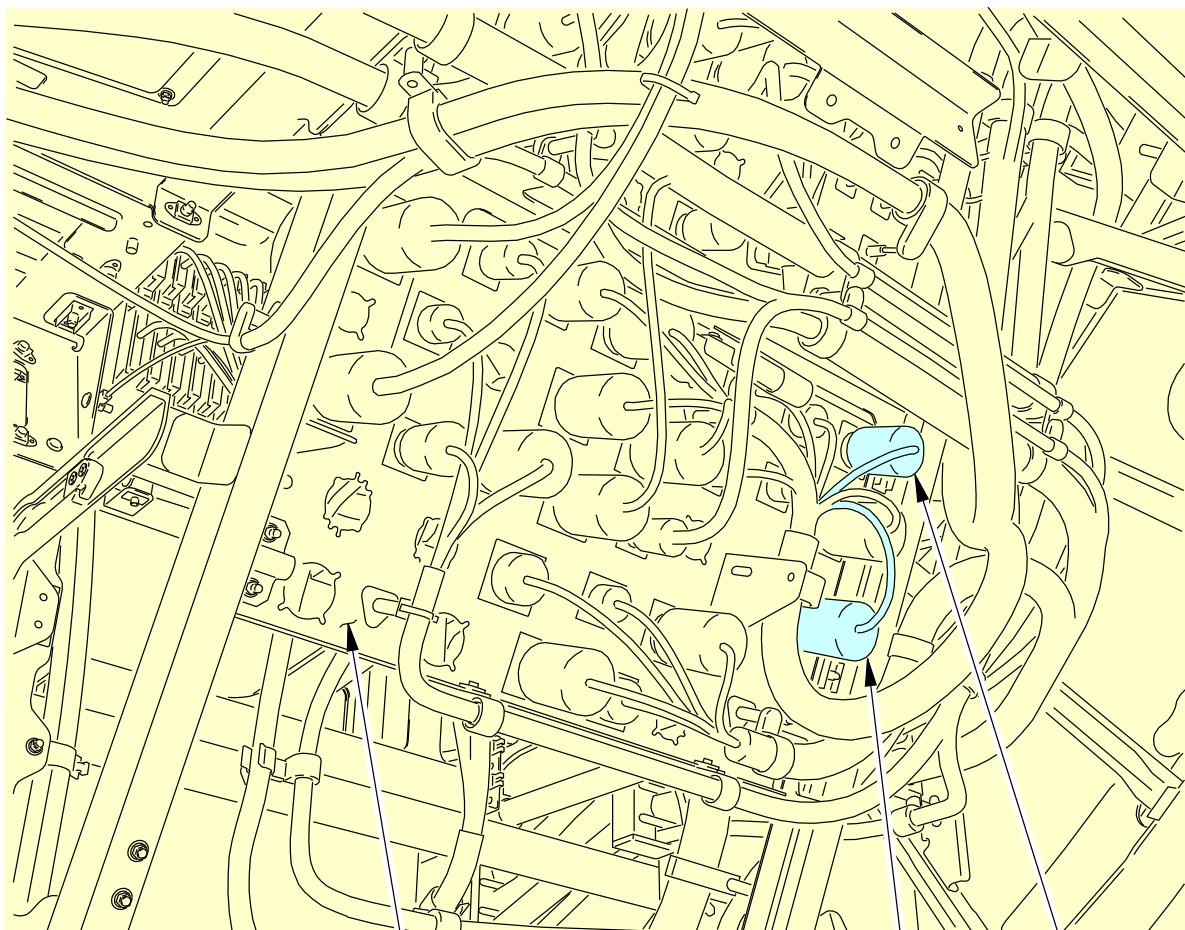


400736 S0000135458_V2
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL D633A109-AKS 20-070-00-01	Page 11 of 23 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.
				20-070-00-01

DISCONNECT
PANEL, AE104A
(E5 RACK)D04077J
W5375
D08019J
W2465

DISCONNECT PANEL, AE0104A

C

400740 S0000135459_V2

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 3 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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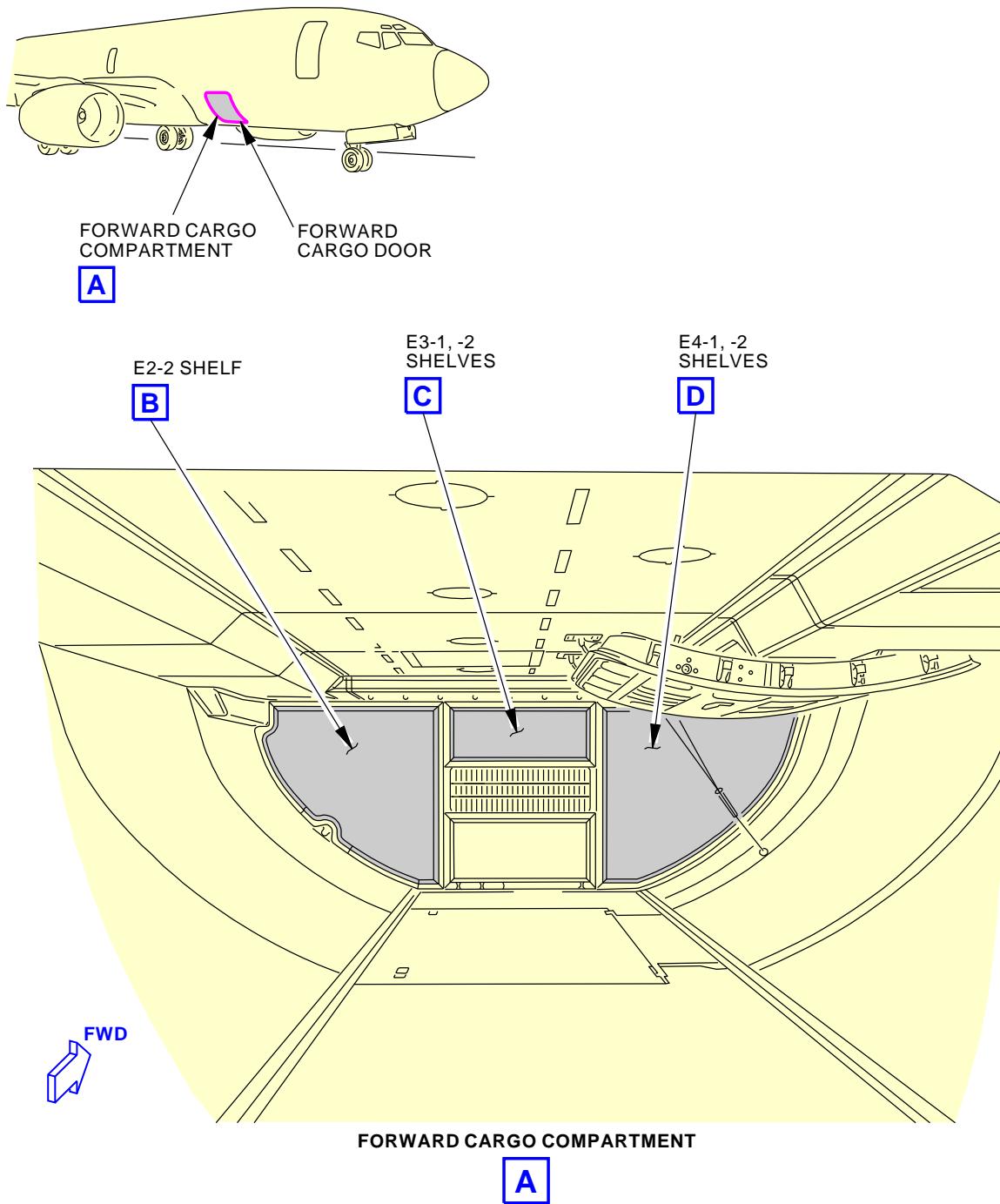
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01

400751 S0000135618_V2

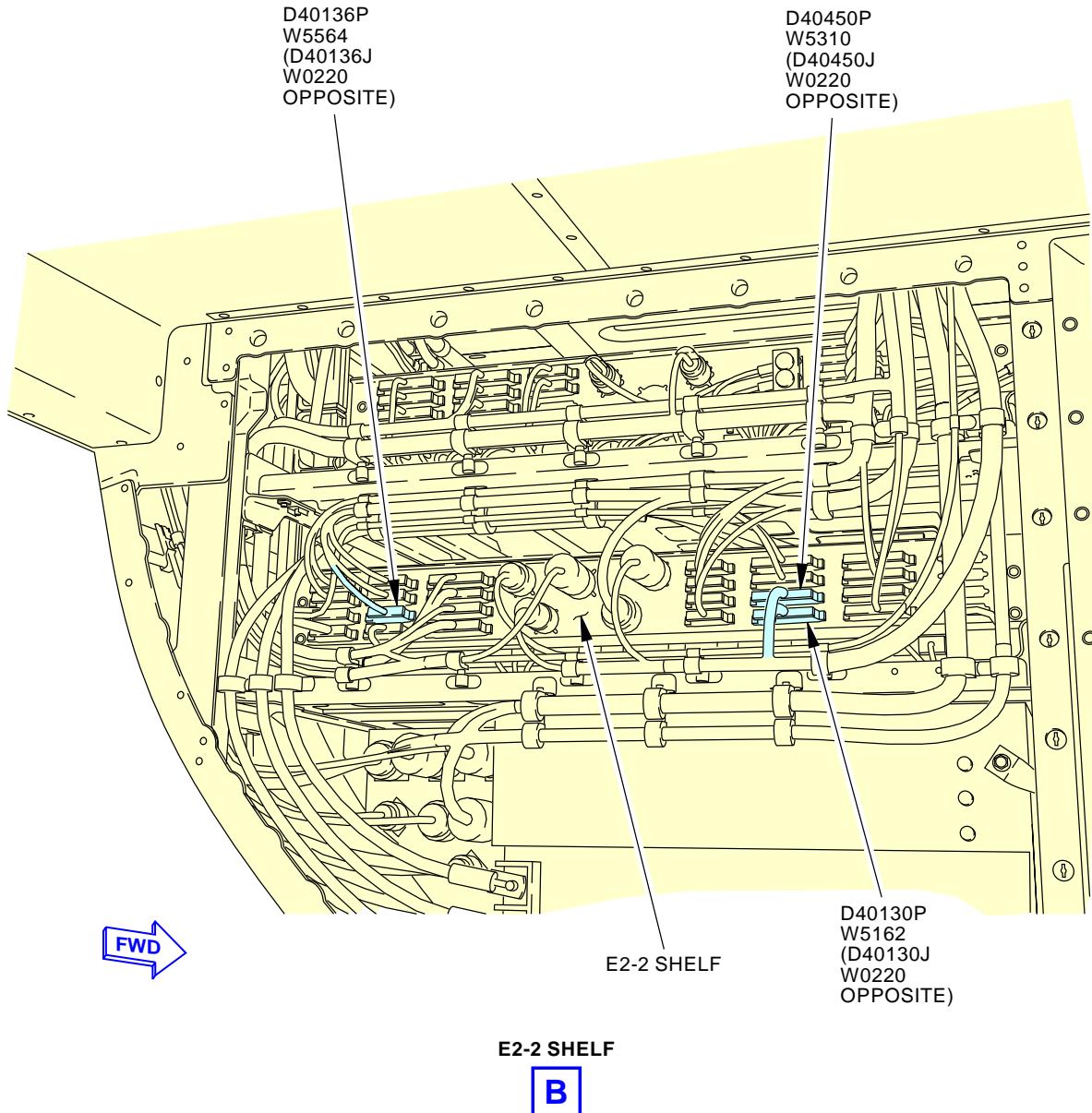
**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**

Figure 4 (Sheet 1 of 4)

EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE
VESSEL****D633A109-AKS
20-070-00-01****Page 13 of 23
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01

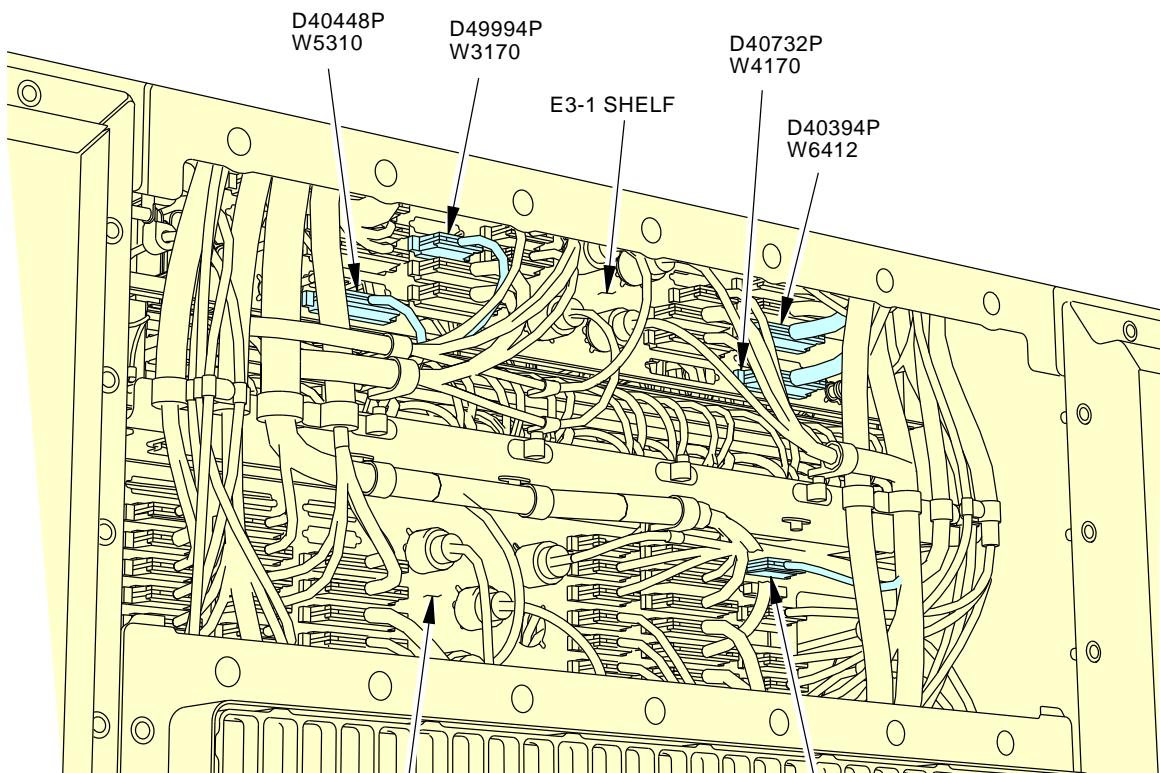


400752 S0000135716_V2
**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 2 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01

**E3-1, -2 SHELVES****C**

400753 S0000135717_V2

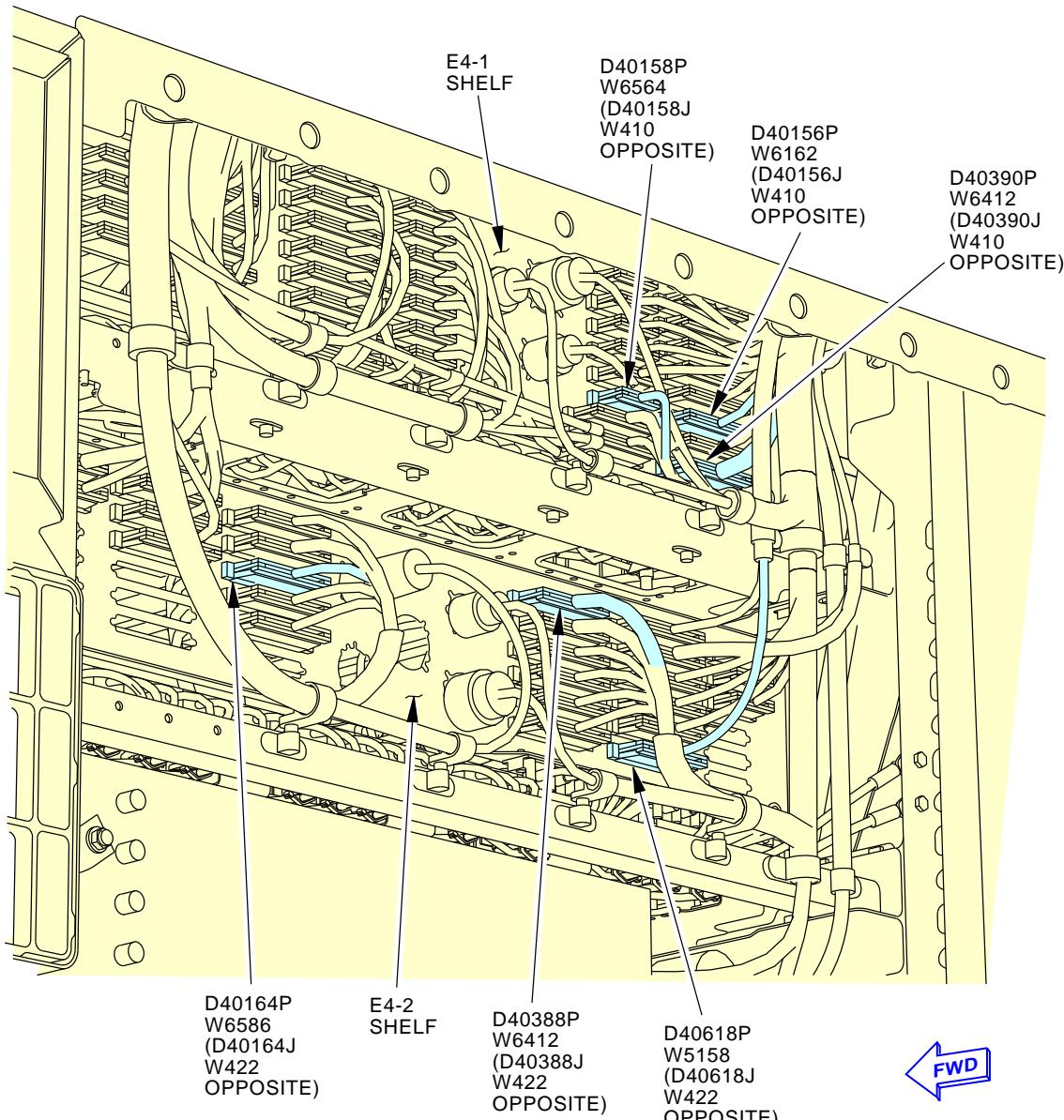
**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**
Figure 4 (Sheet 3 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01



400754 S0000135718_V3

**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD -
INSPECTION**

Figure 4 (Sheet 4 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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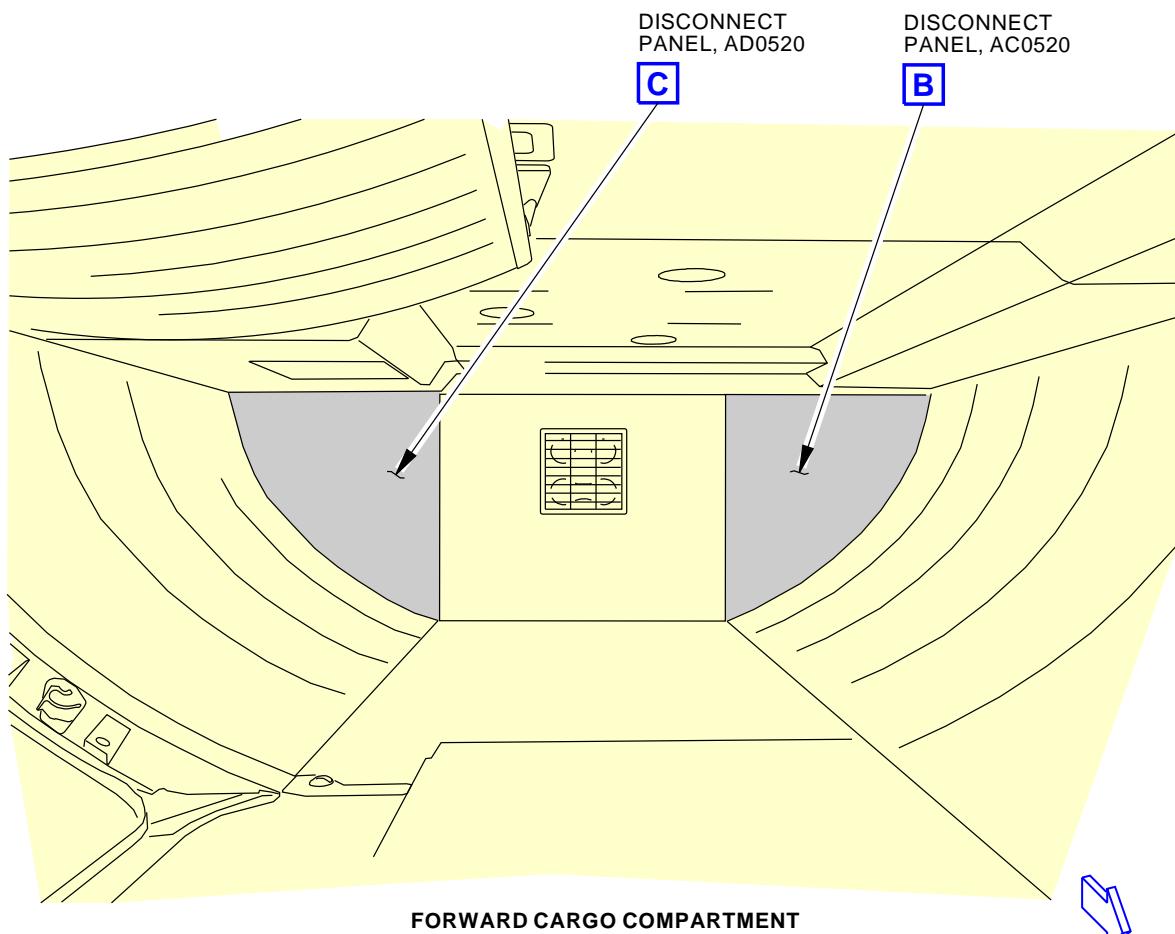
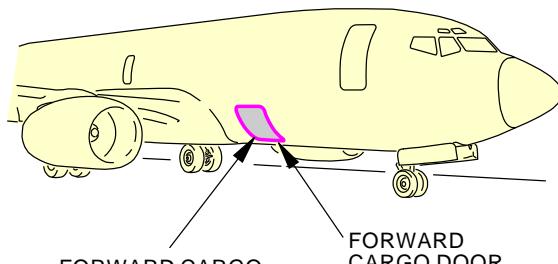
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

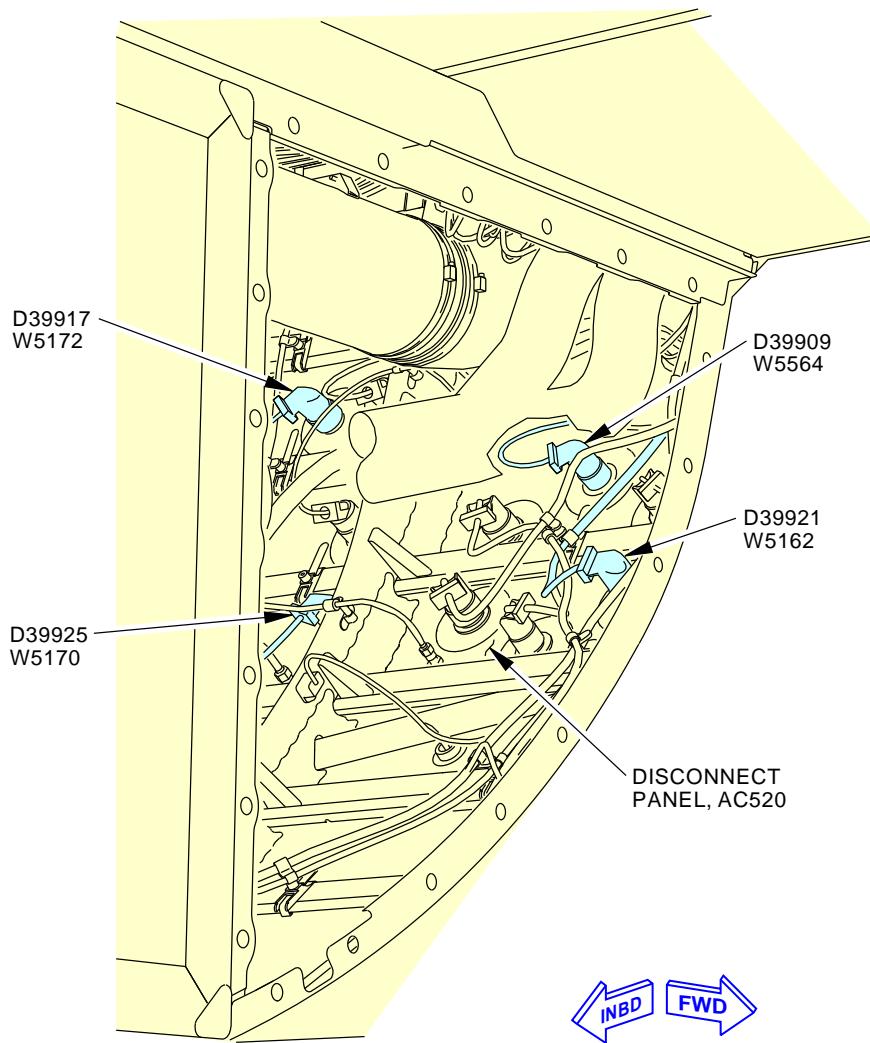
BOEING CARD NO.
20-070-00-01

400769 S0000135754_V2
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 1 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL****D633A109-AKS
20-070-00-01****Page 17 of 23
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01



DISCONNECT PANEL, AC0520

B

400771 S0000135756_V2

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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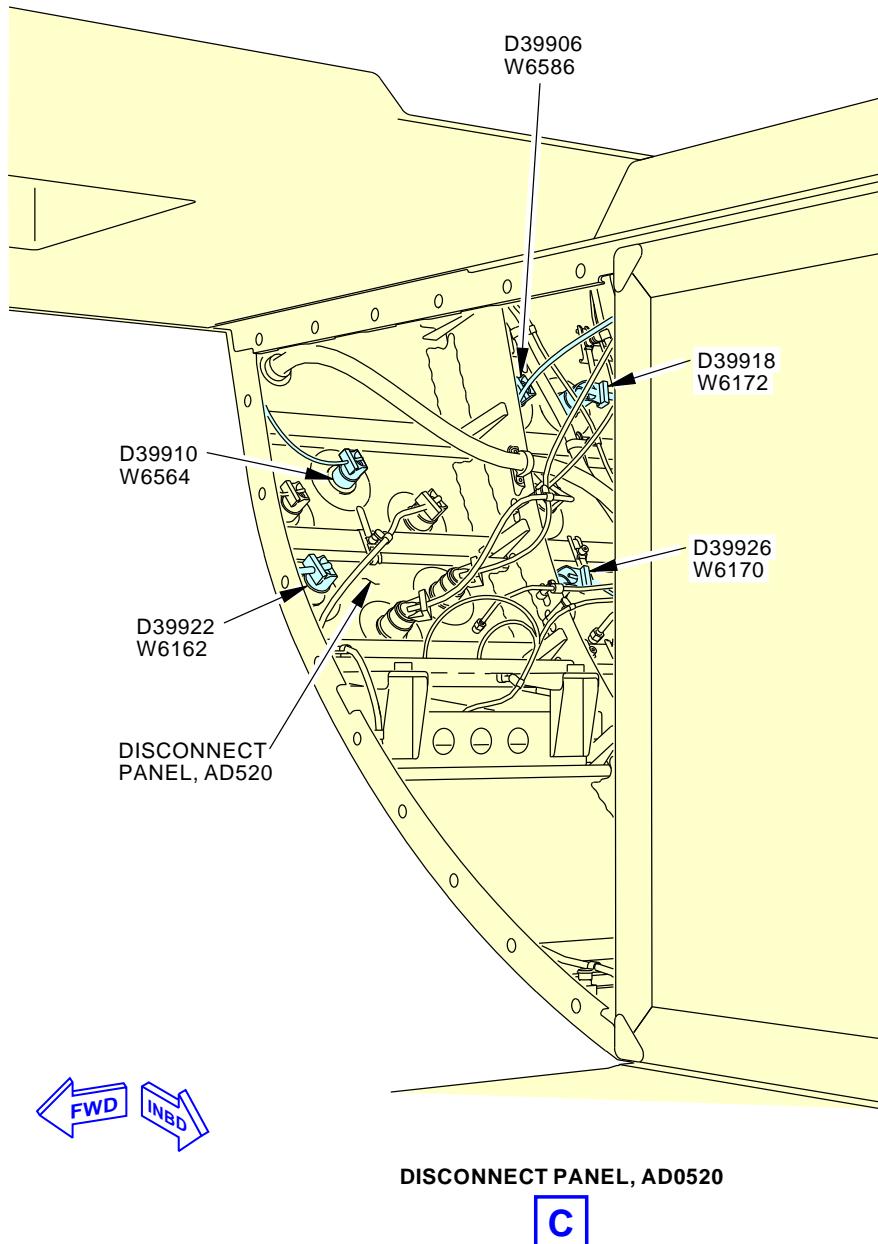
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01**NOTE:**

MIX BAY AIR DISTRIBUTION SYSTEM NOT SHOWN FOR CLARITY.

400773 S0000135757_V2

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 5 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL D633A109-AKS 20-070-00-01
		Page 19 of 23 Feb 15/2015

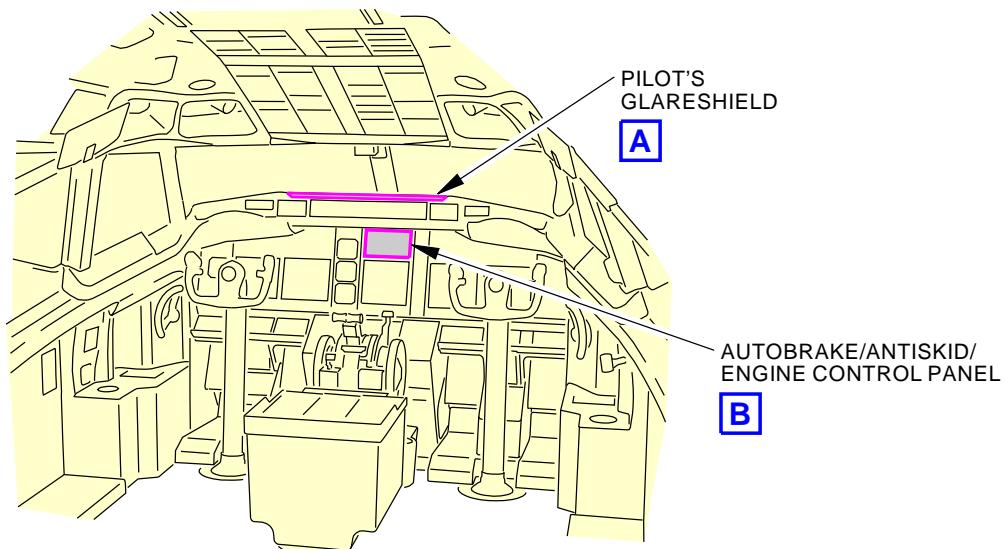
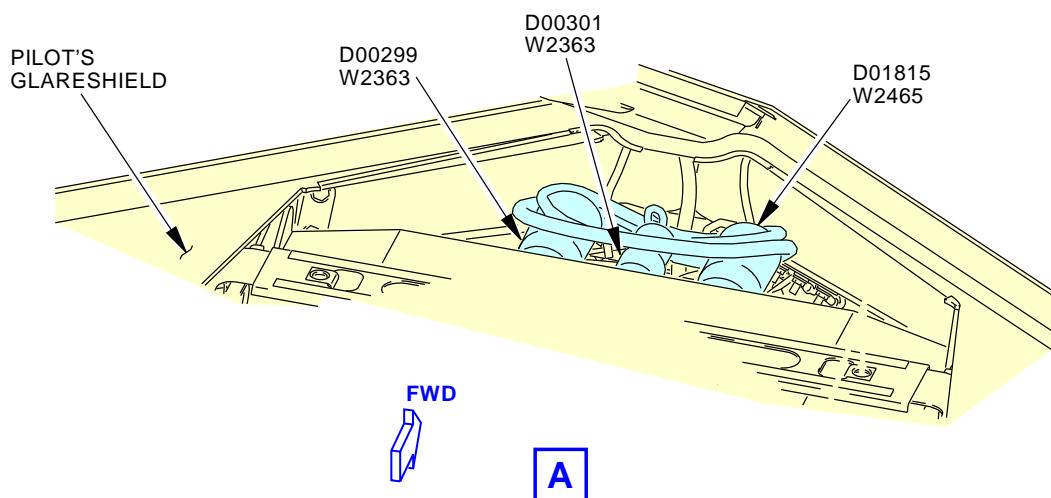
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01**FLIGHT COMPARTMENT**

400782 S0000135812_V5

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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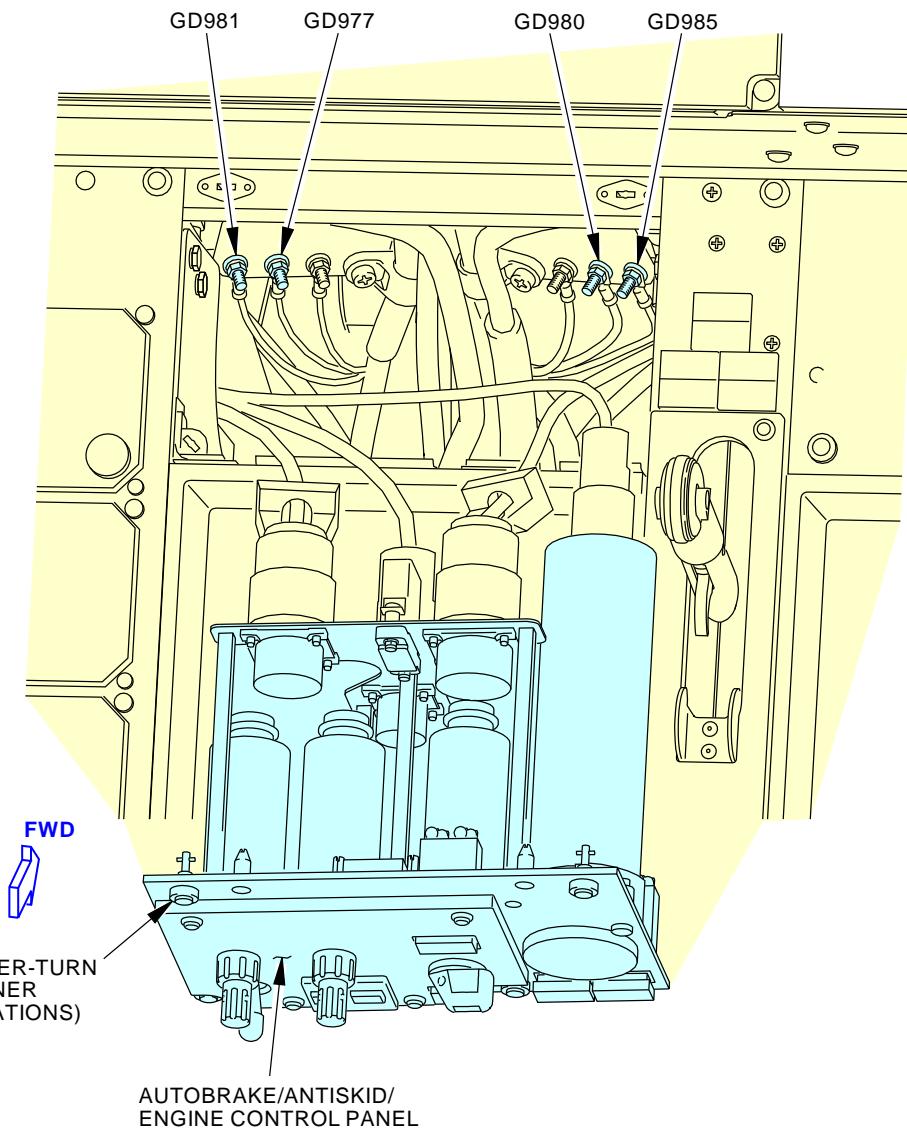
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-070-00-01**B**

418363 S0000137020_V2

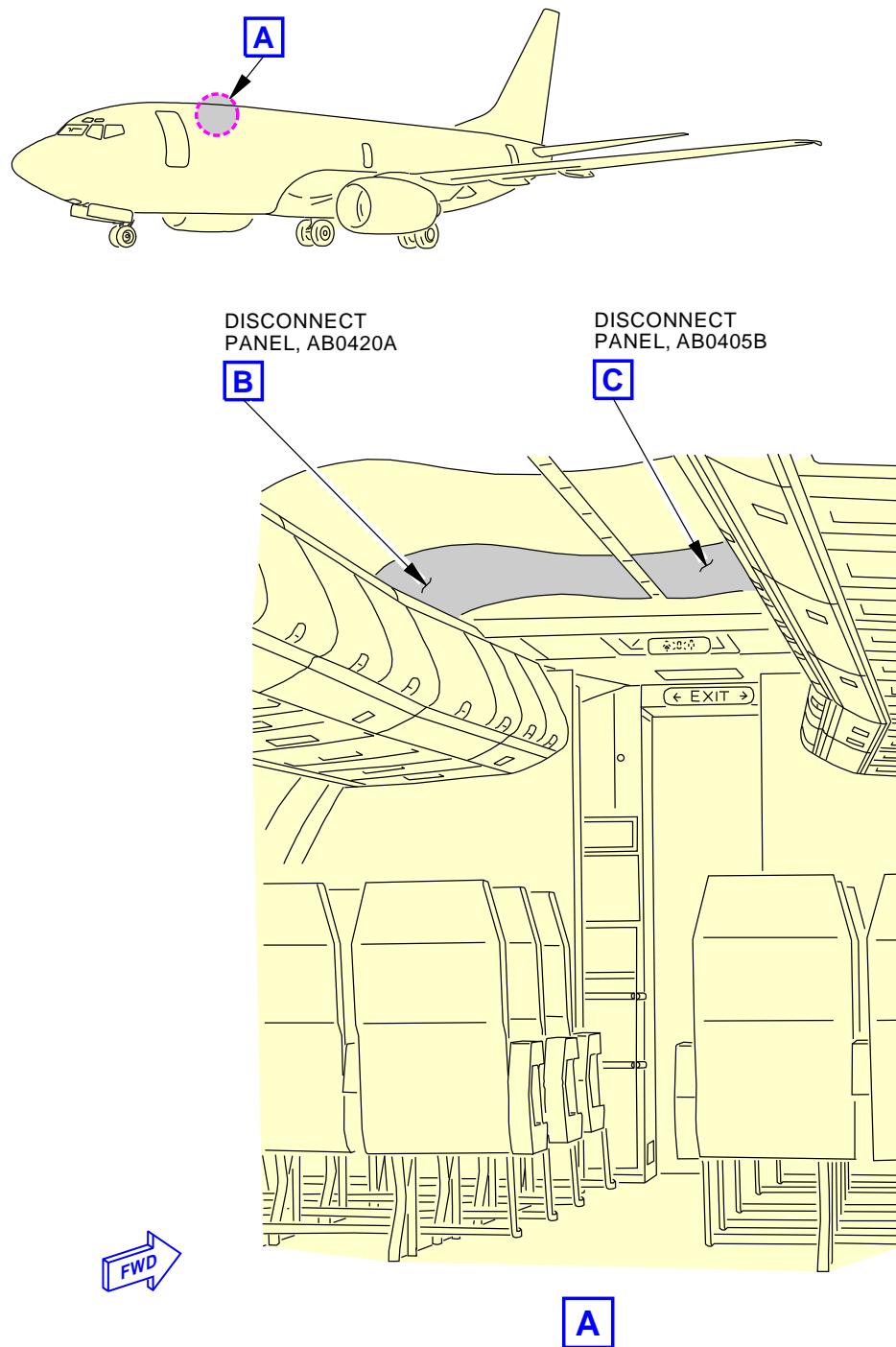
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 6 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-070-00-01



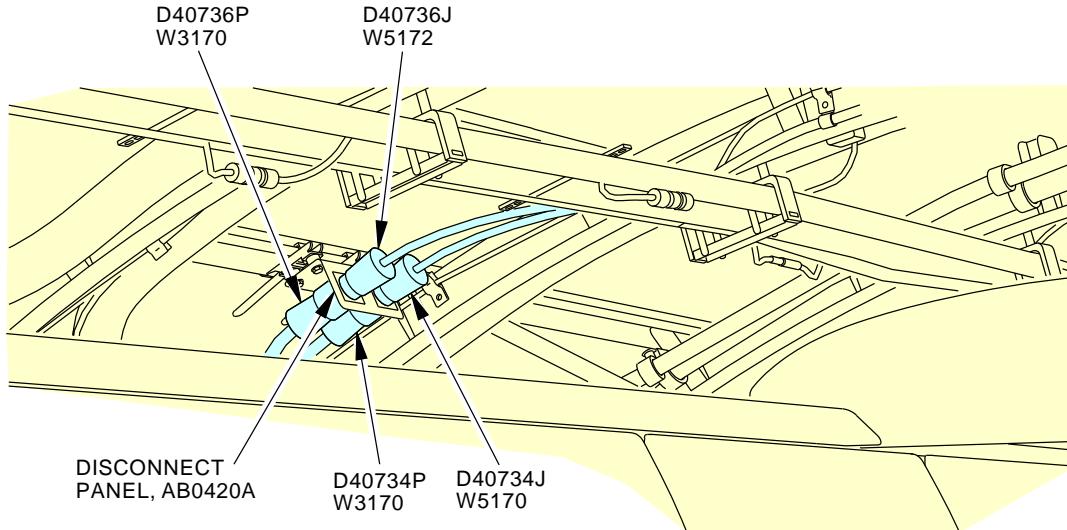
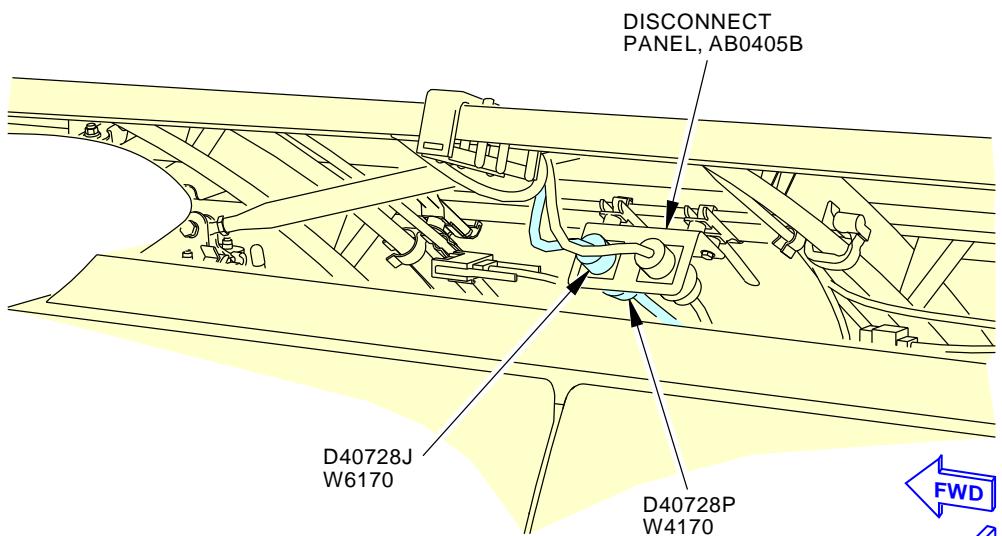
400788 S0000135856_V2

**HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 7 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL D633A109-AKS 20-070-00-01	Page 22 of 23 Feb 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.
				20-070-00-01

**DISCONNECT PANEL, AB0420A****B****DISCONNECT PANEL, AB0405B****C**

400790 S0000135857_V2

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 7 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	DVI OF HIRF/L SENSITIVE PIG TAILS INSIDE THE PRESSURE VESSEL
		D633A109-AKS 20-070-00-01

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Feb 15/2015

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

AIRLINE CARD NO		TITLE GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)			BOEING CARD NO. 20-100-00-01
DATE	TASK INSPECTION - GEN VISUAL				RELATED CARD
TAIL NUMBER	WORK AREA AIRPLANE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	APPLICABILITY AIRPLANE ENGINE ALL ALL
STATION	SKILL AVION	ACCESS 192CL 192CR 324ABL 334GB 334MB 344GB 344MB 431CL 441CR 571BB 571DB 671BB 671DB		ZONE 192 325 334 344 431 441 512 513 562 563 564 565 571 612 613 662 663 664 665 671 731 732 733 741 742 743	

Perform a general visual inspection of the bonding straps at the following locations: 1 strap on the rudder, 2 straps per aileron, leading edge flap, spoiler and each elevator surface. Strut to wing bonding uses 1 straps per wing. Each air conditioning pack compartment door and main landing gear door uses 2 bonding straps.

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 27-11-00-860-801	Pressure from the Aileron Hydraulic Systems A and B - Deactivation (P/B 201)
AMM 27-11-00-860-802	Pressure to the Aileron Hydraulic Systems A and B - Activation (P/B 201)
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 27-31-00-800-802	Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201)
AMM 27-31-00-840-802	Put the Elevator Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-61-00-800-801	Spoiler Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-61-00-840-801	Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201)
AMM 27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-62-00-800-802	Remove Pressure from the Speed Brake Hydraulic Systems A and B (P/B 201)
AMM 27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
AMM 27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (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)
SWPM 20-20-00	Electrical Bonding Processes

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)	D633A109-AKS 20-100-00-01	Page 1 of 30 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. 20-100-00-01			
(Continued)							
Reference		Title					
SWPM 20-20-10		REPLACEMENT OF GROUND STUDS AND BONDING JUMPER INSTALLATION					
SWPM Chapter 20		Standard Wiring Practices Manual					
B. Tools/Equipment							
<u>NOTE:</u> 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-1734		Lockout Set - Leading Edge Slats and Krueger Flaps Actuators Part #: C27051-29 Supplier: 81205 Opt Part #: C27051-1 Supplier: 81205					
SPL-5586		Set - Lock, Flight Spoiler Actuator, 737 SFP (Short Field Performance) (Contains 8 Lock Assemblies) Part #: C27047-43 Supplier: 81205					
EFFECTIVITY AKS ALL							
SOURCE MRB		GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)					
		D633A109-AKS 20-100-00-01					
Page 2 of 30 Feb 15/2015							

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01								
				MECH INSP								
TASK 05-55-08-200-801												
1. Rudder Bonding Strap HIRF/Lightning Inspection (Figure 1)												
<p>A. General</p> <p>(1) Do not remove sealant when you do this task.</p> <p>(2) Do not remove system LRUs when you do this task.</p> <p>B. Prepare for the Procedure</p> <p>SUBTASK 05-55-08-040-001</p> <p>WARNING: DO THIS SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAP: REMOVE PRESSURE FROM THE RUDDER HYDRAULIC SYSTEMS A, B AND STANDBY. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(1) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.</p> <p>SUBTASK 05-55-08-010-001</p> <p>(2) Remove the following panels to gain visual access to the bond strap on the rudder:</p> <p>(a) Open these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>324AAL</td><td>Panel Assy - Trailing Edge, Beam Seal, Vert Fin</td></tr><tr><td>324ABL</td><td>Panel Assy - Trailing Edge, Beam Seal, Vertical Fin</td></tr></tbody></table> <p>C. Procedure</p> <p>SUBTASK 05-55-08-210-001</p> <p>(1) Do a visual inspection of the bond strap shown in the illustration, (Figure 1).</p> <p>(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.</p> <p>SUBTASK 05-55-08-410-001</p> <p>(2) Return the airplane to normal.</p> <p>(a) Close these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>324AAL</td><td>Panel Assy - Trailing Edge, Beam Seal, Vert Fin</td></tr><tr><td>324ABL</td><td>Panel Assy - Trailing Edge, Beam Seal, Vertical Fin</td></tr></tbody></table> <p>(b) Install the panels removed above.</p> <p>SUBTASK 05-55-08-440-001</p> <p>(3) Do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801.</p>	Number	Name/Location	324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin	324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin	Number	Name/Location	324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin	324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin
Number	Name/Location											
324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin											
324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin											
Number	Name/Location											
324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin											
324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin											

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01	Page 3 of 30 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. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-802				
2. Aileron Bonding Straps HIRF/Lightning Inspection (Figure 2)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-040-002 WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAPS: REMOVE PRESSURE FROM THE AILERON HYDRAULIC SYSTEMS A AND B. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.				
 SUBTASK 05-55-08-010-002 (2) Remove the following panels to gain visual access to the bond straps on the aileron: (a) On the left wing, open these access panels: Number Name/Location 571BB Lower Outboard Fixed Trailing Edge Access Panel 571DB Lower Outboard Fixed Trailing Edge Access Panel 1) Hinge covers (b) On the right wing, open these access panels: Number Name/Location 671BB Lower Outboard Fixed Trailing Edge Access Panel 671DB Lower Outboard Fixed Trailing Edge Access Panel 1) Hinge covers				
C. Procedure SUBTASK 05-55-08-210-002 (1) Do a visual inspection of the bond straps shown in the illustration, (Figure 2). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.				
 SUBTASK 05-55-08-410-002 (2) Return the airplane to normal.				
 SUBTASK 05-55-08-410-003 (3) Install the following panels:				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01	Page 4 of 30 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. 20-100-00-01	
(a) On the left wing, install these access panels: Number Name/Location 571BB Lower Outboard Fixed Trailing Edge Access Panel 571DB Lower Outboard Fixed Trailing Edge Access Panel 1) Hinge covers (b) On the right wing, install these access panels: Number Name/Location 671BB Lower Outboard Fixed Trailing Edge Access Panel 671DB Lower Outboard Fixed Trailing Edge Access Panel 1) Hinge covers SUBTASK 05-55-08-440-002 (4) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802.				MECH	INSP

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

**Page 5 of 30
Oct 15/2014**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-803				
3. Leading Edge Flap Bonding Straps HIRF/Lightning Inspection (Figure 3)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-860-001 WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE 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) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 05-55-08-860-002 WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS. THE FLAPS AND SLATS WILL EXTEND. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. CAUTION: MAKE SURE THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED 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 DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT. (2) Move the flap control lever to the 1-unit detent to extend the leading edge flaps.				
SUBTASK 05-55-08-860-003 (3) 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 05-55-08-480-001 WARNING: CAREFULLY INSTALL THE LEADING EDGE FLAP ACTUATOR LOCK TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS. THE LEADING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (4) Install the lockout set, SPL-1734 on the actuator of the adjacent leading edge flap. To do this, do this task: Leading Edge Flap and Slat Locks Installation, AMM TASK 27-81-00-480-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01	Page 6 of 30 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. 20-100-00-01
				MECH INSP
C. Procedure				
SUBTASK 05-55-08-210-003				
(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 3). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.				
SUBTASK 05-55-08-410-004				
(2) Return the airplane to normal.				
SUBTASK 05-55-08-080-001				
WARNING: CAREFULLY REMOVE THE LEADING EDGE FLAP ACTUATOR LOCK TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS. THE LEADING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(3) Remove the lockout set, SPL-1734 from the actuator of the leading edge flap. To do this, do this task: Leading Edge Flap and Slat Locks Removal, AMM TASK 27-81-00-080-801.				
SUBTASK 05-55-08-860-004				
WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE 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.				
(4) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.				
SUBTASK 05-55-08-860-005				
WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS. THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.				
(5) Move the flap control lever to the UP detent to retract the leading edge flaps.				
SUBTASK 05-55-08-860-006				
(6) To remove power from hydraulic system B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRFL SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01	Page 7 of 30 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. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-804				
4. Spoiler Bonding Straps HIRF/Lightning Inspection (Figure 4)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-860-007 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. SUBTASK 05-55-08-860-008 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. (2) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. SUBTASK 05-55-08-860-009 (3) Do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 05-55-08-860-010 (4) Put the speed brake lever in the UP position to lift the spoilers. SUBTASK 05-55-08-480-002 (5) Install the lock set, SPL-5586 on the actuator for the applicable flight spoiler. SUBTASK 05-55-08-860-011 (6) Do this task: Remove Pressure from the Speed Brake Hydraulic Systems A and B, AMM TASK 27-62-00-800-802.				
C. Procedure SUBTASK 05-55-08-210-004 (1) Do a visual inspection of the bond straps shown in the illustration, (Figure 4). (a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00, SWPM 20-20-10). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task. SUBTASK 05-55-08-410-005 (2) Return the airplane to normal. SUBTASK 05-55-08-080-002 (3) Remove lock set, SPL-5586.				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01	Page 8 of 30 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. 20-100-00-01
				MECH INSP
SUBTASK 05-55-08-860-012				
(4) Do this task: Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-61-00-840-801.				
SUBTASK 05-55-08-860-013				
<p>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.</p>				
(5) Do this task: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.				
SUBTASK 05-55-08-860-014				
(6) Move the speed brake lever to the DOWN position to lower the spoilers.				
SUBTASK 05-55-08-860-015				
(7) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.				
SUBTASK 05-55-08-860-016				
(8) Do this task: Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-61-00-840-801.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-805				
5. Elevator Bonding Straps HIRF/Lightning Inspection (Figure 5)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-860-017 (1) Make sure that pressure is removed from the elevator hydraulic systems A and B. To remove it, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.				
SUBTASK 05-55-08-010-003 (2) For the left elevator, open these access panels: Number Name/Location 334GB Horizontal Stabilizer, Elevator Hinge Cover 334MB Horizontal Stabilizer, Elevator Hinge Cover				
SUBTASK 05-55-08-010-004 (3) For the right elevator, open these access panels: Number Name/Location 344GB Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 344MB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04				
C. Procedure SUBTASK 05-55-08-210-005 (1) Do a visual inspection of the bond straps shown in the illustration, (Figure 5). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). <u>NOTE:</u> If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.				
SUBTASK 05-55-08-410-006 (2) Return the airplane to normal.				
SUBTASK 05-55-08-410-007 (3) For the left elevator, install these access panels: Number Name/Location 334GB Horizontal Stabilizer, Elevator Hinge Cover 334MB Horizontal Stabilizer, Elevator Hinge Cover				
SUBTASK 05-55-08-410-008 (4) For the right elevator, install these access panels: Number Name/Location 344GB Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 344MB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
SUBTASK 05-55-08-860-018 (5) Do this task: Put the Elevator Systems A and B Back to the Condition Before the Pressure Removal, AMM TASK 27-31-00-840-802.				MECH INSP
END OF TASK				
EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR) D633A109-AKS 20-100-00-01		
			Page 11 of 30 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-806				
6. Strut Bonding Straps HIRF/Lightning Inspection (Figure 6)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-010-005 (1) For the left strut, open this access panel: Number Name/Location 431CL Forward Strut Fairing, Left Overwing Fairing, Strut 1				
SUBTASK 05-55-08-010-006 (2) For the right strut, open this access panel: Number Name/Location 441CR Forward Strut Fairing, Right Overwing Fairing, Strut 2				
C. Procedure SUBTASK 05-55-08-210-006 (1) Do a general visual inspection of the bond straps shown in the illustration, (Figure 6). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.				
SUBTASK 05-55-08-410-009 (2) Return the airplane to normal.				
SUBTASK 05-55-08-410-010 (3) For the left strut, install this access panel: Number Name/Location 431CL Forward Strut Fairing, Left Overwing Fairing, Strut 1				
SUBTASK 05-55-08-410-011 (4) For the right strut, install this access panel: Number Name/Location 441CR Forward Strut Fairing, Right Overwing Fairing, Strut 2				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01						
TASK 05-55-08-200-807				MECH INSP						
7. Air Conditioning Pack Compartment Door Bonding Straps HIRF/Lightning Inspection (Figure 7)										
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.										
B. Prepare for the Procedure SUBTASK 05-55-08-010-007 (1) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>192CL</td><td>ECS Access Door</td></tr><tr><td>192CR</td><td>ECS Access Door</td></tr></tbody></table>					<u>Number</u>	<u>Name/Location</u>	192CL	ECS Access Door	192CR	ECS Access Door
<u>Number</u>	<u>Name/Location</u>									
192CL	ECS Access Door									
192CR	ECS Access Door									
C. Procedure SUBTASK 05-55-08-210-007 (1) Do a visual inspection of the bond straps shown in the illustration, (Figure 7). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). <u>NOTE:</u> If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.										
SUBTASK 05-55-08-410-012 (2) Return the airplane to normal.										
SUBTASK 05-55-08-410-013 (3) Install these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>192CL</td><td>ECS Access Door</td></tr><tr><td>192CR</td><td>ECS Access Door</td></tr></tbody></table>					<u>Number</u>	<u>Name/Location</u>	192CL	ECS Access Door	192CR	ECS Access Door
<u>Number</u>	<u>Name/Location</u>									
192CL	ECS Access Door									
192CR	ECS Access Door									
— END OF TASK —										

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

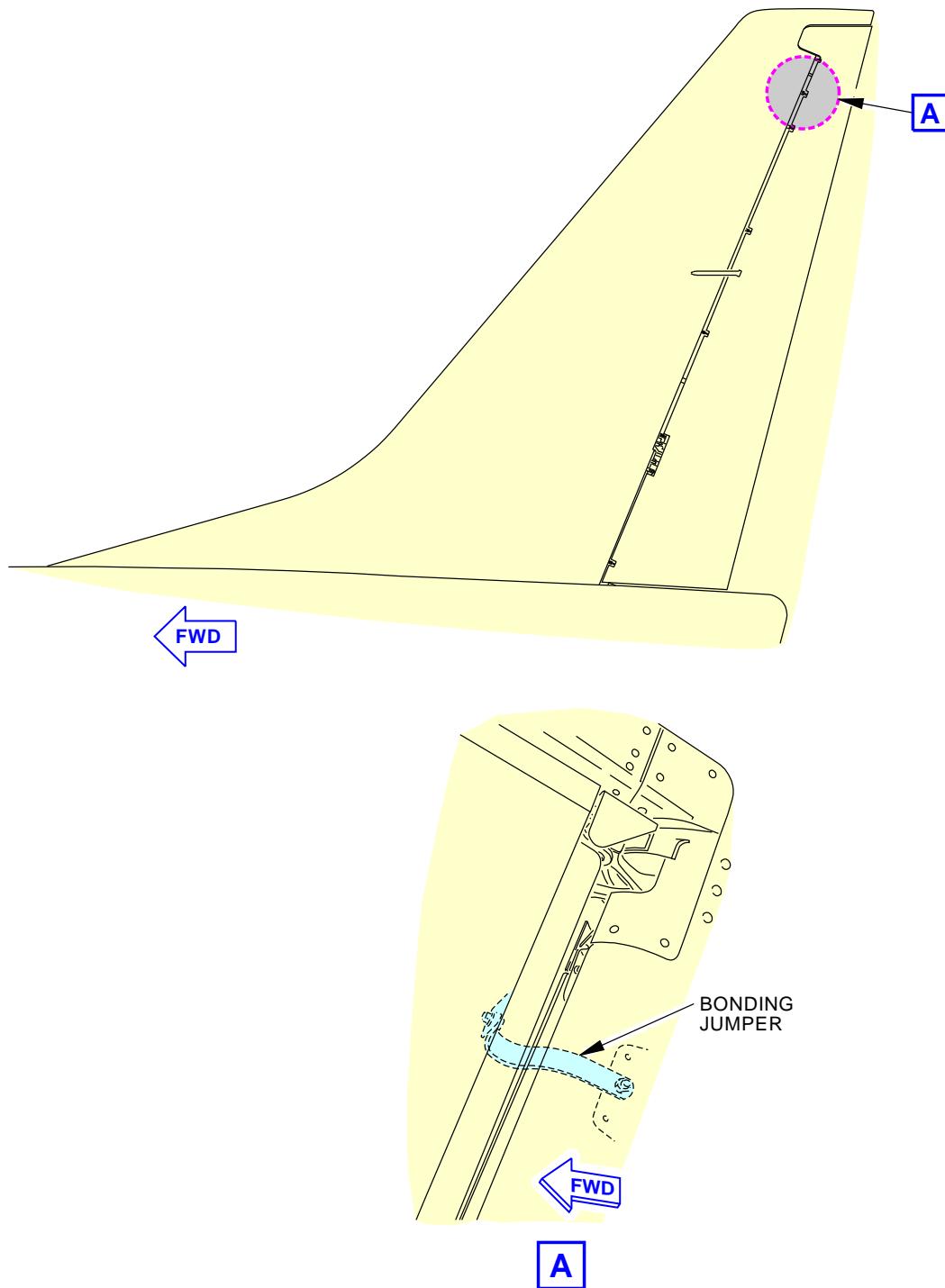
AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
				MECH INSP
TASK 05-55-08-200-808				
8. Main Landing Gear Door Bonding Straps HIRF/Lightning Inspection (Figure 8)				
A. General (1) Do not remove sealant when you do this task. (2) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-08-480-003 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 on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.				
SUBTASK 05-55-08-480-004 (2) Put chocks around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).				
C. Procedure SUBTASK 05-55-08-210-008 (1) Do a visual inspection of the bond straps shown in the illustration, (Figure 8). (a) Inspect the bond strap in accordance with criteria specified in (SWPM Chapter 20). NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task. SUBTASK 05-55-08-410-014 (2) Return the airplane to normal.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-100-00-01



K31201 S0006557969_V3

**High Intensity Radiated Fields (HIRF) Inspection (Rudder Bonding Straps)
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

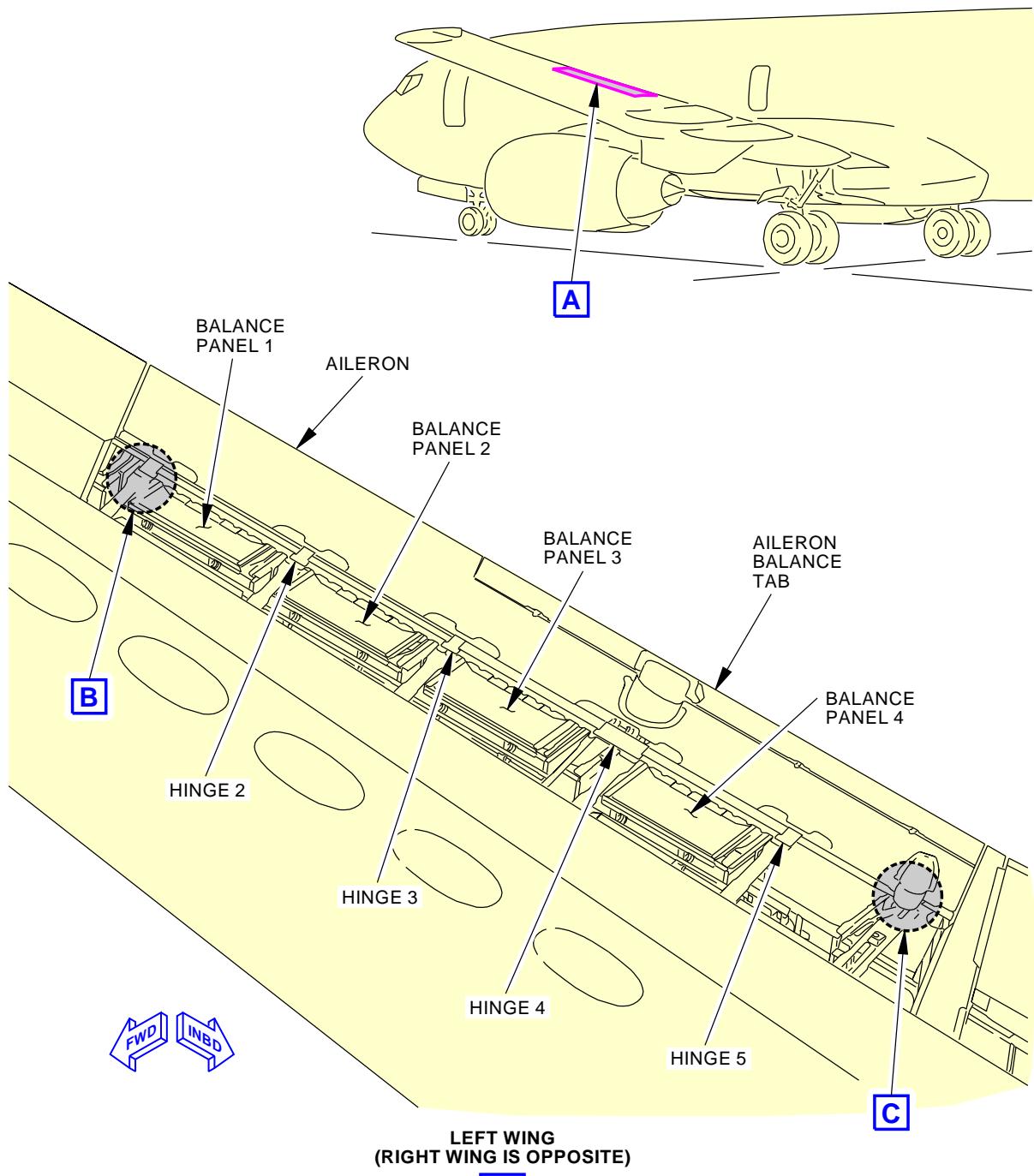
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

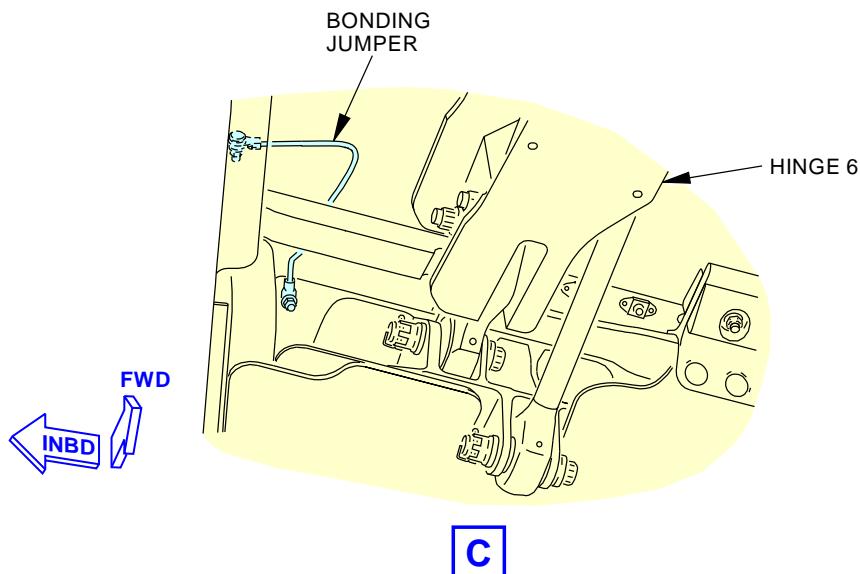
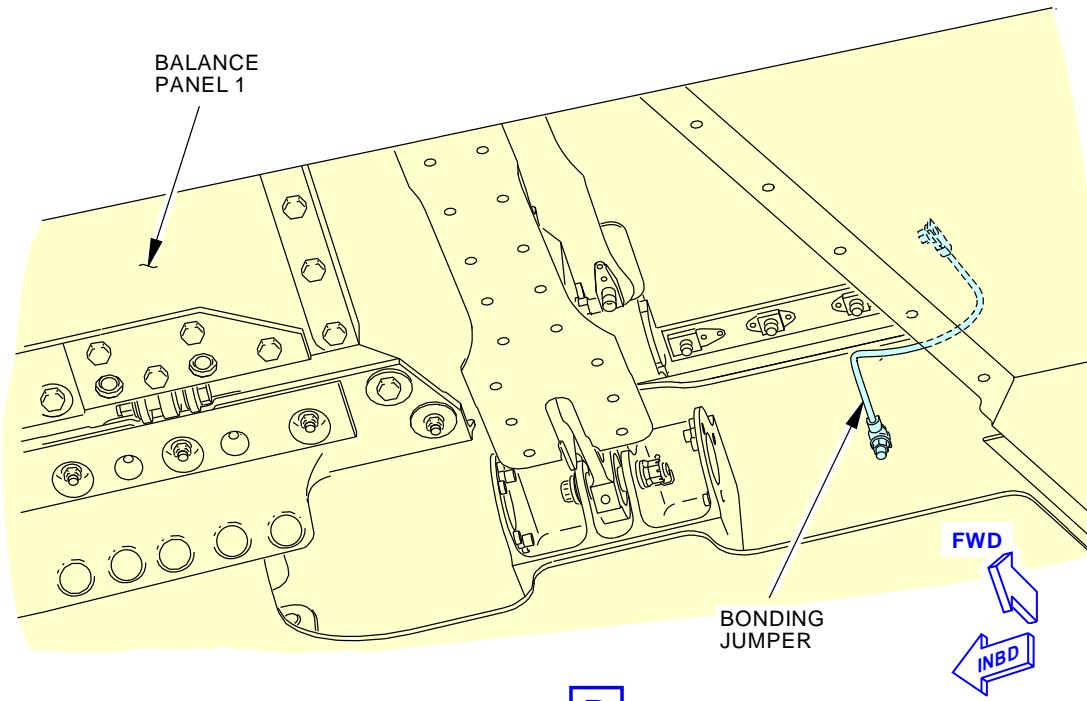
BOEING CARD NO.
20-100-00-01

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High Intensity Radiated Fields (HIRF) Inspection (Aileron Bonding Straps)
Figure 2 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)****D633A109-AKS**
20-100-00-01**Page 16 of 30**
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AKS737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-100-00-01



K31214 S0006557972_V3

High Intensity Radiated Fields (HIRF) Inspection (Aileron Bonding Straps)
Figure 2 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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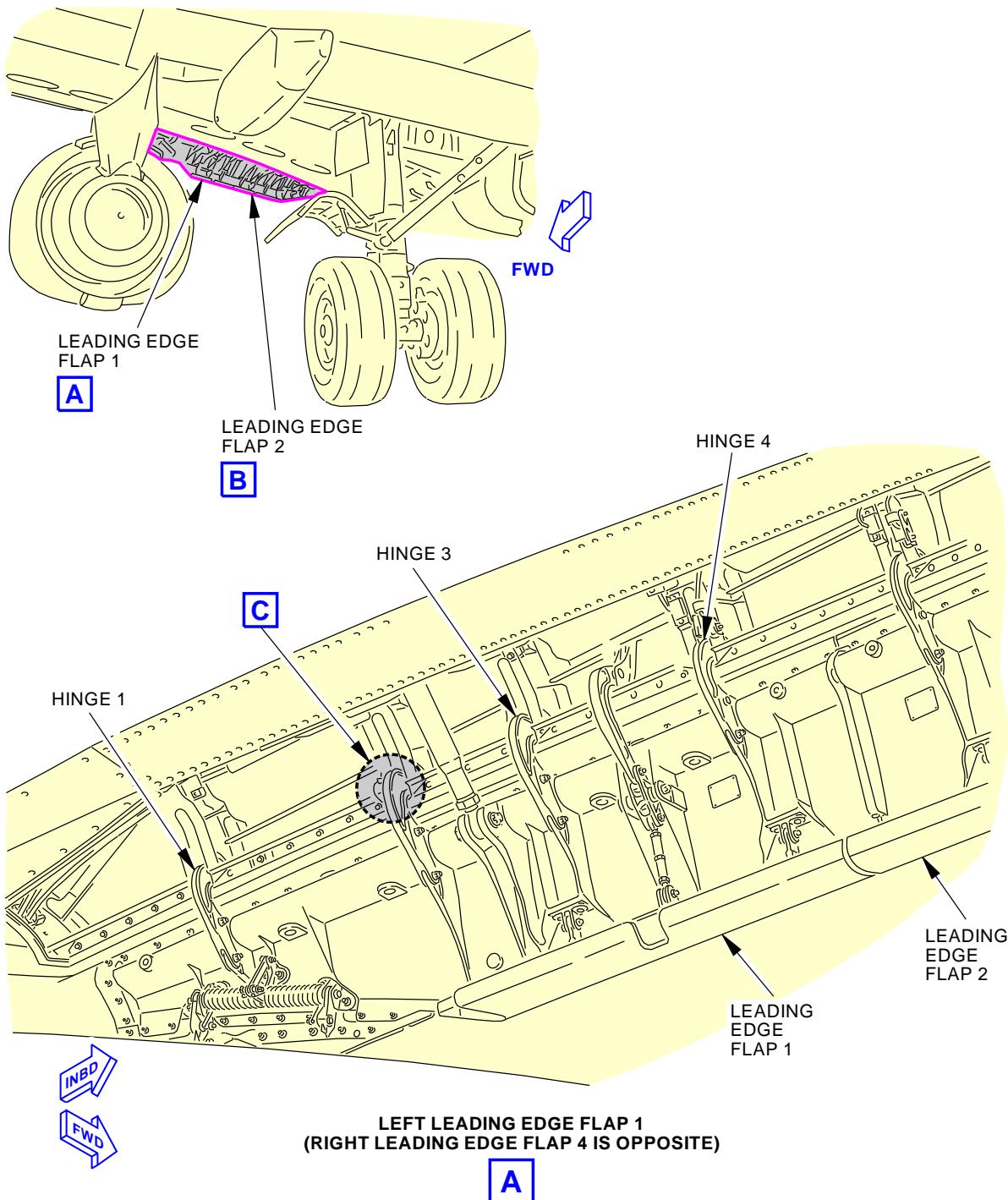
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

K31226 S0006557974_V3

High Intensity Radiated Fields (HIRF) Inspection (Leading Edge Flap Bonding Straps)
Figure 3 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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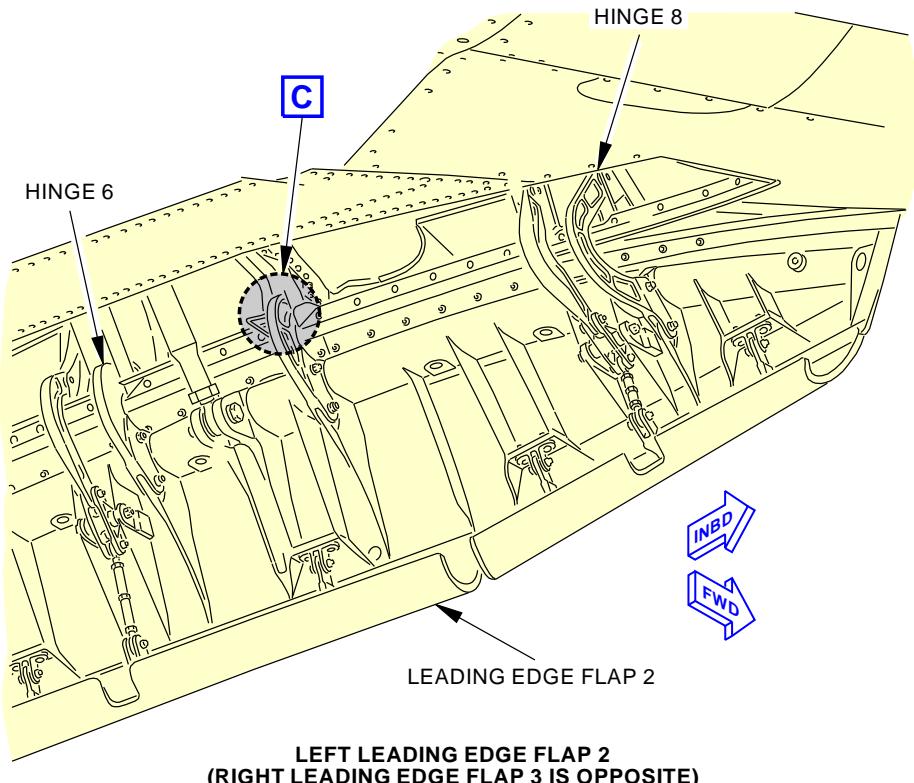
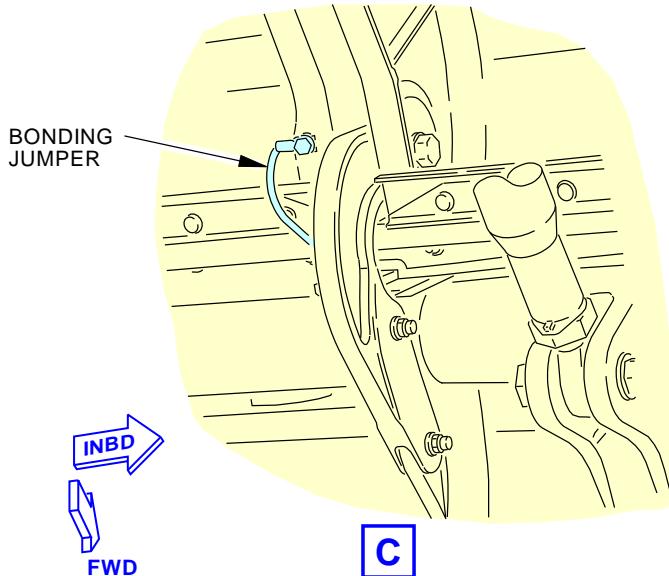
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01**LEFT LEADING EDGE FLAP 2
(RIGHT LEADING EDGE FLAP 3 IS OPPOSITE)****B**

K31235 S0006557975_V3

**High Intensity Radiated Fields (HIRF) Inspection (Leading Edge Flap Bonding Straps)
Figure 3 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT
CONTROLS, DOOR)****D633A109-AKS
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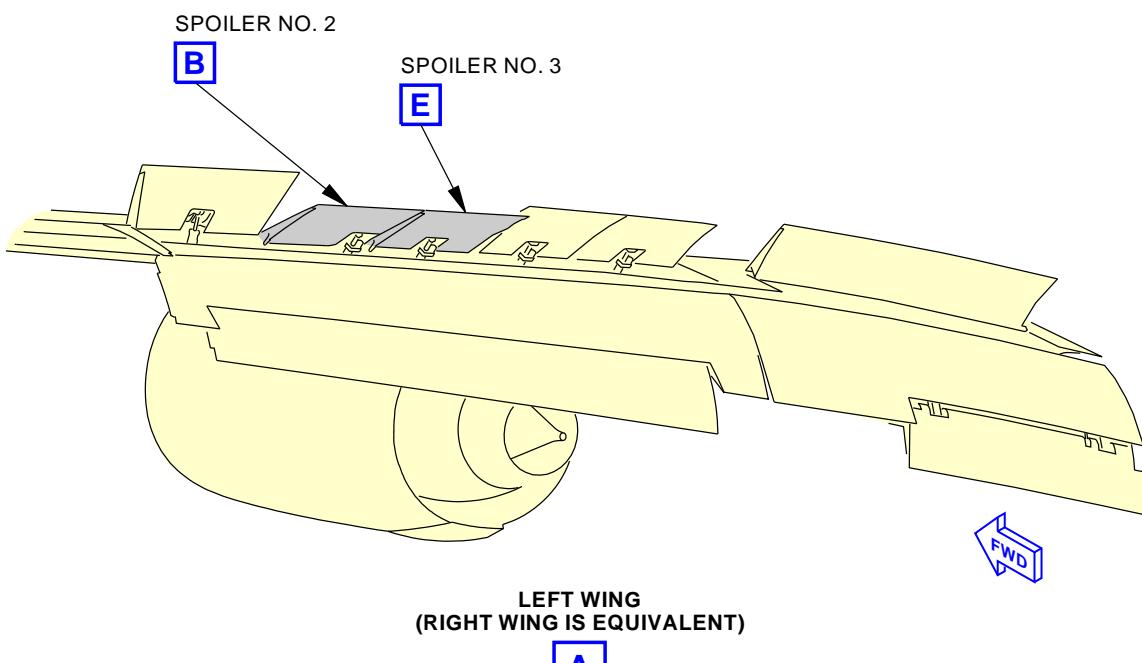
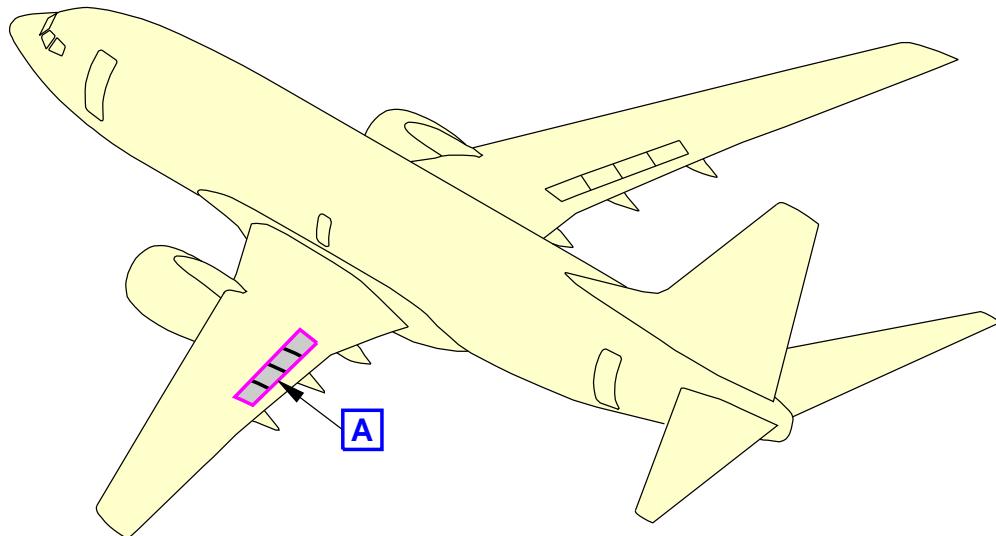
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

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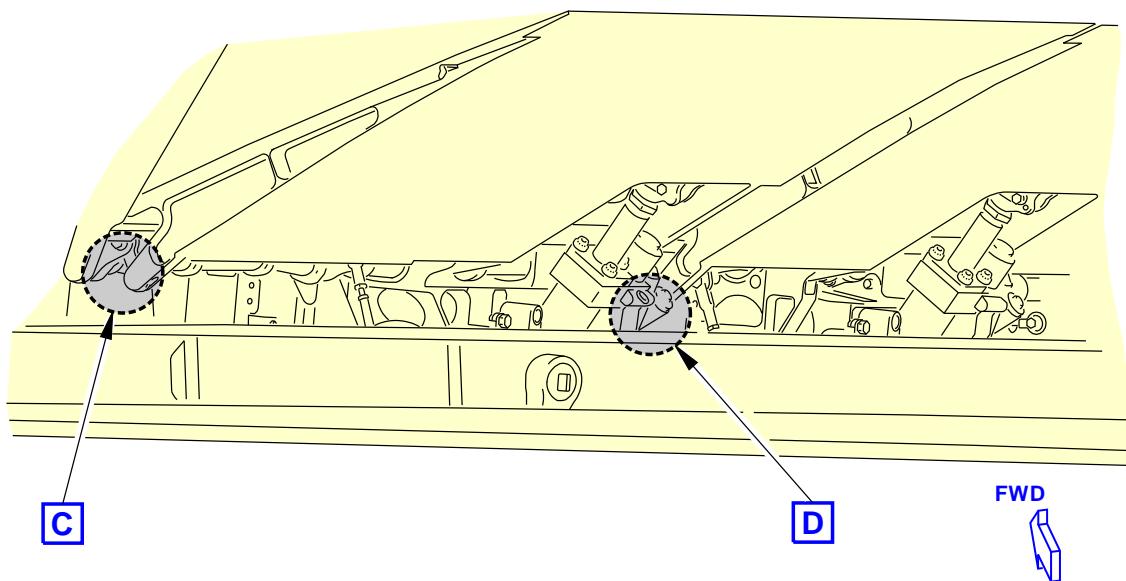
**High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 4 (Sheet 1 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-100-00-01

**SPOILER NO. 2**

K31244 S0006557978_V3

**High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 4 (Sheet 2 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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Feb 15/2015**

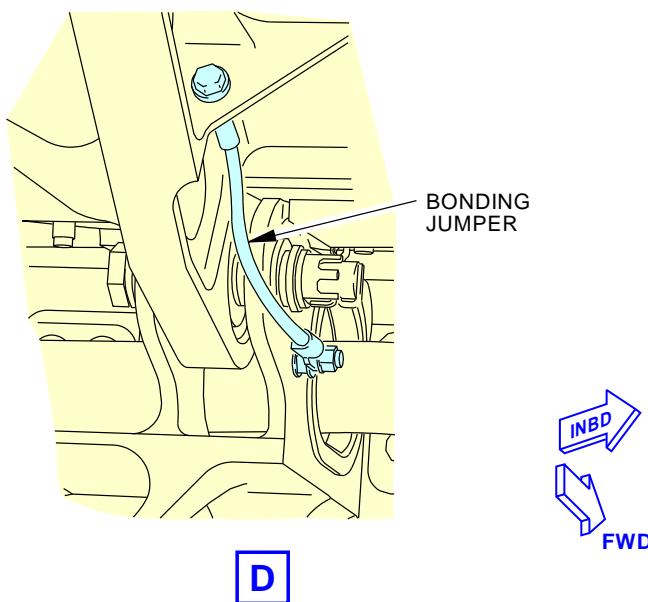
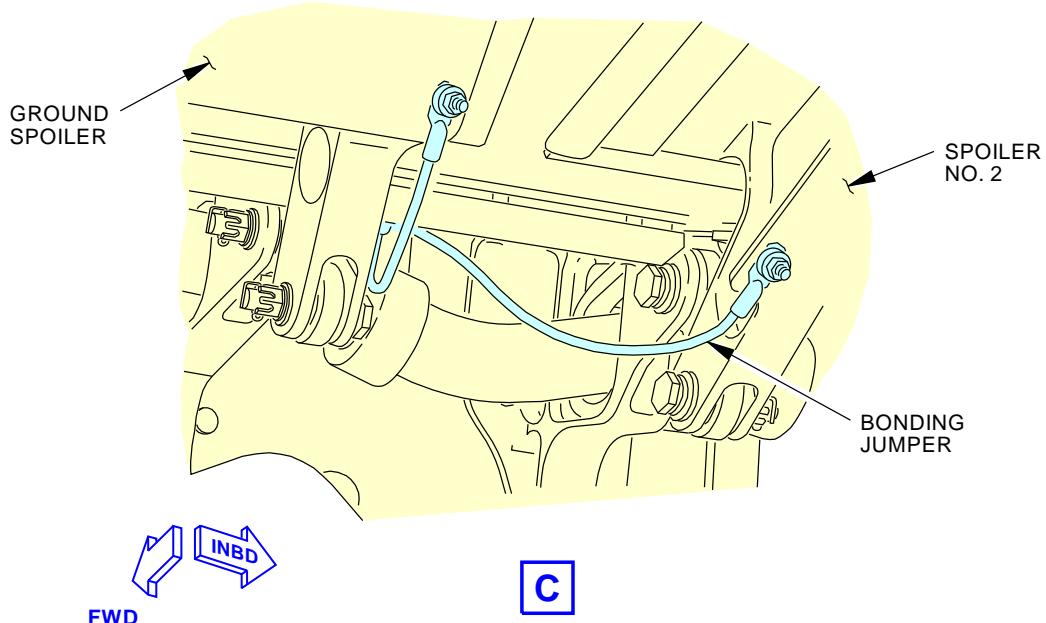
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

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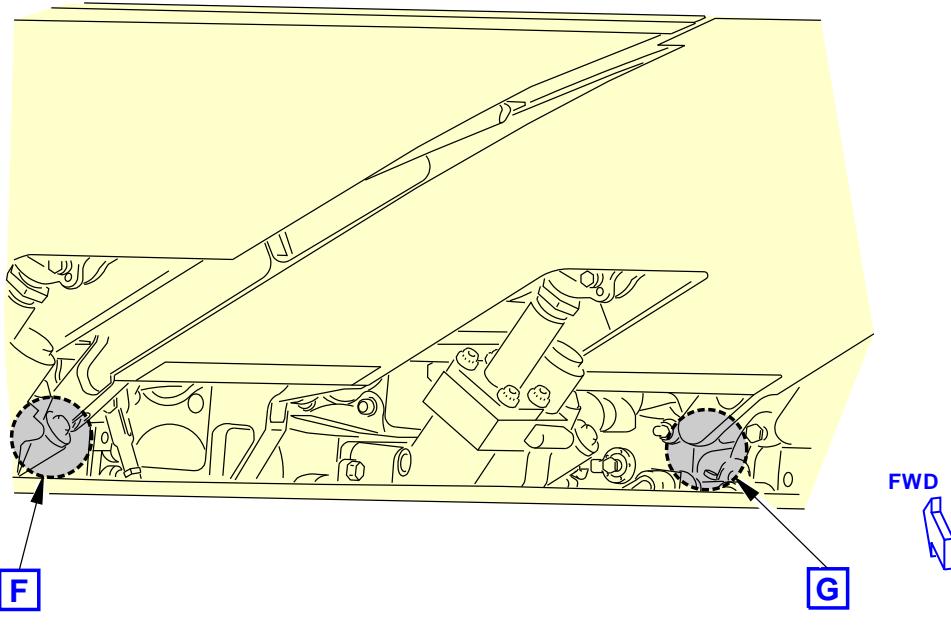
High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 4 (Sheet 3 of 5)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-100-00-01



**SPOILER NO. 3
(SPOILER NO. 4 AND 5 ARE EQUIVALENT)**



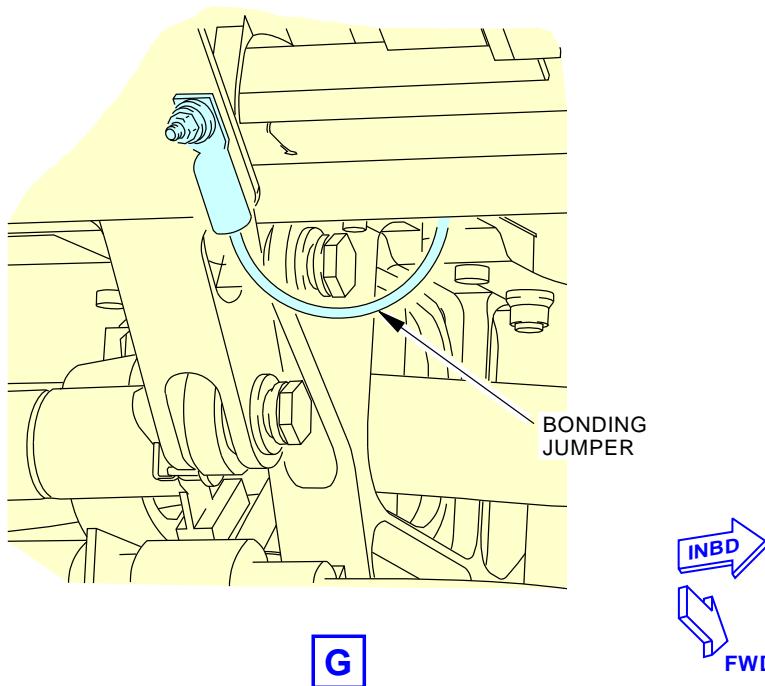
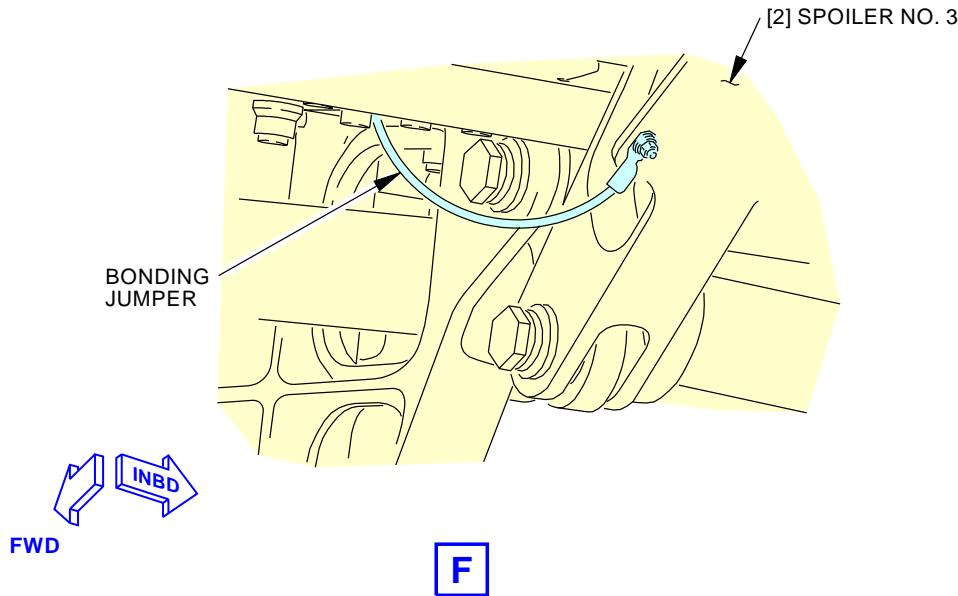
K31251 S0006557980_V3
**High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 4 (Sheet 4 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-100-00-01
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K31252 S0006557981_V3

High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 4 (Sheet 5 of 5)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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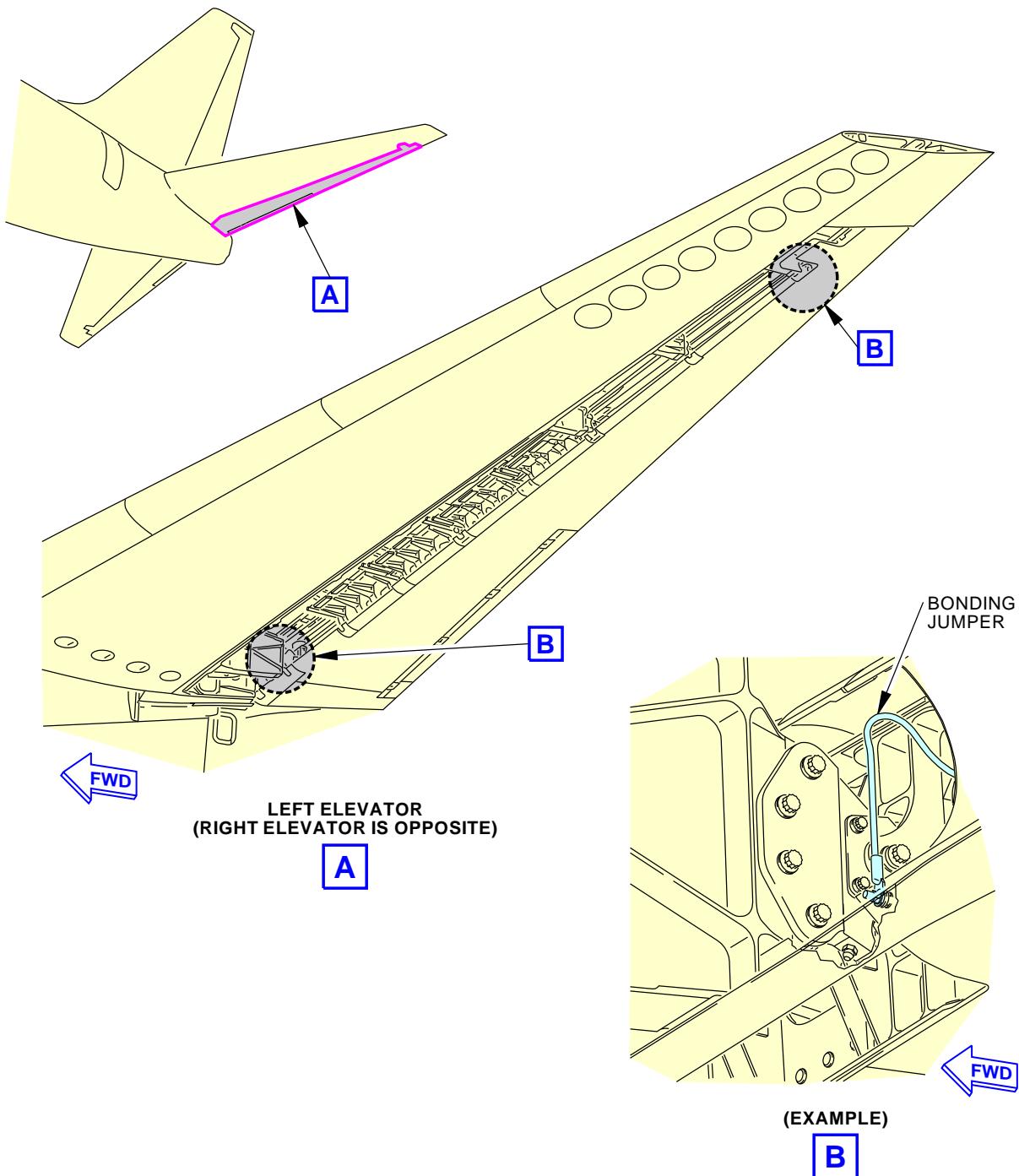
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TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

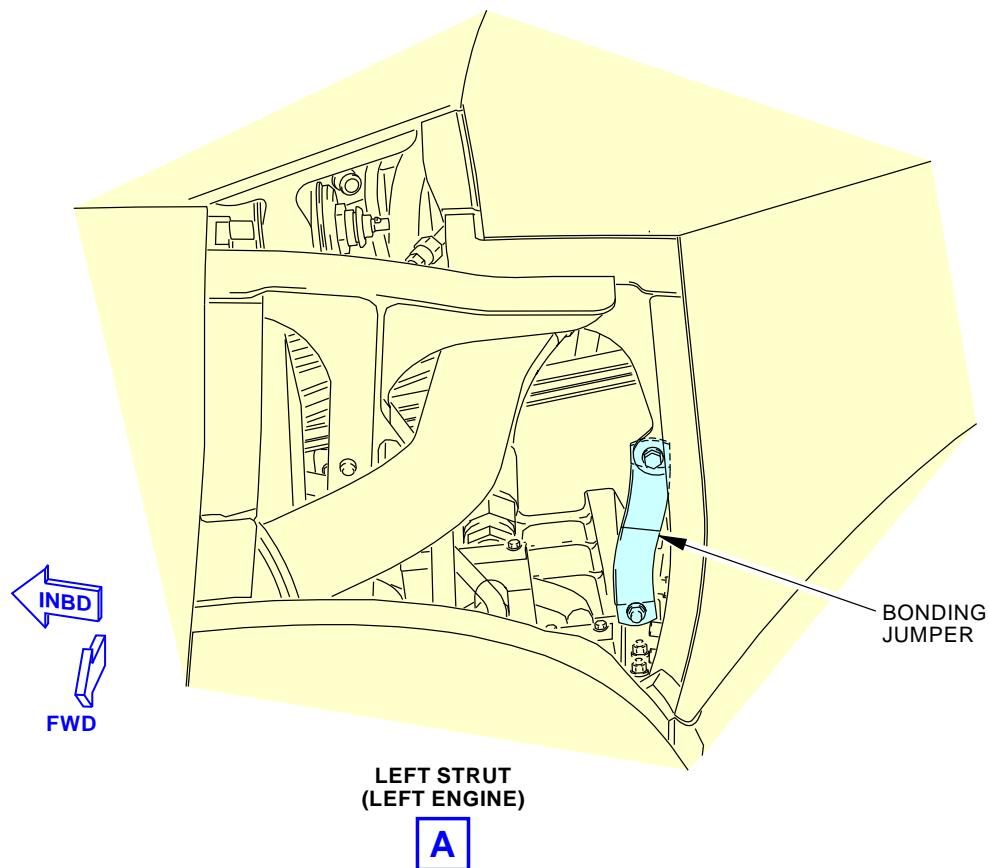
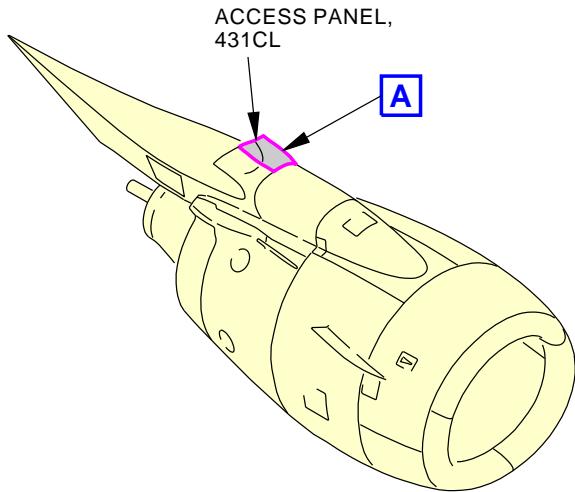
BOEING CARD NO.
20-100-00-01

K31254 S0006557983_V4
High Intensity Radiated Fields (HIRF) Inspection (Elevator Bonding Straps)
Figure 5

EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)****D633A109-AKS**
20-100-00-01**Page 25 of 30**
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-100-00-01



K31264 S0006557985_V3

**High Intensity Radiated Fields (HIRF) Inspection (Strut Bonding Straps)
Figure 6 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

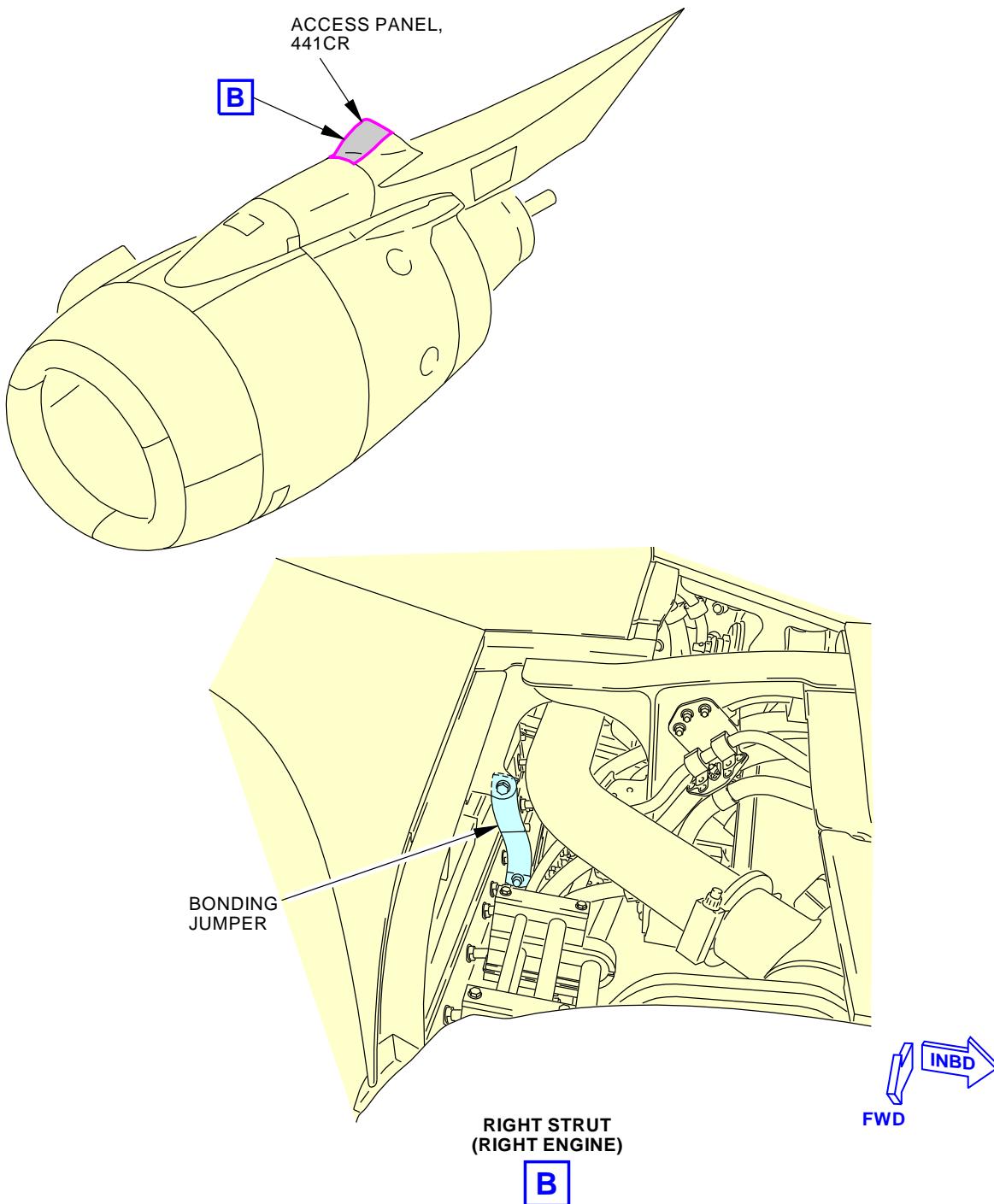
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

K31389 S0006557986_V3

**High Intensity Radiated Fields (HIRF) Inspection (Strut Bonding Straps)
Figure 6 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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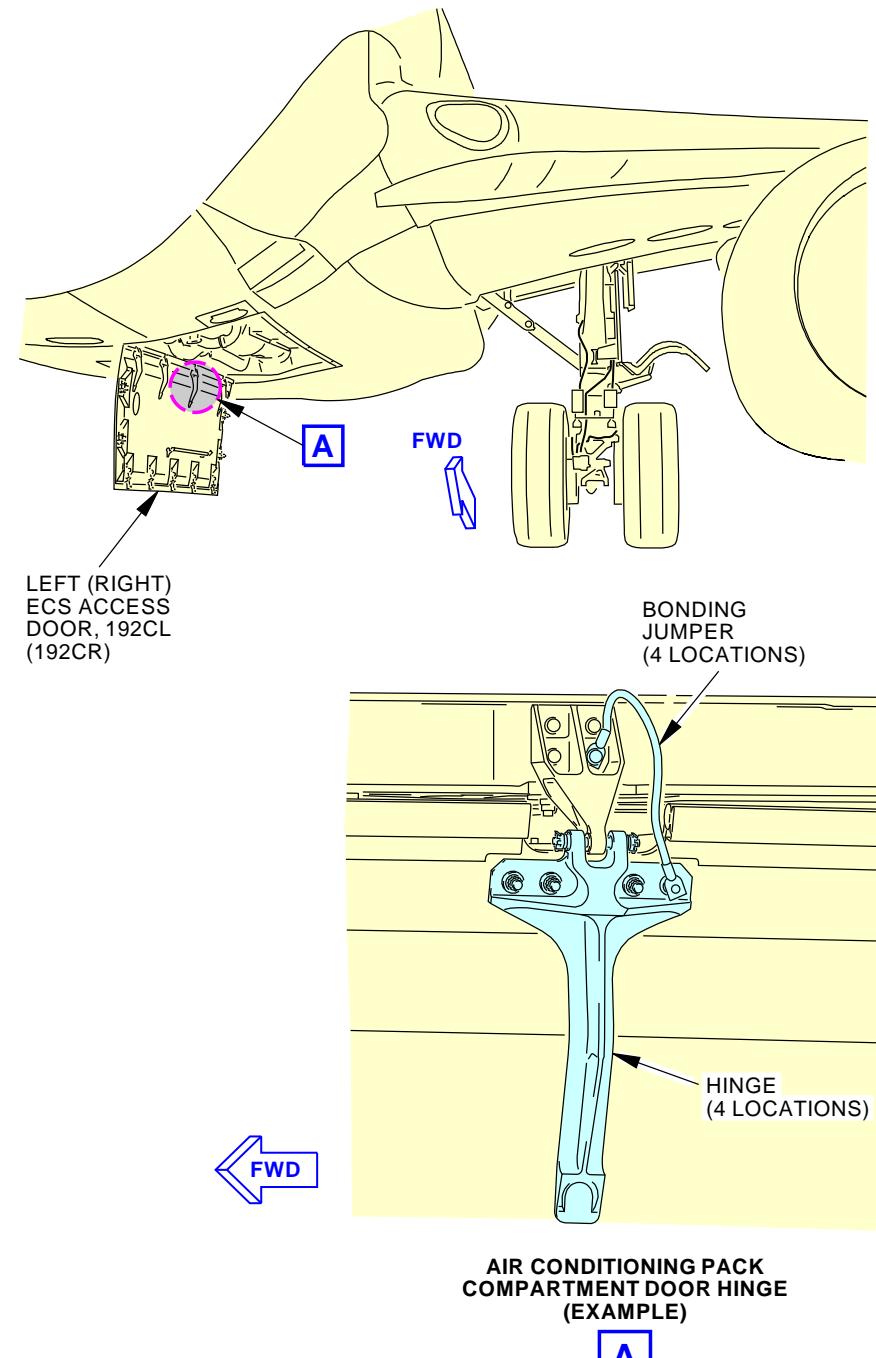
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

K31566 S0006557988_V4

**High Intensity Radiated Fields (HIRF) Inspection (Air Conditioning Pack Compartment Door Bonding Straps)
Figure 7**EFFECTIVITY
AKS ALLSOURCE
MRB**GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)****D633A109-AKS
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Jun 15/2016**

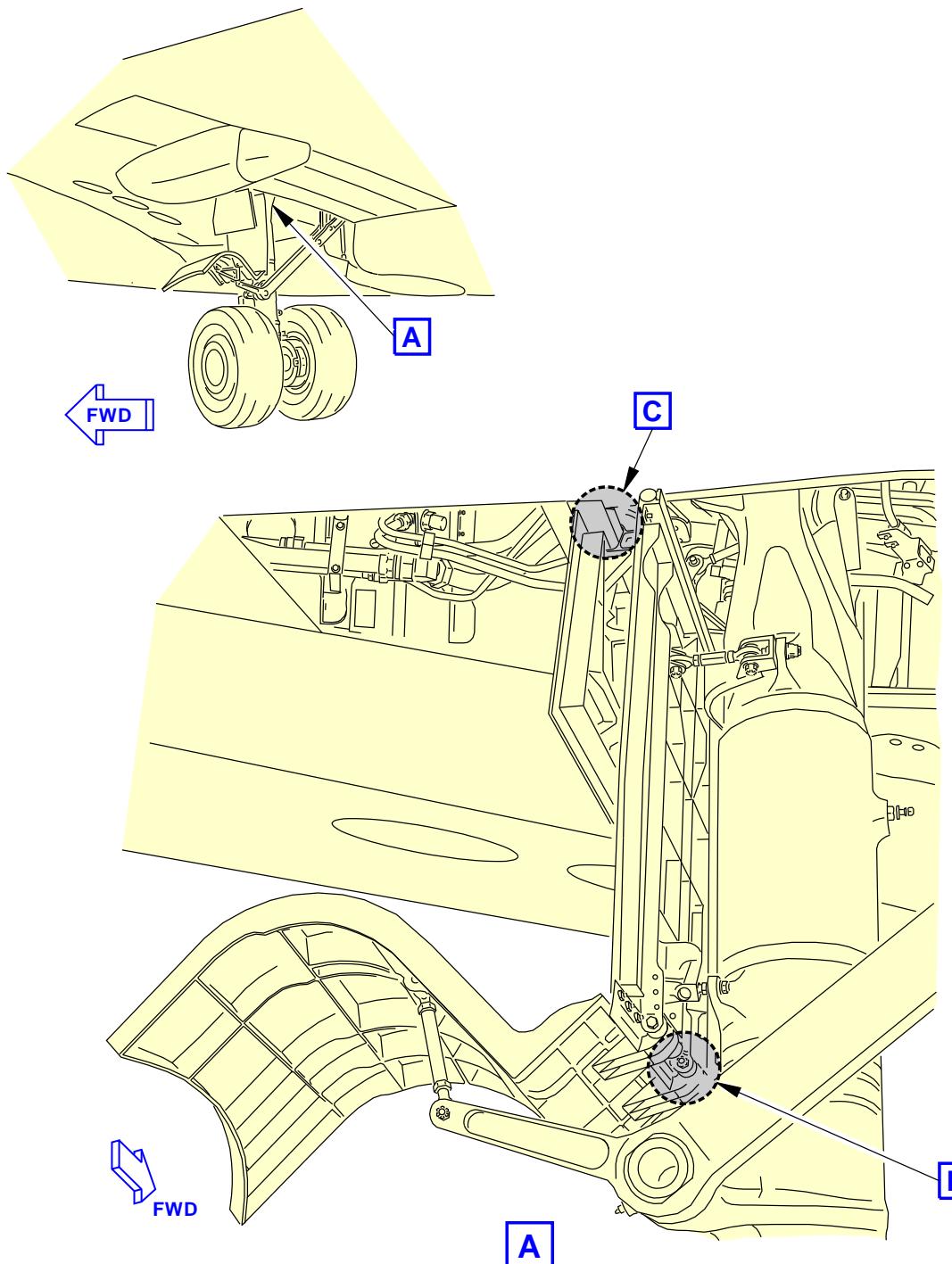
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

K31576 S0006557990_V3

High Intensity Radiated Fields (HIRF) Inspection (Main Landing Gear Door Bonding Straps)
Figure 8 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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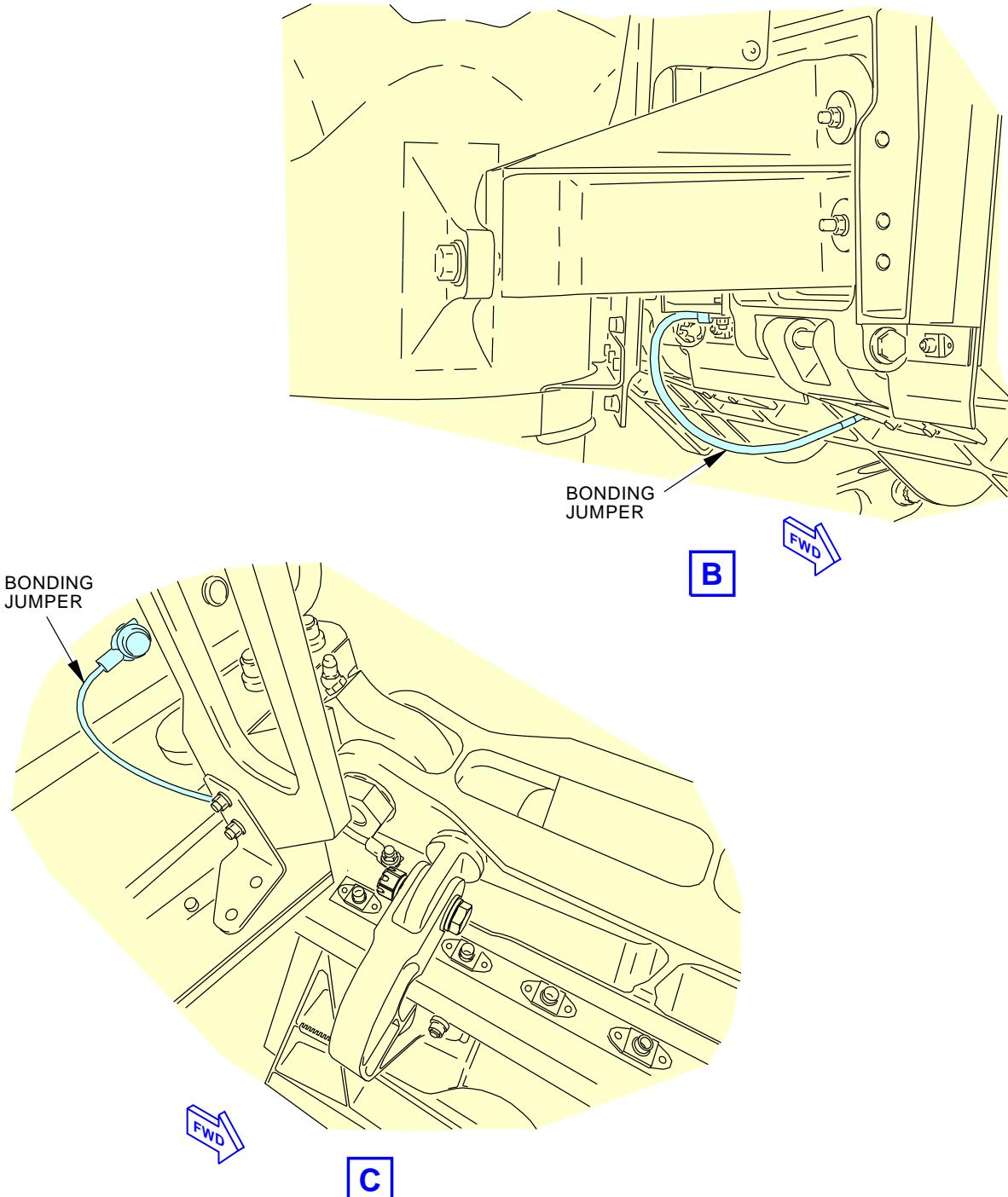
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-100-00-01

K31578 S0006557991_V3

**High Intensity Radiated Fields (HIRF) Inspection (Main Landing Gear Door Bonding Straps)
Figure 8 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	GVI OF HIRF/L SENSITIVE BONDING STRAPS (FLIGHT CONTROLS, DOOR)
		D633A109-AKS 20-100-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE ENGINE HARNESS (COWL OPEN) - LEFT ENGINE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-110-01-01
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 6000 FH	REPEAT 6000 FH	RELATED CARD
STATION	SKILL ENGIN				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 413 414 415 416			ZONE 411

General visual inspection of external (cowl open) harness condition and security of left engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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)
AMM 78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
AMM 78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-01-01
TASK 05-55-10-200-801				MECH INSP
1. Engine Wiring Harness HIRF/Lightning General Visual Inspection (Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7, Figure 8, Figure 9, Figure 10, Figure 11, Figure 12)				
A. General <ul style="list-style-type: none">(1) Do not remove sealant when you do this task.(2) Do not disassemble connectors when you do this task.(3) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-10-040-005 WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. <ul style="list-style-type: none">(1) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804. SUBTASK 05-55-10-040-006 <ul style="list-style-type: none">(2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-10-040-007 <ul style="list-style-type: none">(3) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. SUBTASK 05-55-10-040-008 <ul style="list-style-type: none">(4) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.				
C. Procedure SUBTASK 05-55-10-210-001 <ul style="list-style-type: none">(1) Do a General Visual inspection of the wire harnesses and cables shown in (Table 1) for the applicable engine.<ul style="list-style-type: none">(a) Make sure the connectors are tight. NOTE: Do not loosen or disconnect the connectors.<ul style="list-style-type: none">1) Make sure back shells are hand tight.2) Make sure coupling rings are engaged at their detent.<ul style="list-style-type: none">a) If there is lockwire on the coupling ring, make sure it is not loose.3) If locking tabs are used, make sure they are not broken or loose.(b) Make sure there is no damage at the connector. NOTE: If you notice any damage along the length of the wire bundle, make a note and do any repairs which are necessary after you complete this task.(c) Make sure there is no corrosion at the connector.				

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-01-01
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- (d) Make sure the shielding at the connector has not degraded due to obvious damage, failure or irregularity.

NOTE: If you notice any damage associated with the Engine/Airplane Interface cables, make a note and do any necessary repairs after you complete this task. With the exception of the wire bundles indicated in the table below, the Engine Harnesses are considered LRUs and should not be repaired.

Table 1

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS
MW0301	601	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR
MW0302	602	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J2, IGNITION EXCITER
MW0303	603	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J3
MW0304	604	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J4
J5 HARNESS	605	ENGINE HARNESS	NOT APPLICABLE	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR
J6 HARNESS	606	ENGINE HARNESS	NOT APPLICABLE	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR
J7 HARNESS	607	ENGINE HARNESS	NOT APPLICABLE	EEC-J7, N1 SPEED SENSOR, EEC ALTERNATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR
J8 HARNESS	608	ENGINE HARNESS	NOT APPLICABLE	EEC-J8, N1 SPEED SENSOR, EEC ALTERNATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE	
		D633A109-AKS 20-110-01-01	Page 3 of 29 Feb 15/2016

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-01-01
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Table 1 (Continued)

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS	MECH	INSP
J9 HARNESS	609	ENGINE HARNESS	NOT APPLICABLE	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ9 HARNESS	610	ENGINE HARNESS	AMM 73-21-06-300-801-F00	J9 HARNESS, EGT HARNESSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)		
J10 HARNESS	611	ENGINE HARNESS	NOT APPLICABLE	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ10 HARNESS	612	ENGINE HARNESS	AMM 73-21-06-801-F00	J10 HARNESS, EGT HARNESSES (SEC 3&4)		

SUBTASK 05-55-10-840-002

- (2) Return the airplane to the original condition
- (a) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00
 - (b) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00
 - (c) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801
 - (d) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE	
		D633A109-AKS 20-110-01-01	Page 4 of 29 Jun 15/2015

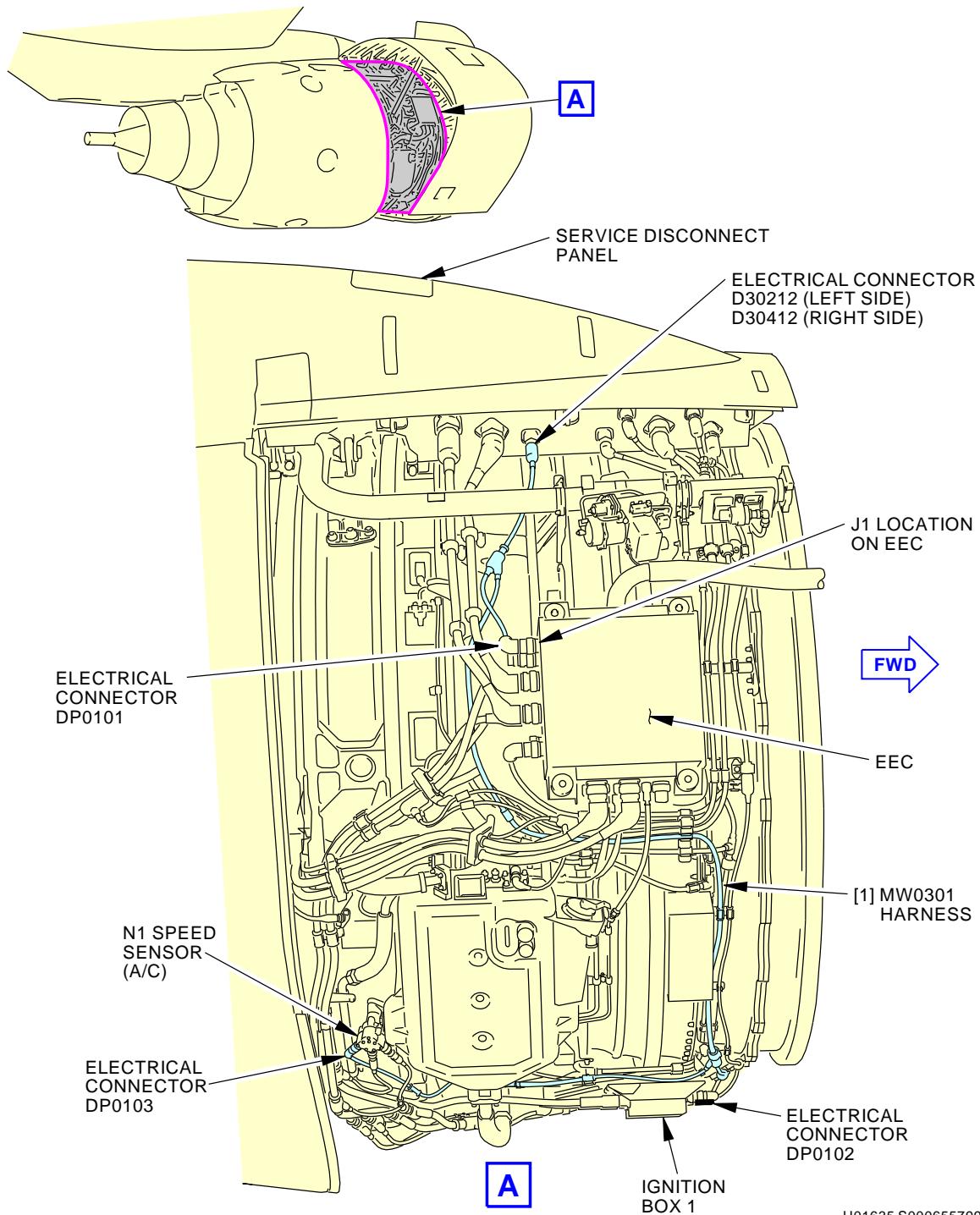
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01635 S0006557999_V5

**High Intensity Radiated Fields (HIRF) Inspection (MW0301 Nacelle Wiring Harness)
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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Jun 15/2016**

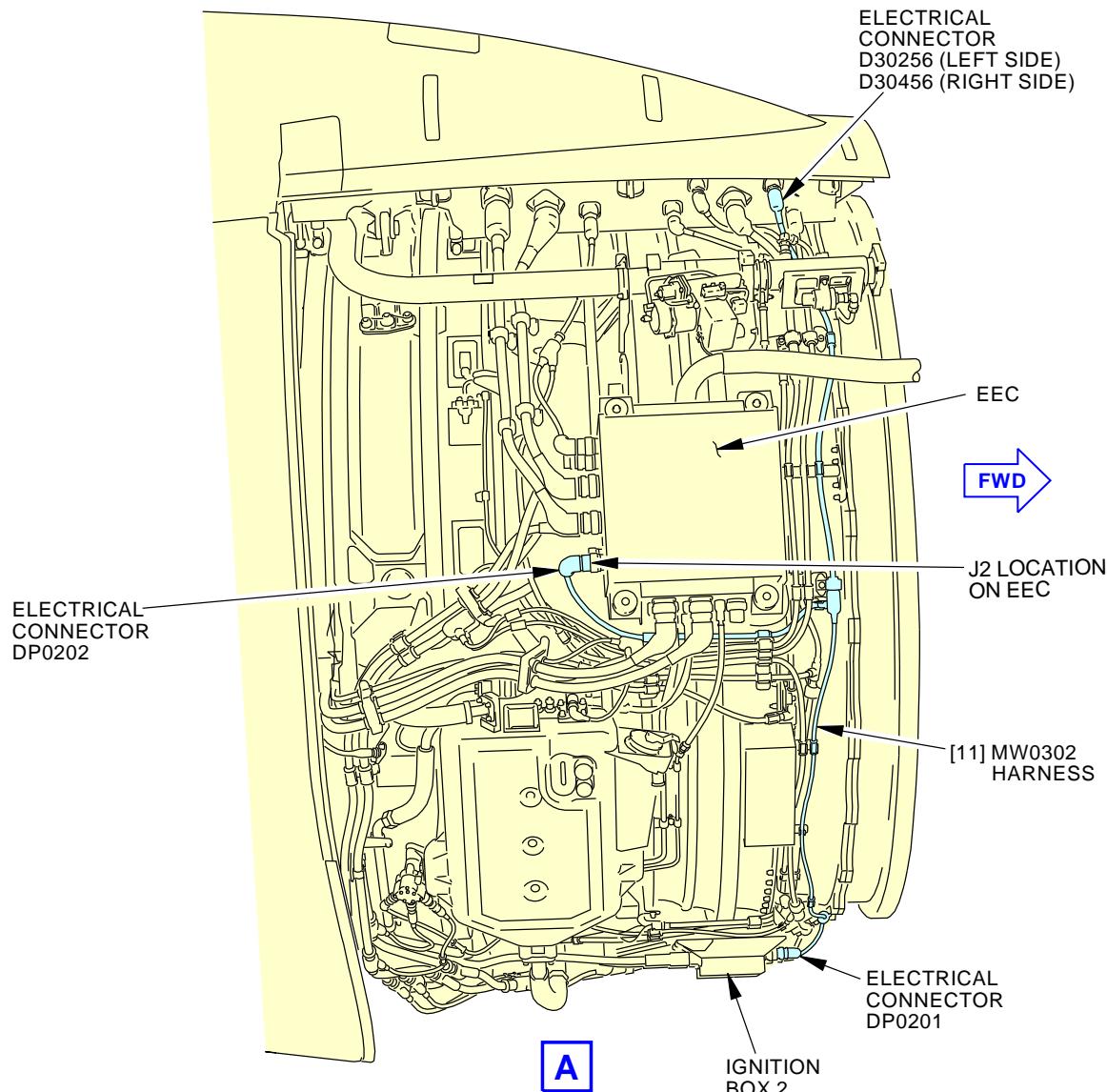
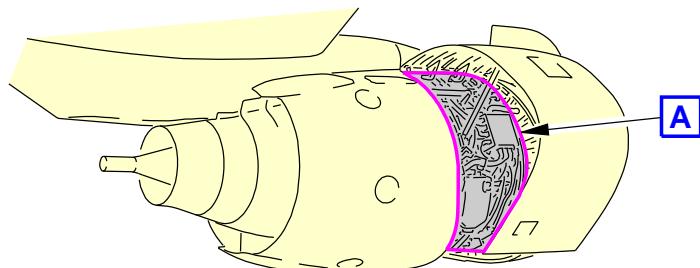
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01641 S0006558000_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0302 Nacelle Wiring Harness)
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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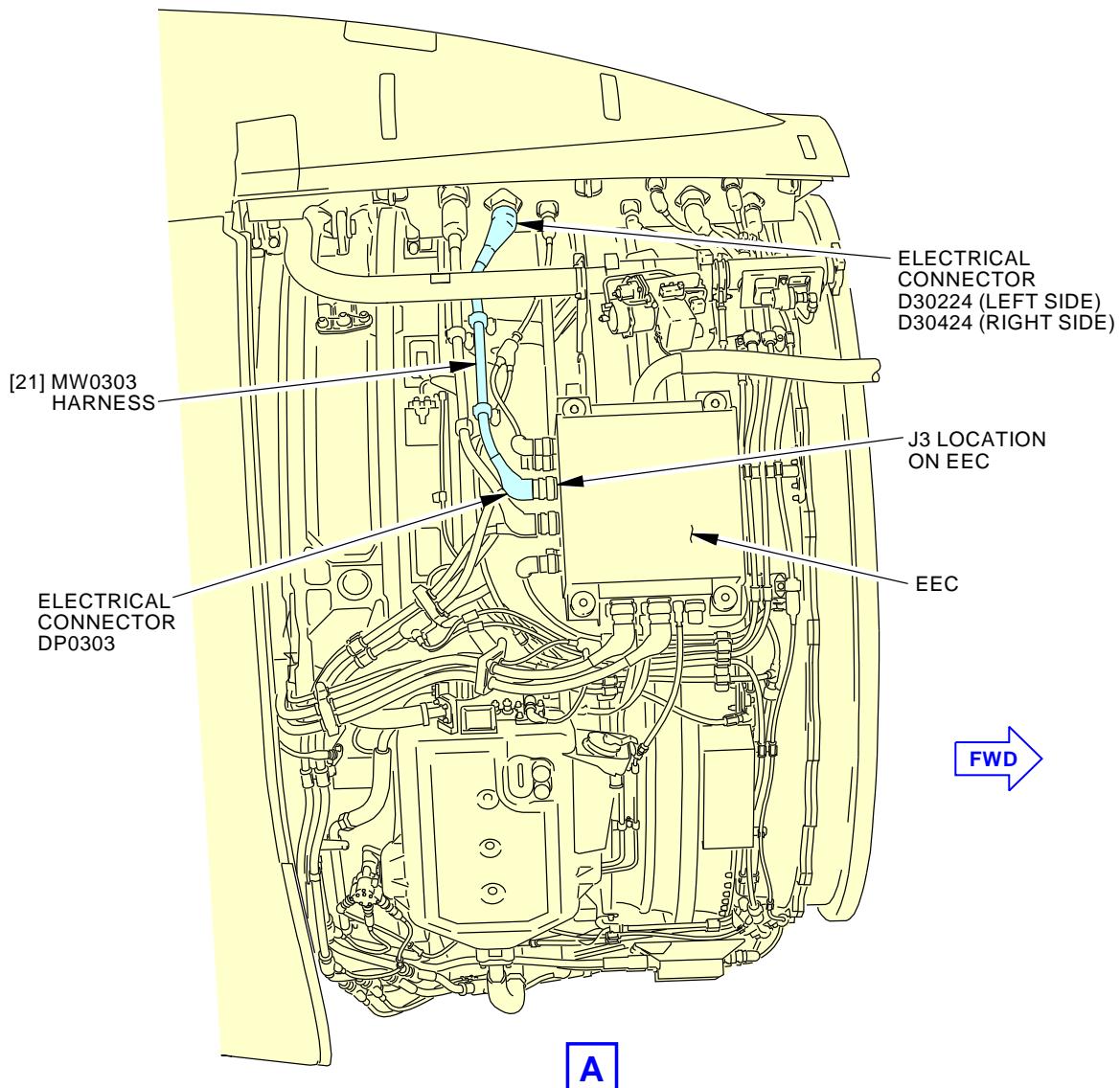
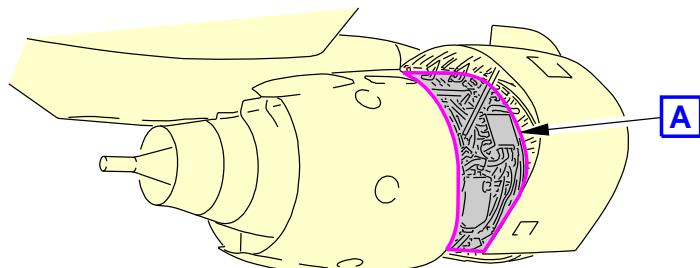
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01645 S0006558001_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0303 Nacelle Wiring Harness)
Figure 3**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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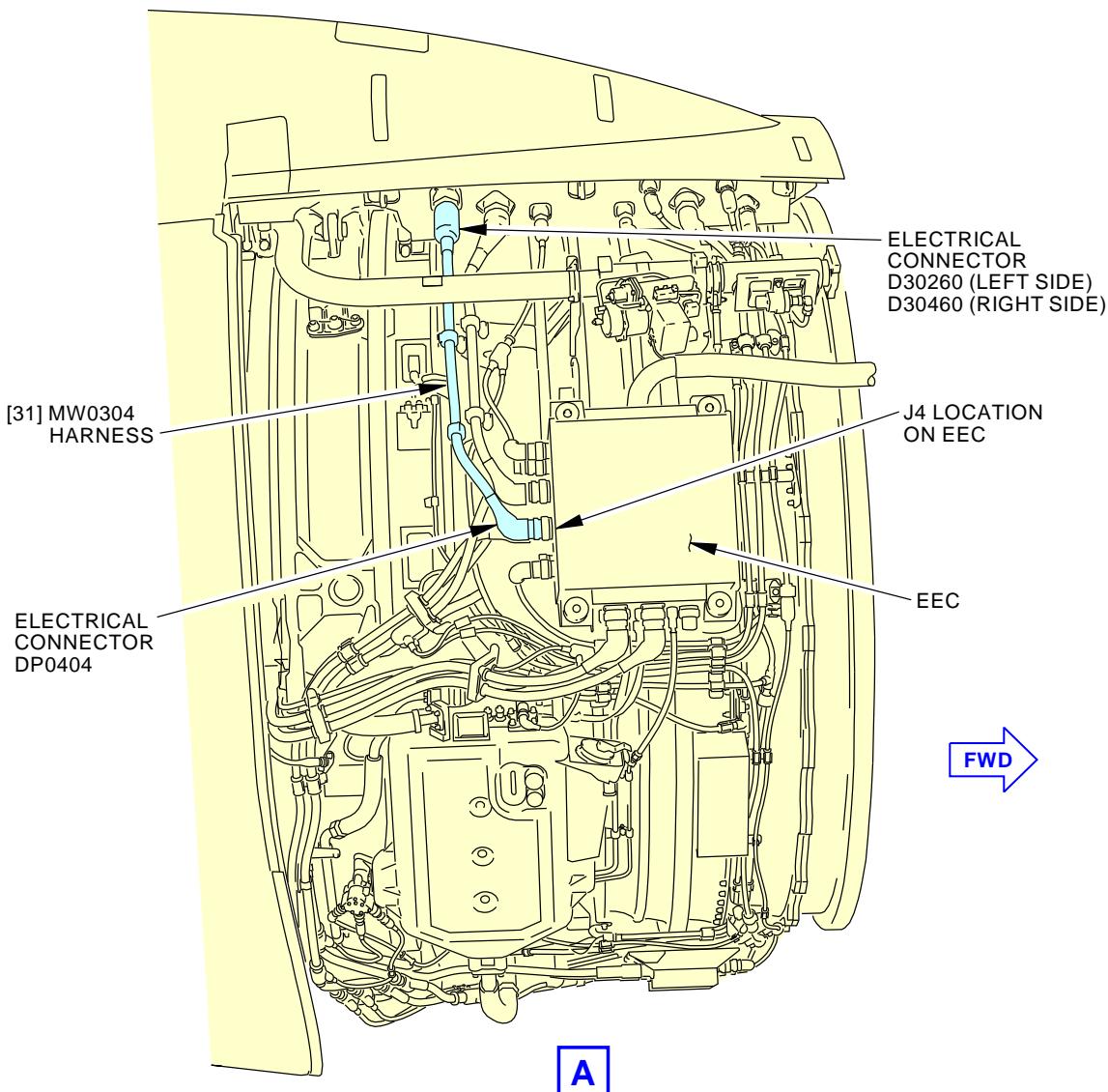
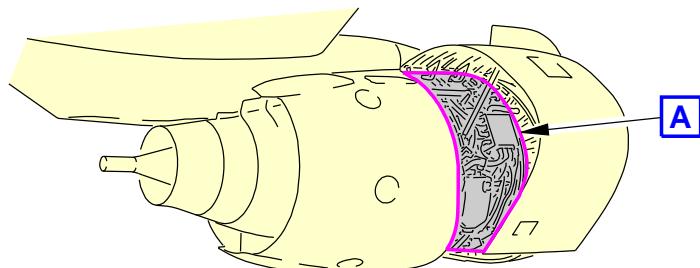
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01647 S0006558002_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0304 Nacelle Wiring Harness)
Figure 4**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 8 of 29
Feb 15/2015**

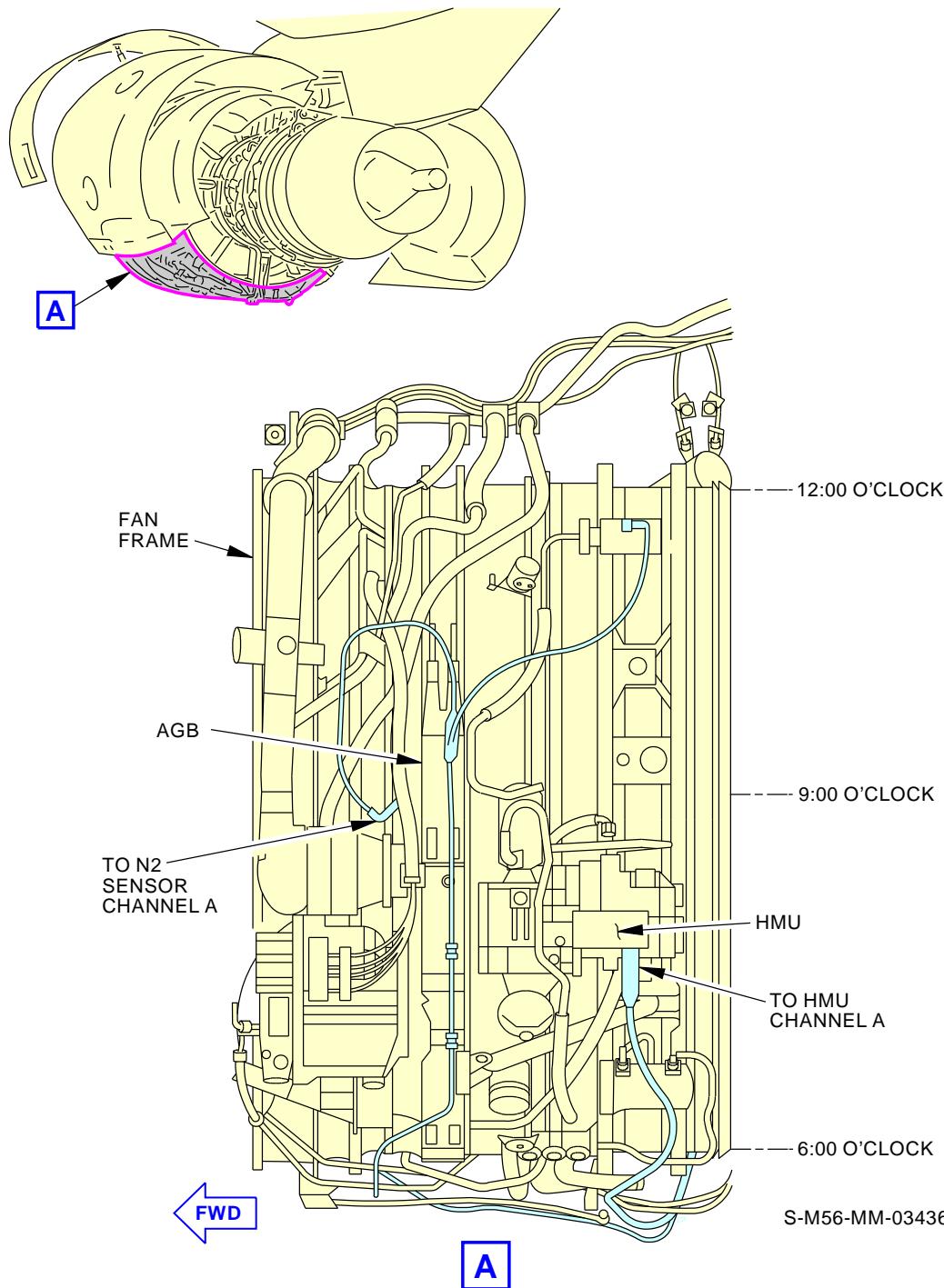
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 1 of 2)

H01651 S0006558003_V3

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

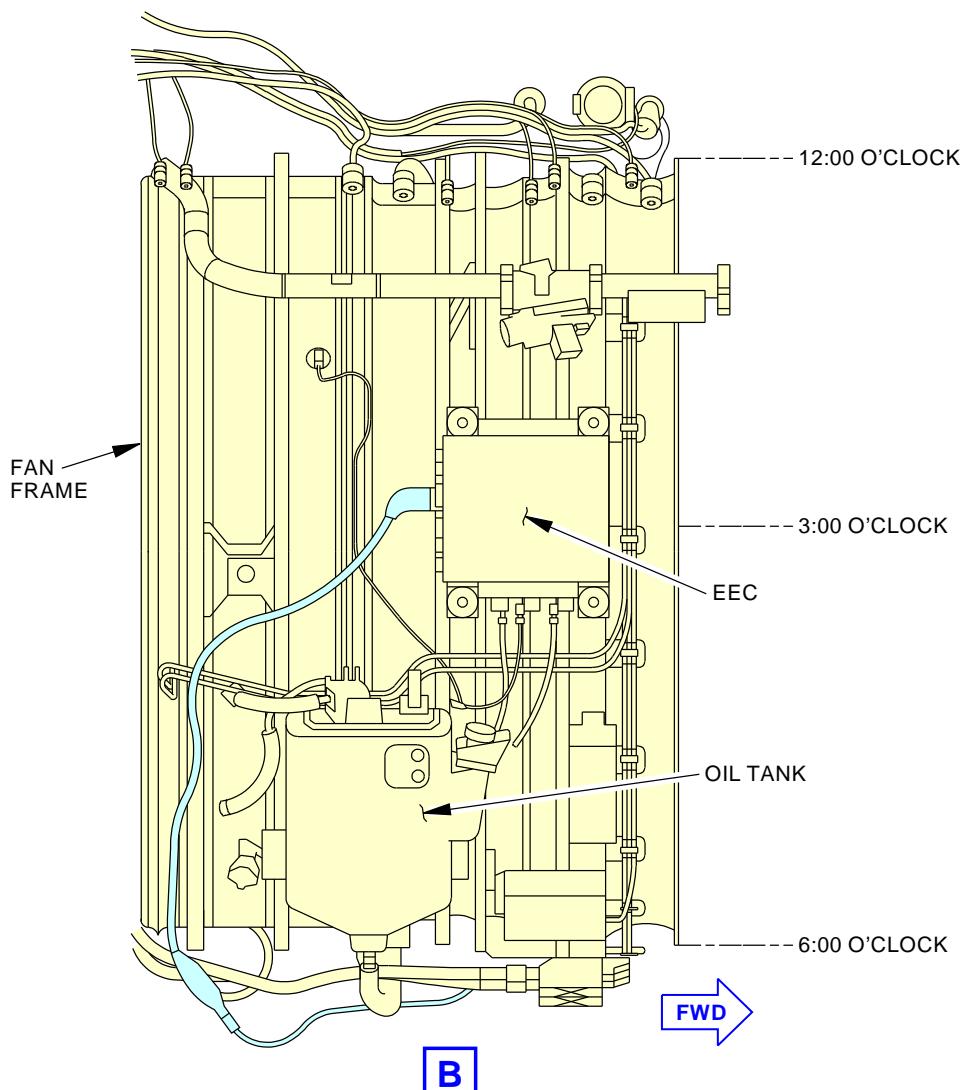
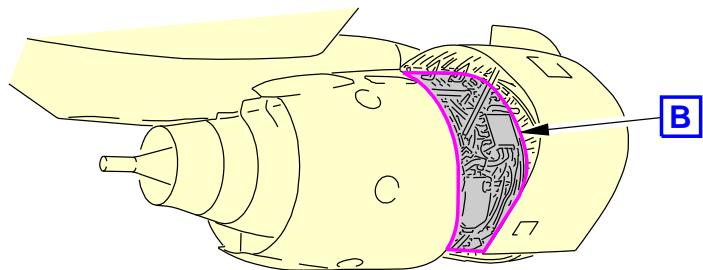
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03437-00-B

H01660 S0006558004_V3

**High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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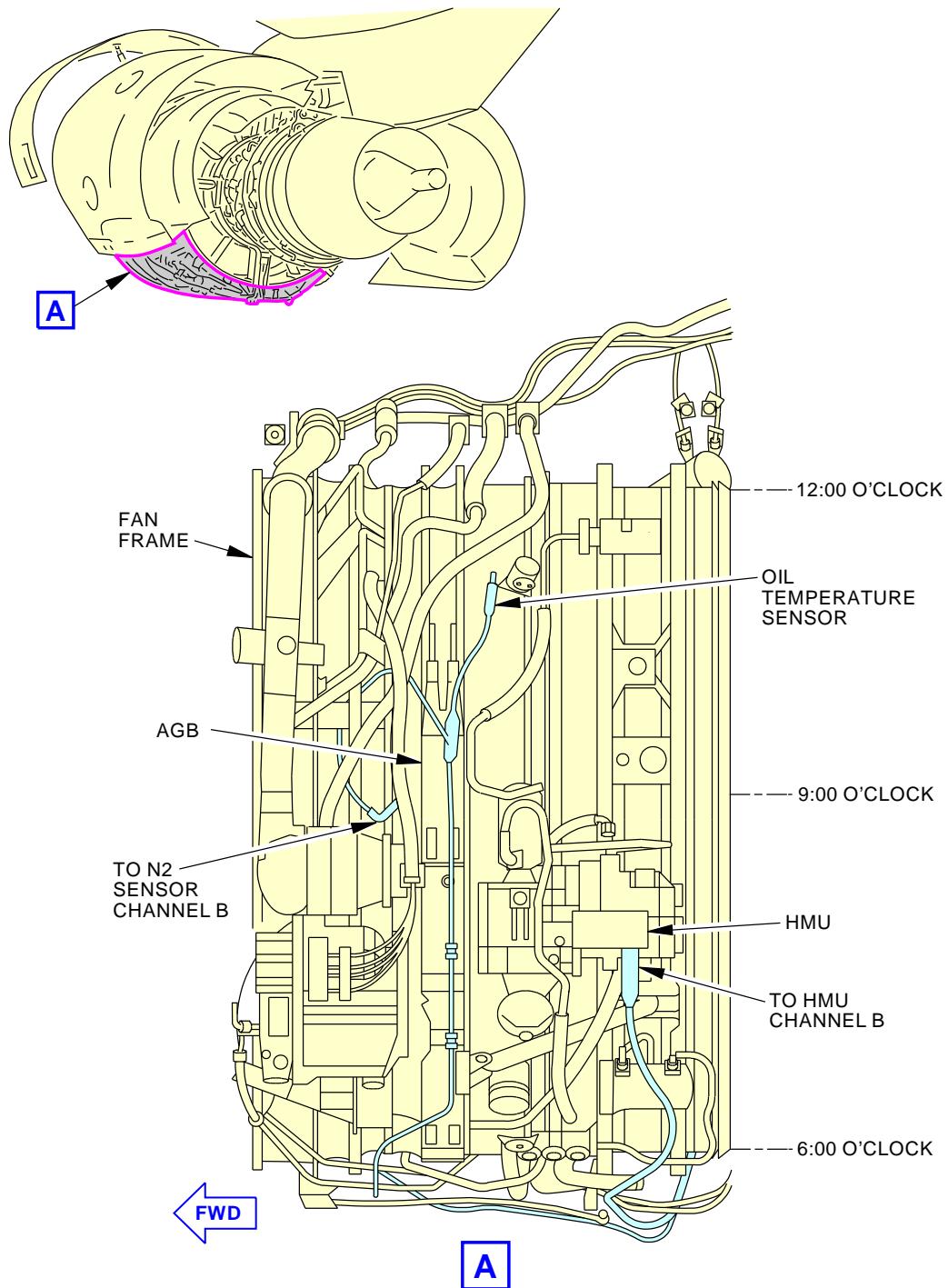
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01663 S0006558005_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 11 of 29
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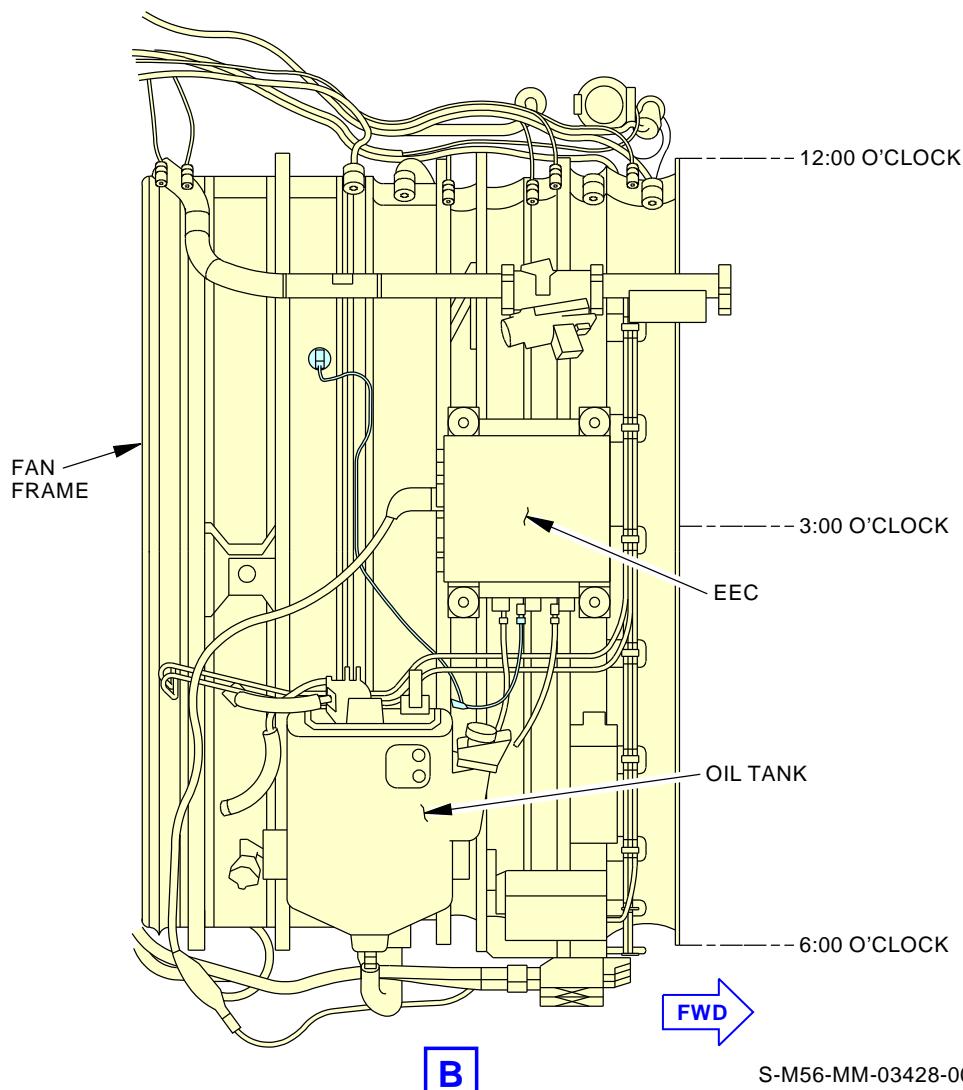
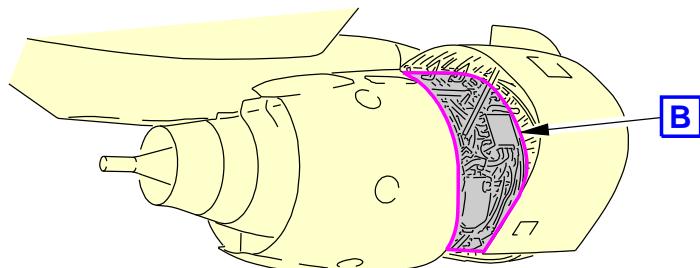
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01**S-M56-MM-03428-00-B**

H01668 S0006558006_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 2 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MRB****ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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Feb 15/2015**

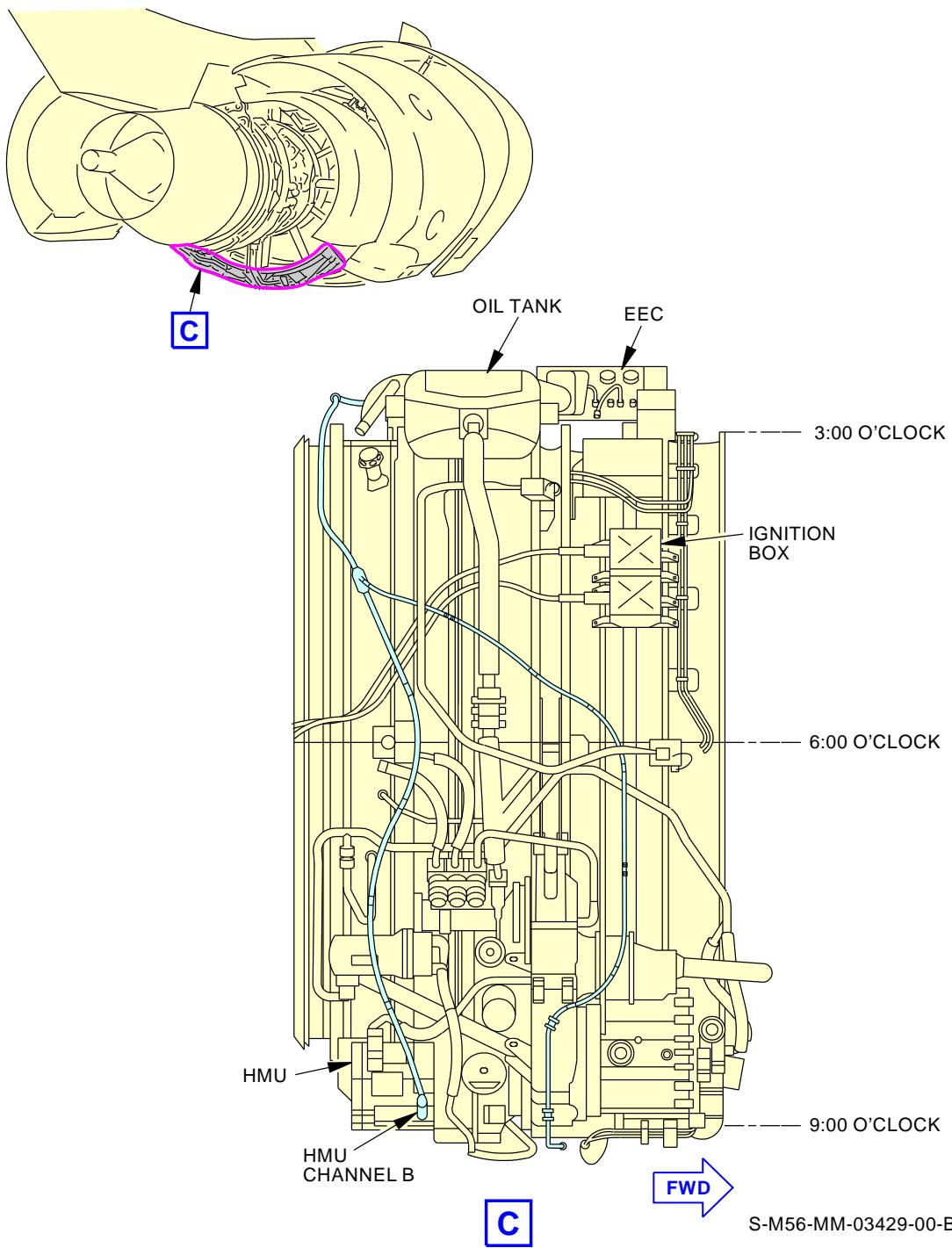
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 3 of 3)

H01670 S0006558007_V3

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

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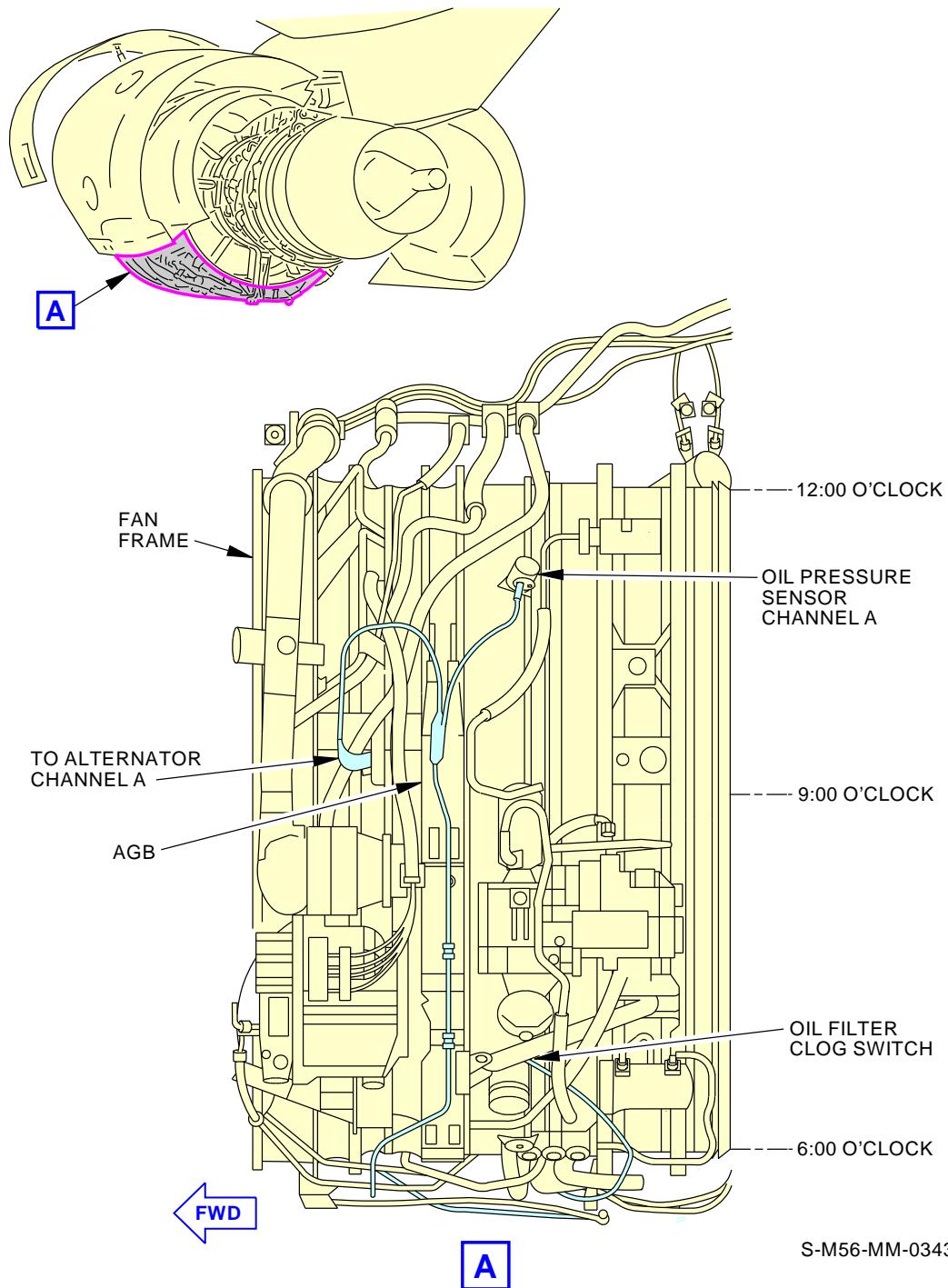
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 1 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS**
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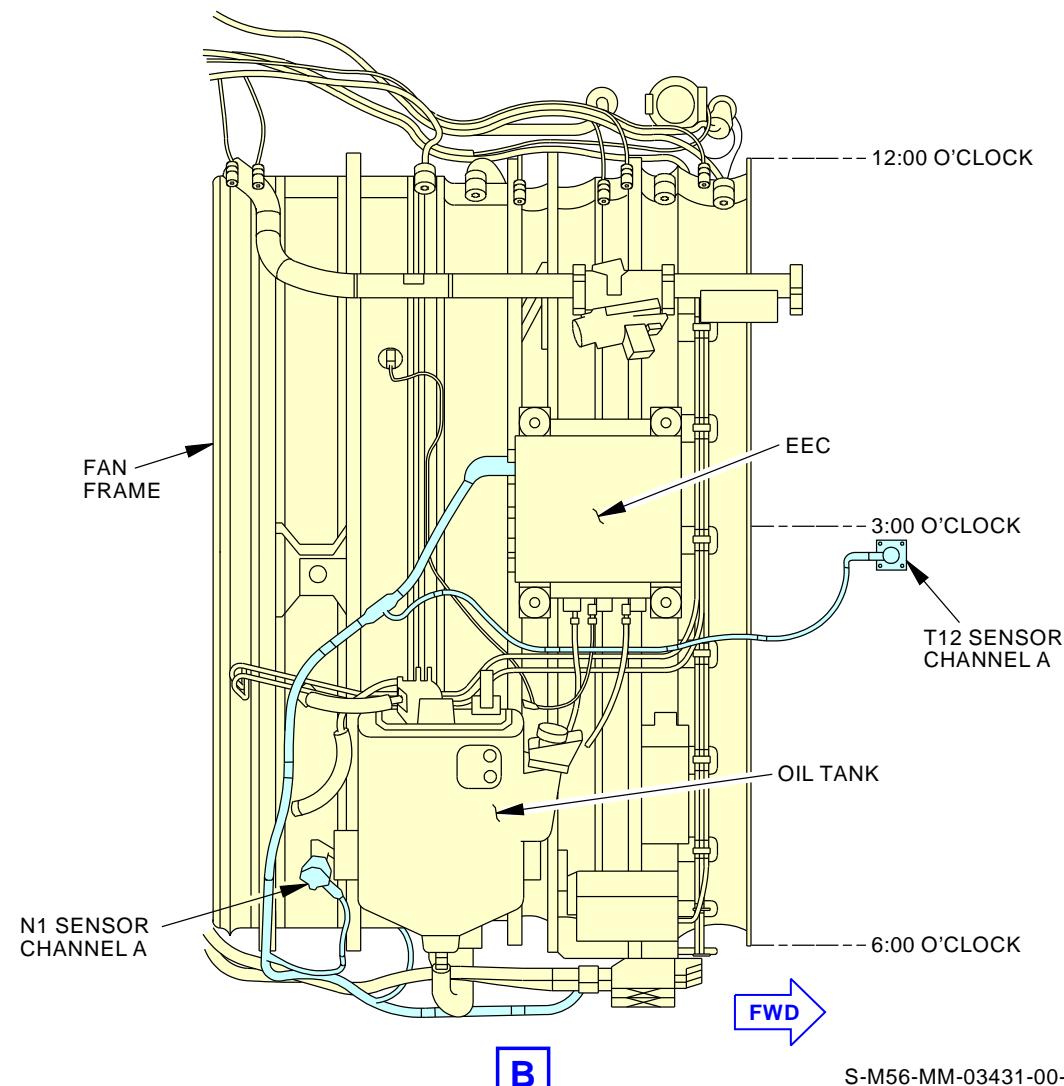
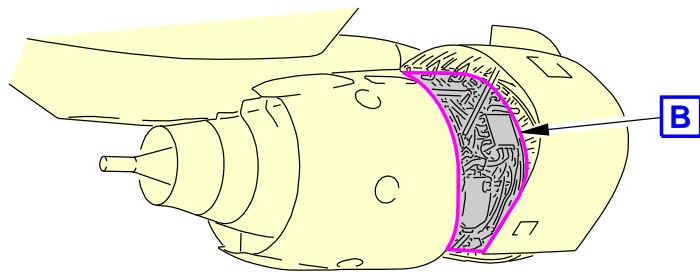
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03431-00-B

H01684 S0006558009_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 15 of 29
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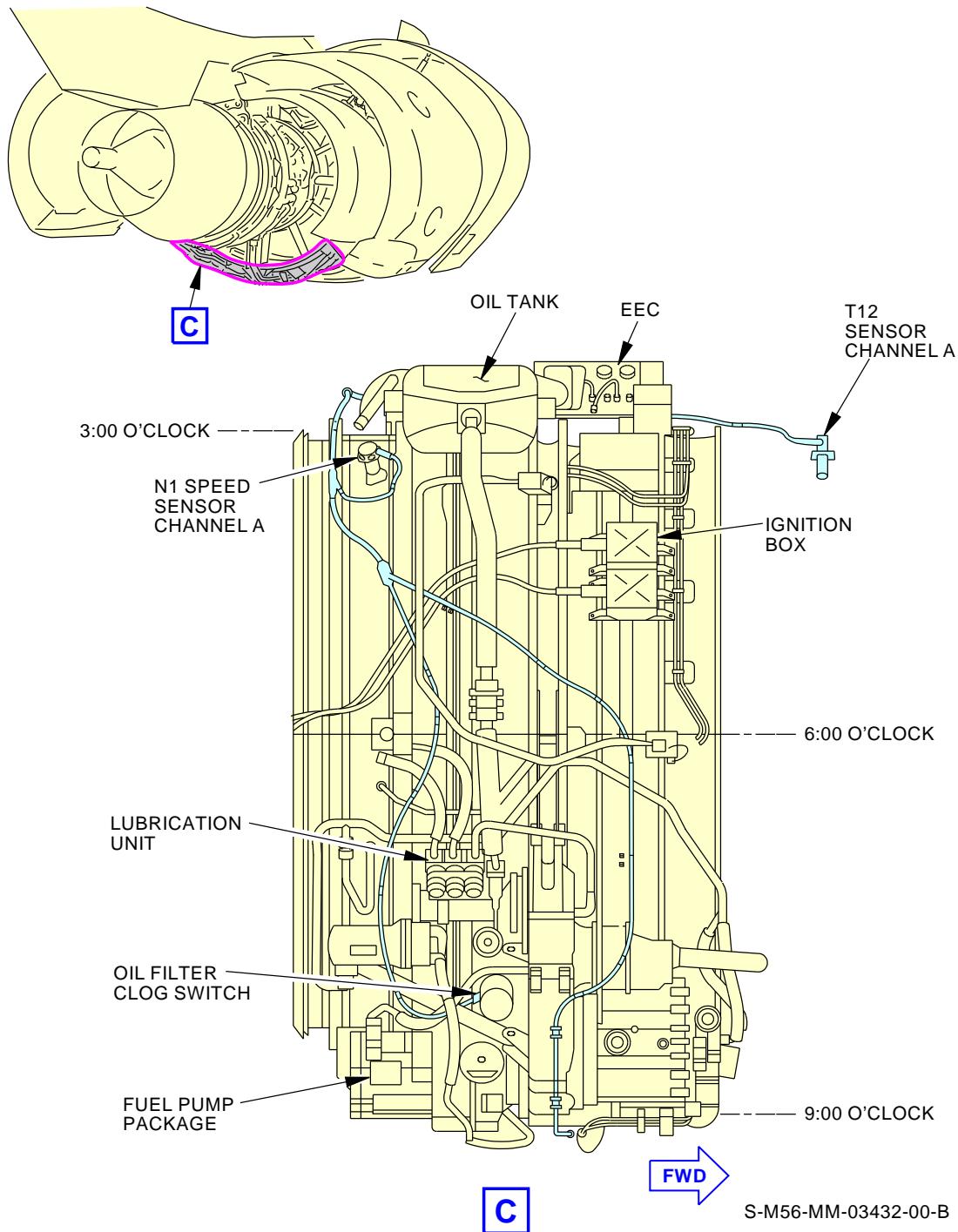
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03432-00-B

H01685 S0006558010_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
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Feb 15/2015**

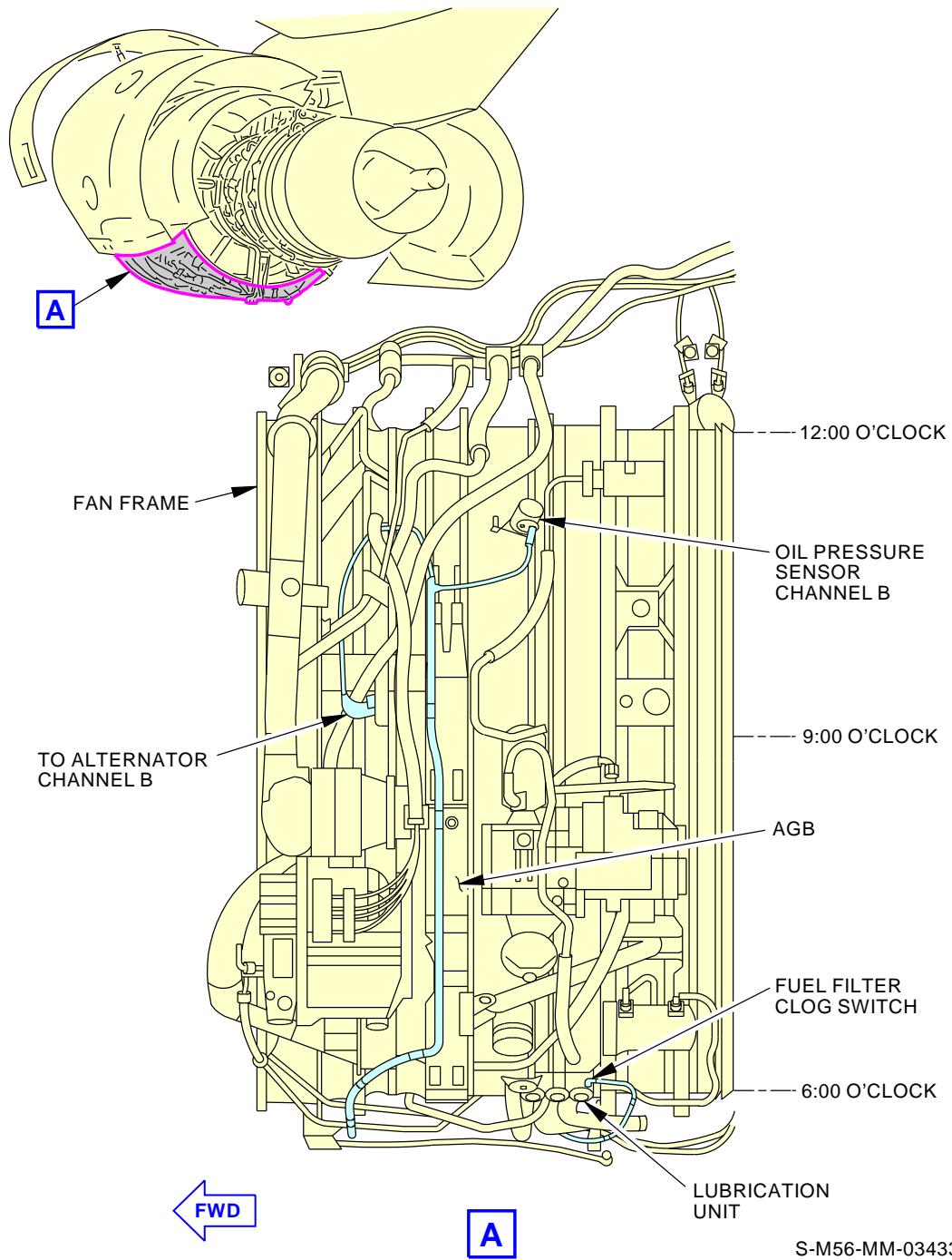
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03433-00-B

H01692 S0006558011_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 17 of 29
Feb 15/2015**

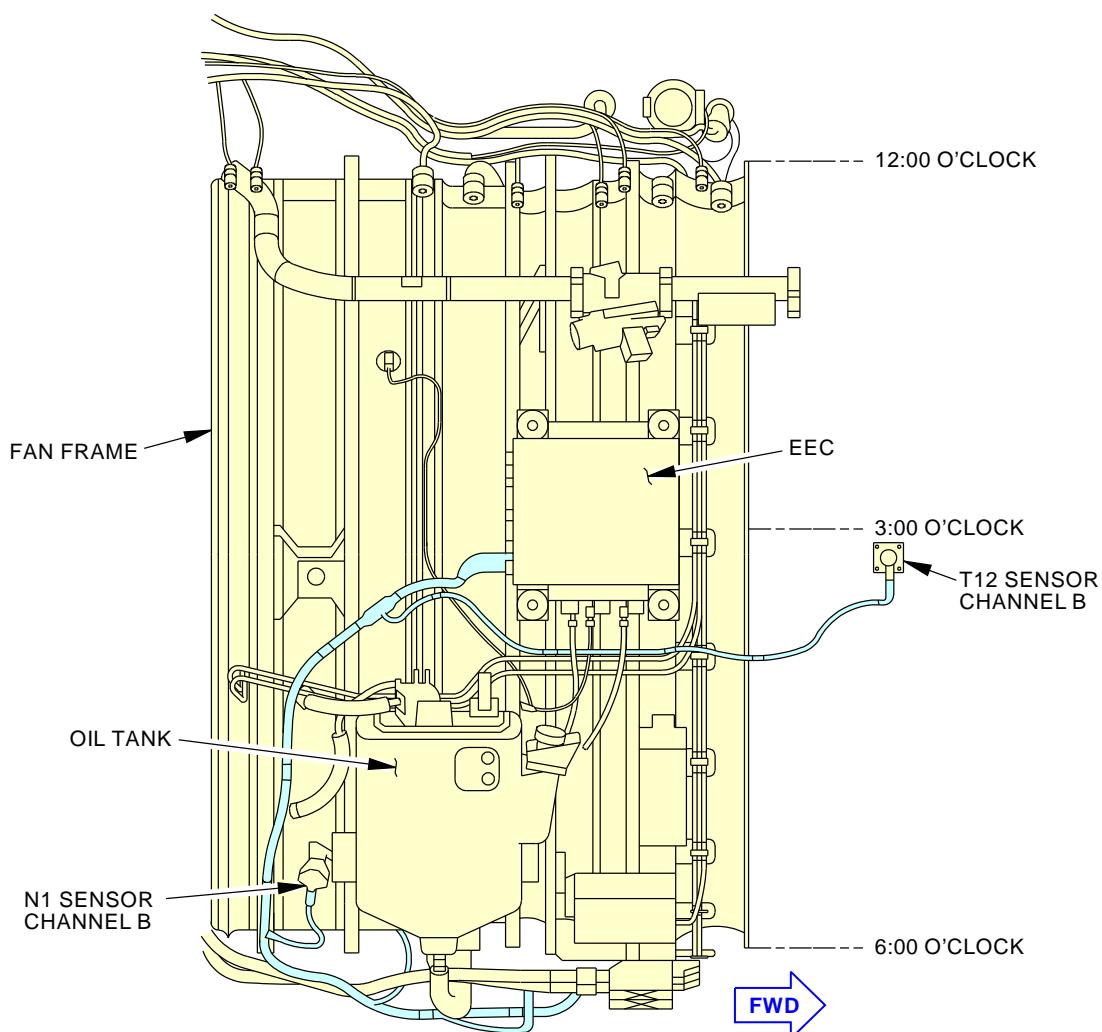
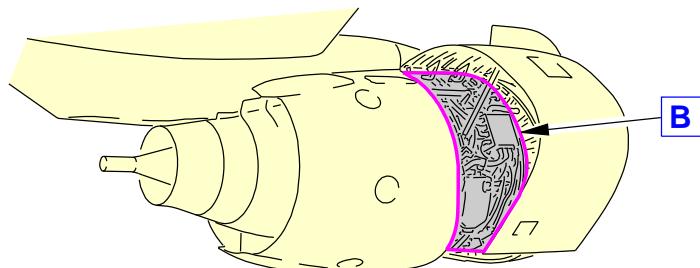
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01**B**

S-M56-MM-03434-00-B

H01693 S0006558012_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 18 of 29
Feb 15/2015**

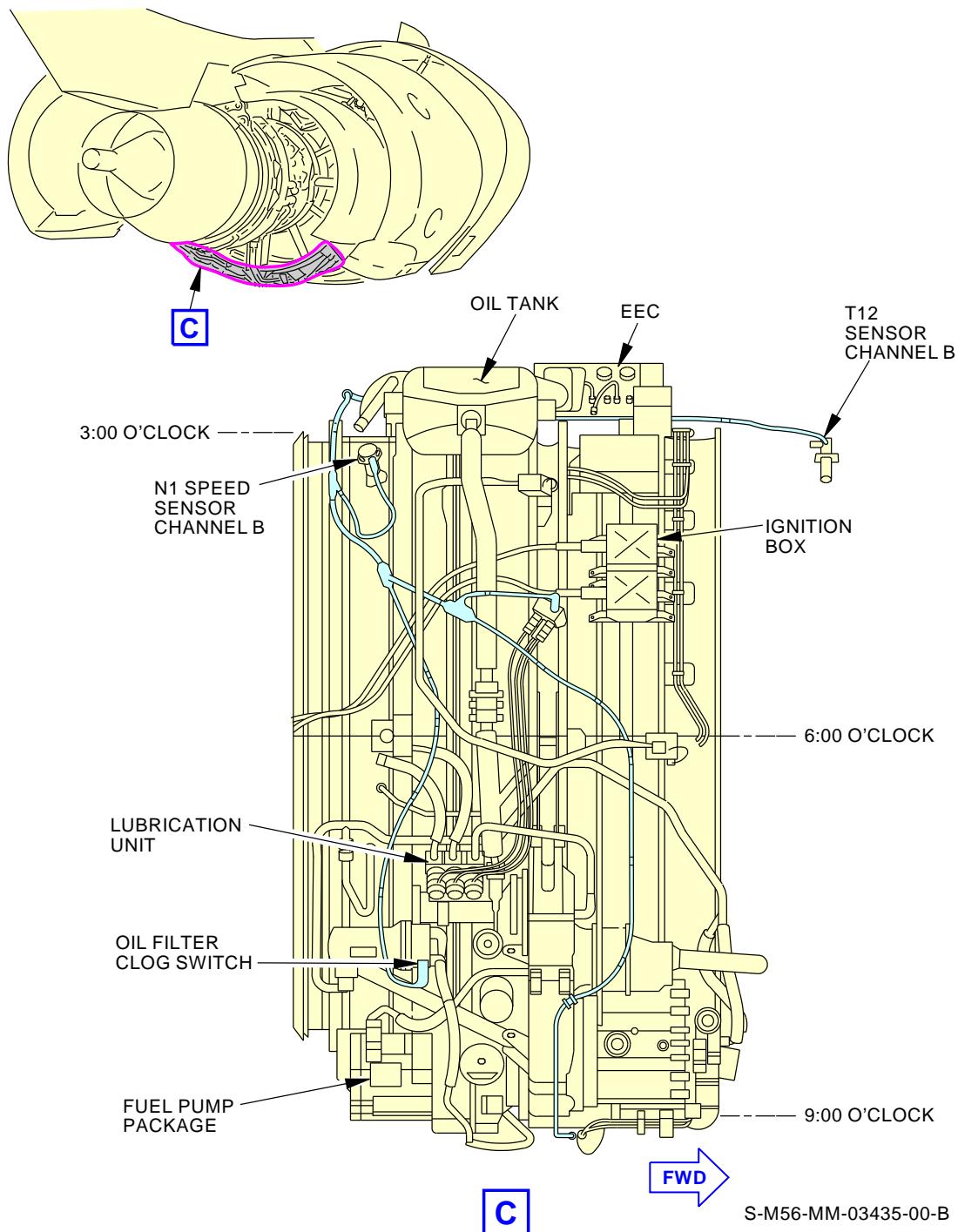
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 3 of 3)

H01695 S0006558013_V3

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

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Feb 15/2015

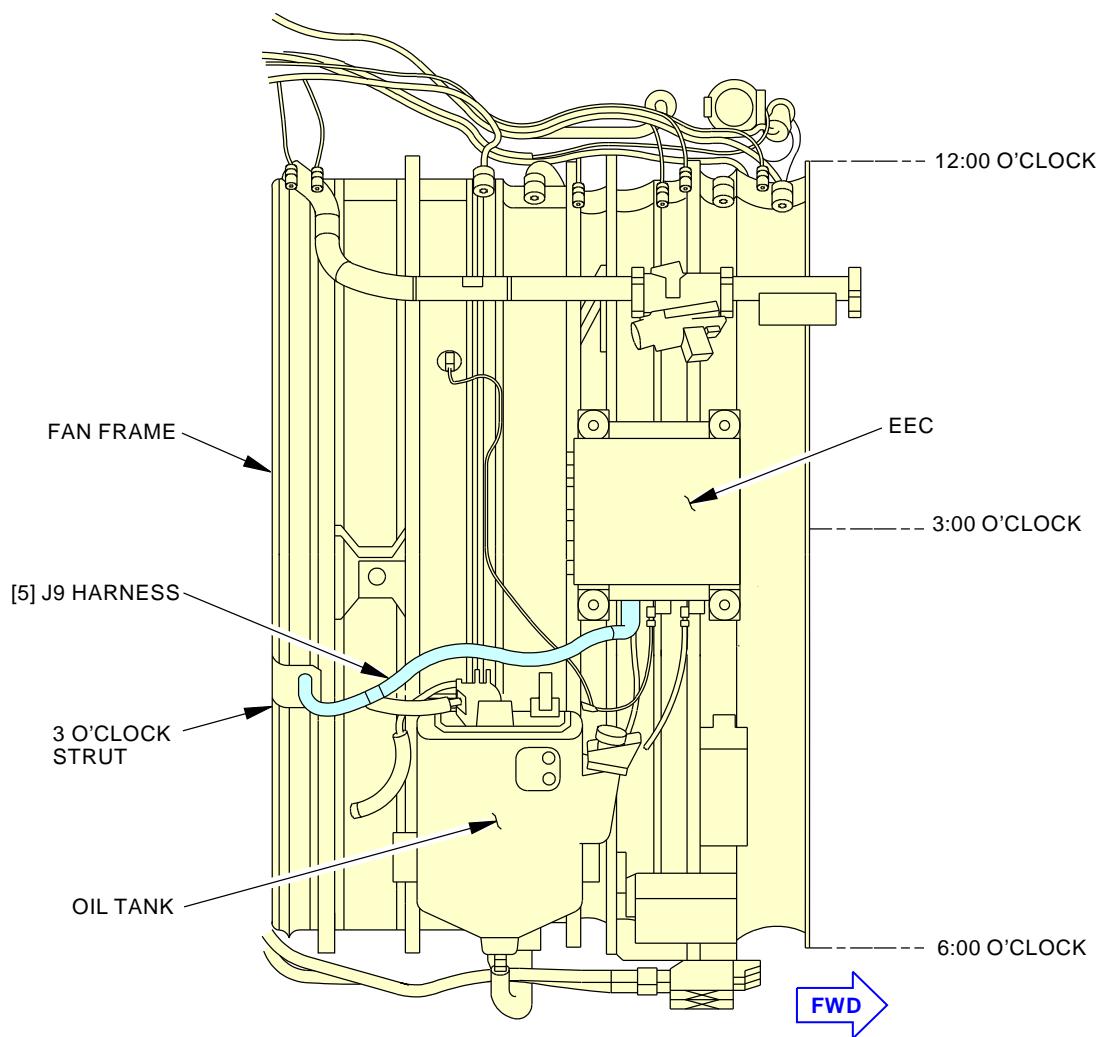
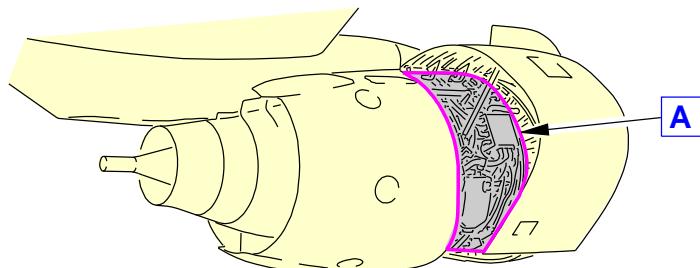
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03440-00-B

H01698 S0006558014_V4

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 20 of 29
Feb 15/2015**

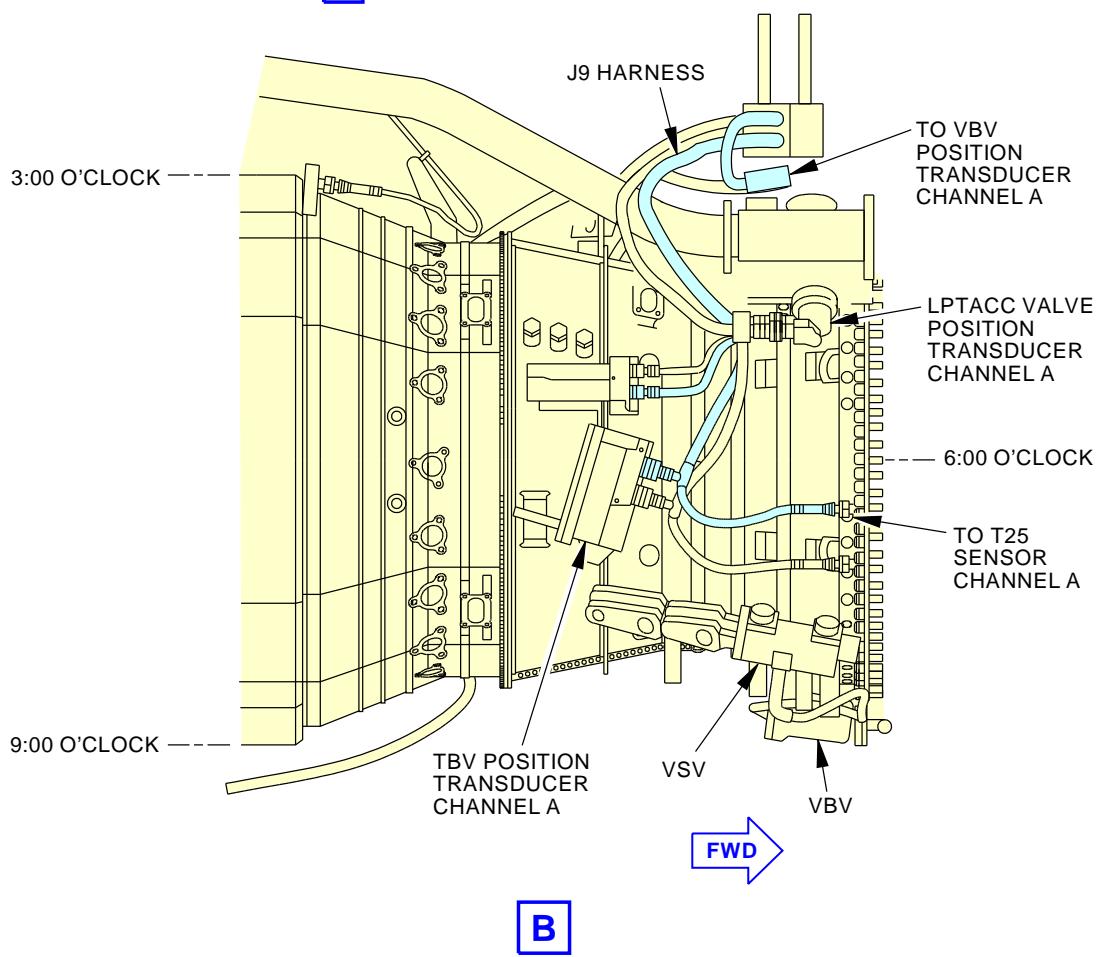
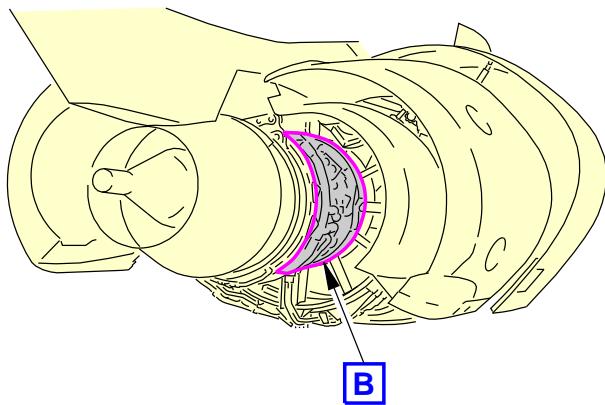
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03441-00-B

H01727 S0006558015_V4

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 21 of 29
Feb 15/2015**

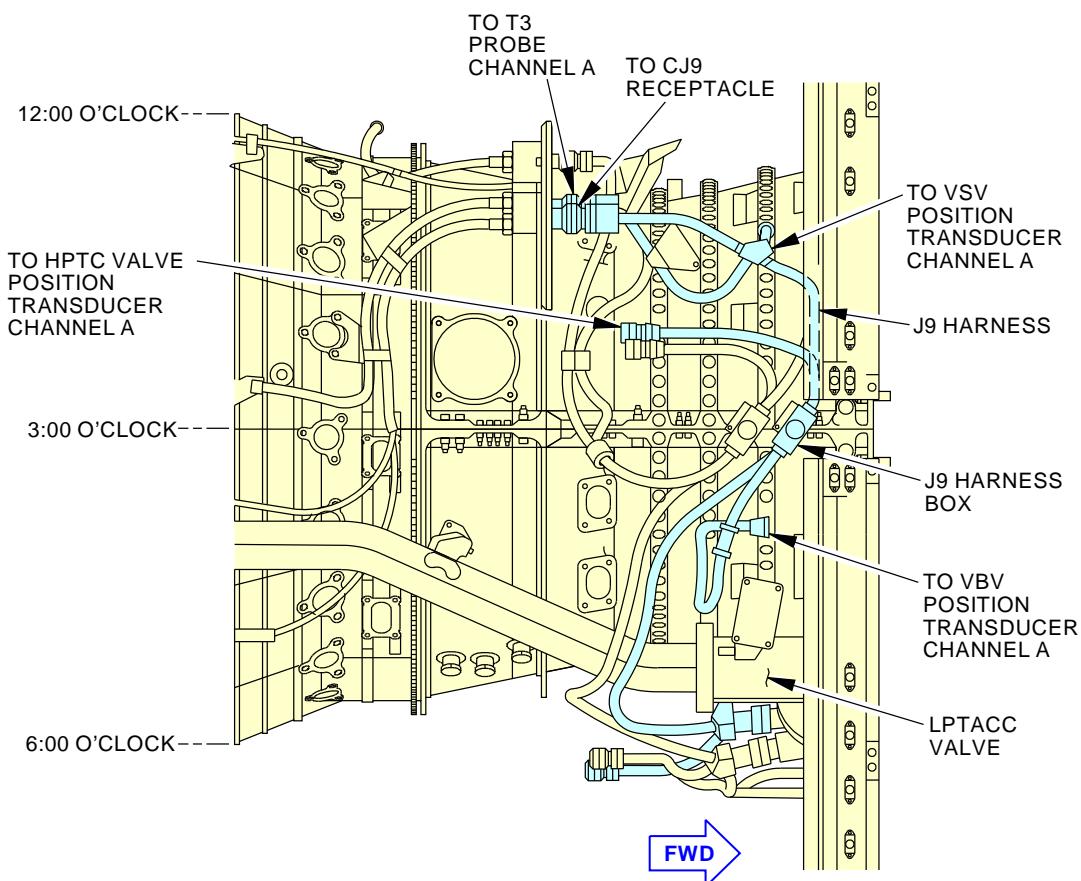
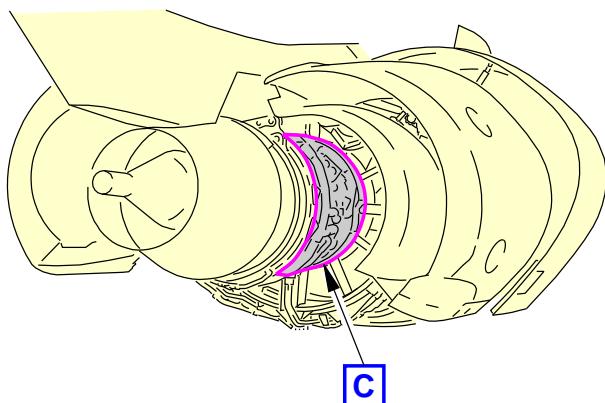
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03442-00-B

H01732 S0006558016_V3

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 22 of 29
Feb 15/2015**

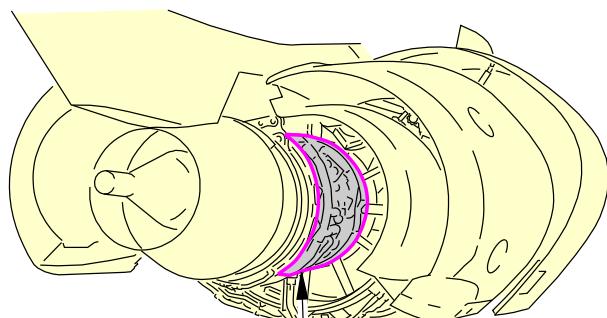
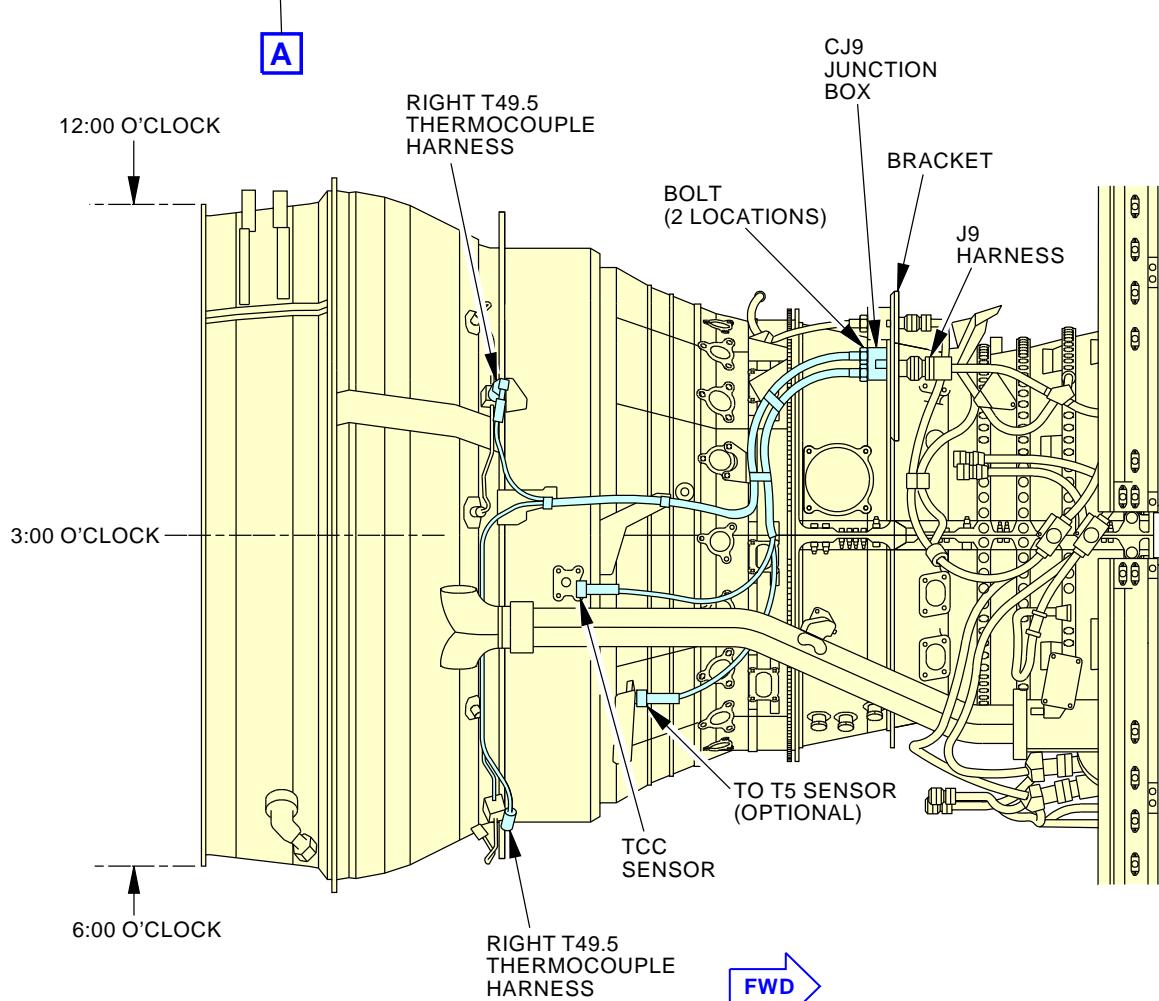
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01**A**

S-M56-MM-03449-00-B

H01733 S0006558017_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ9 Harness)
Figure 10**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 23 of 29
Feb 15/2015**

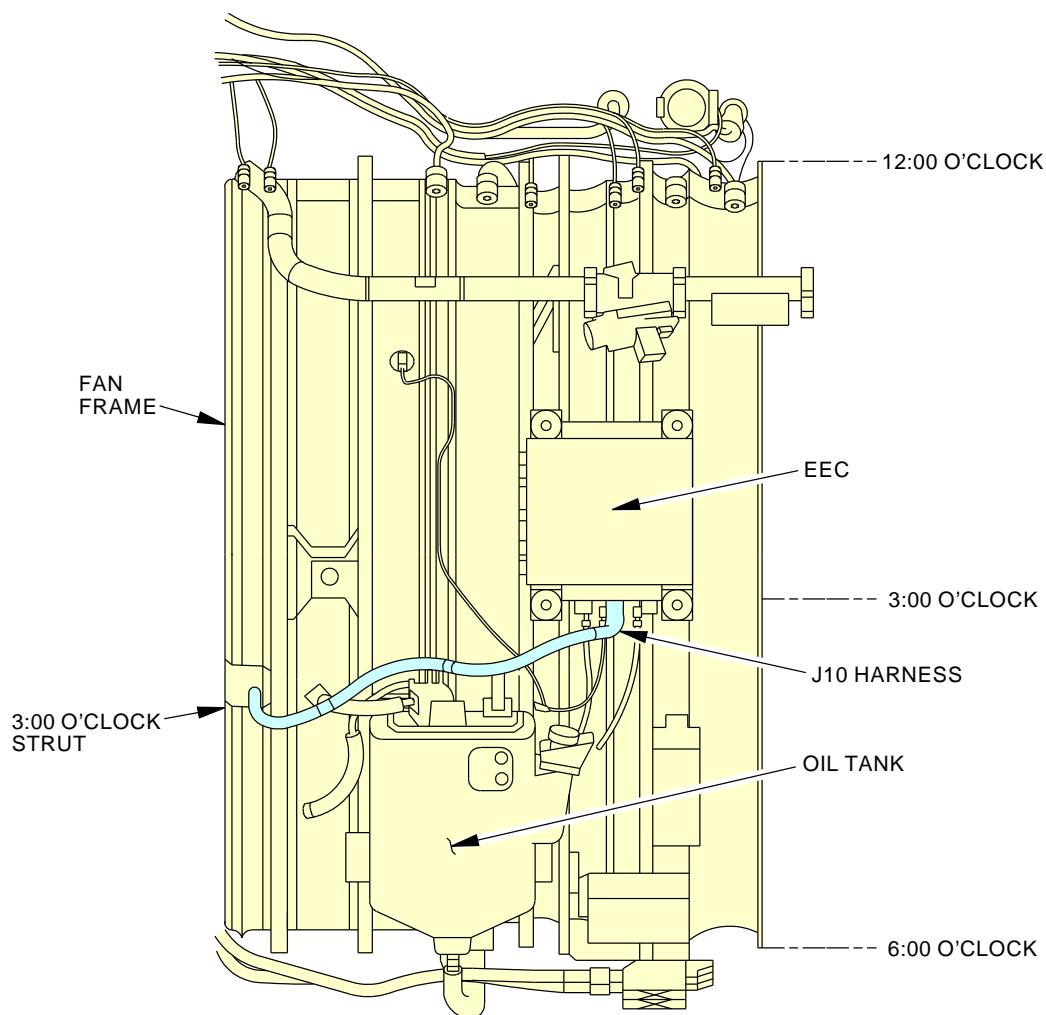
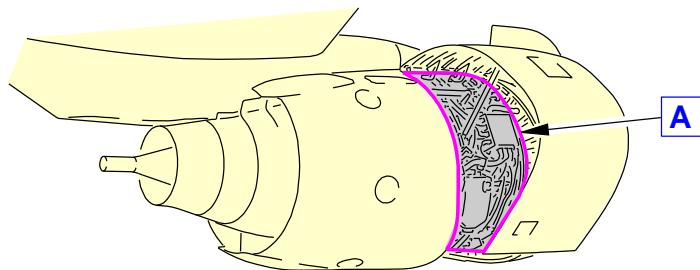
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03443-00-B

H01735 S0006558018_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 1 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 24 of 29
Feb 15/2015**

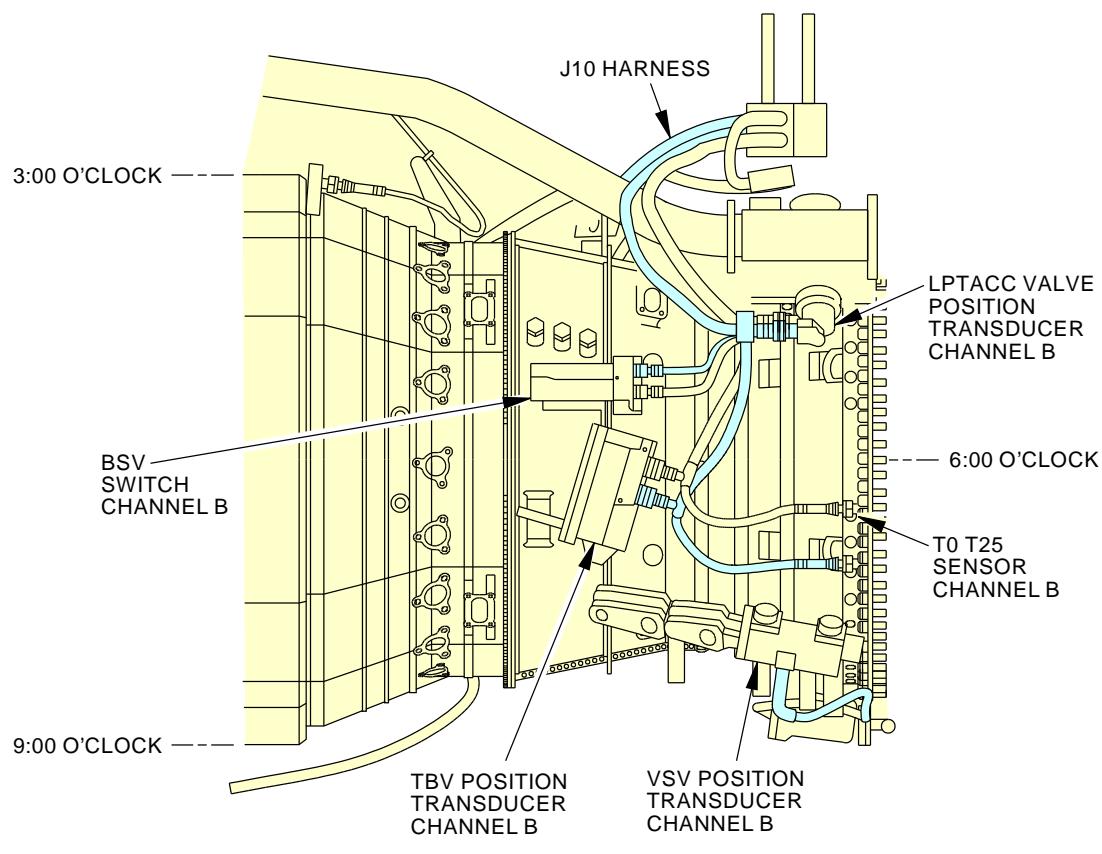
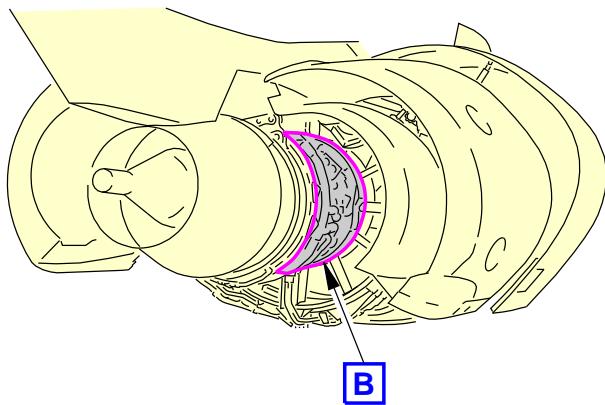
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01736 S0006558019_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 2 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - LEFT ENGINE
		D633A109-AKS 20-110-01-01

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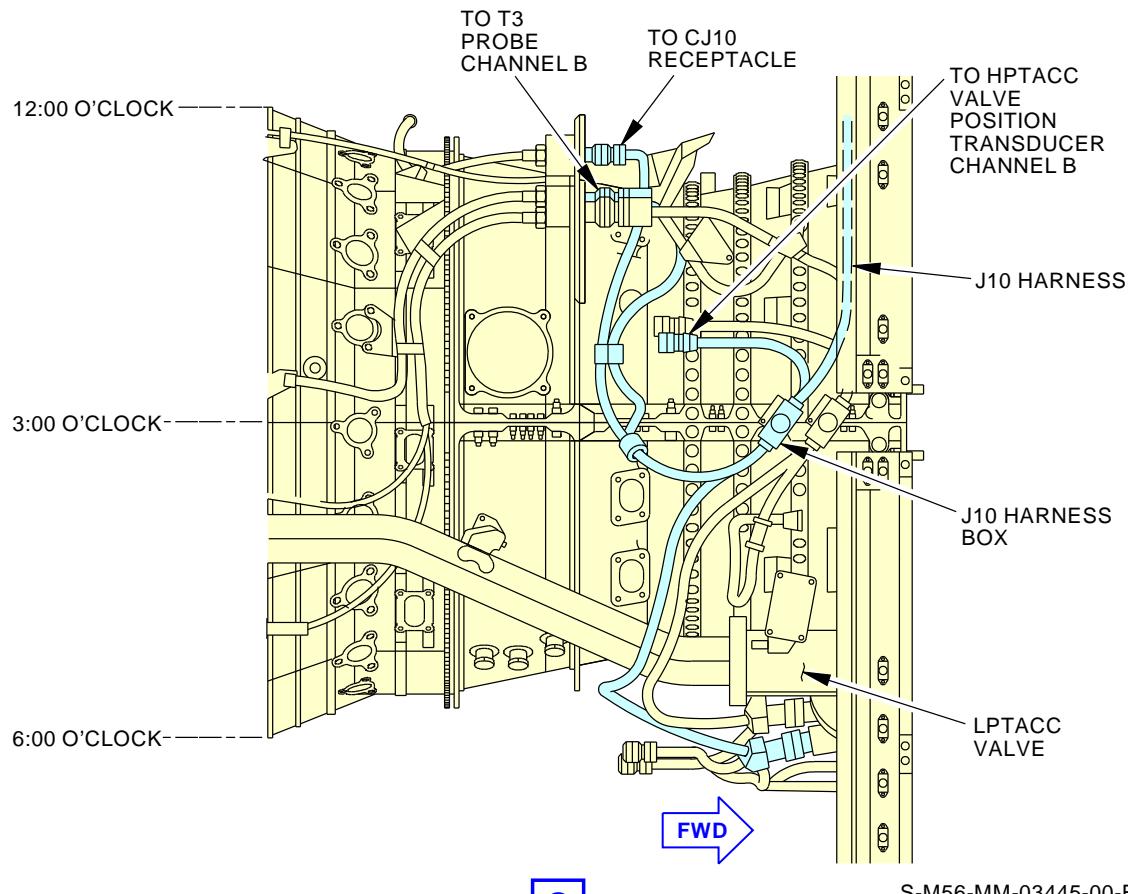
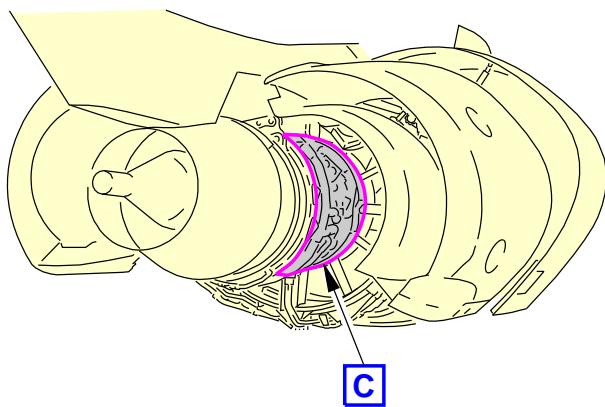
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

H01739 S0006558020_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 3 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 26 of 29
Feb 15/2015**

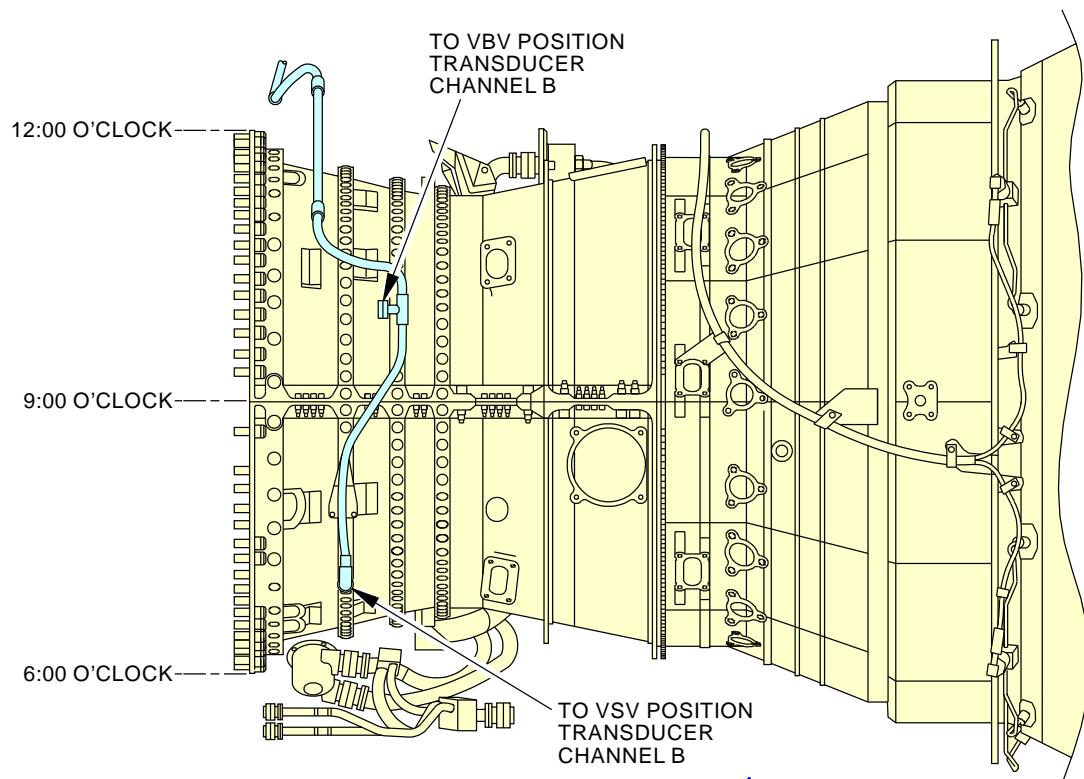
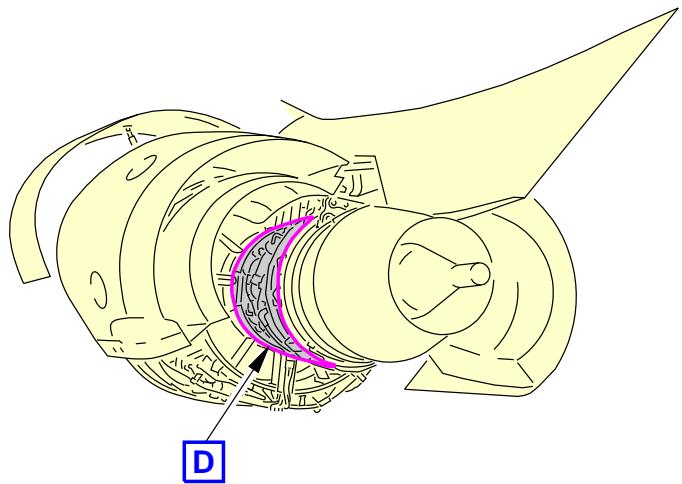
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01

S-M56-MM-03446-00-B

H01742 S0006558021_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 4 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 27 of 29
Feb 15/2015**

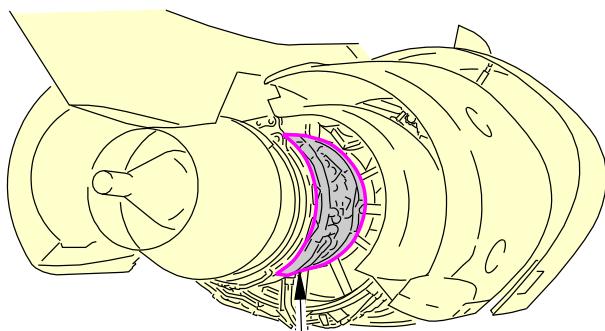
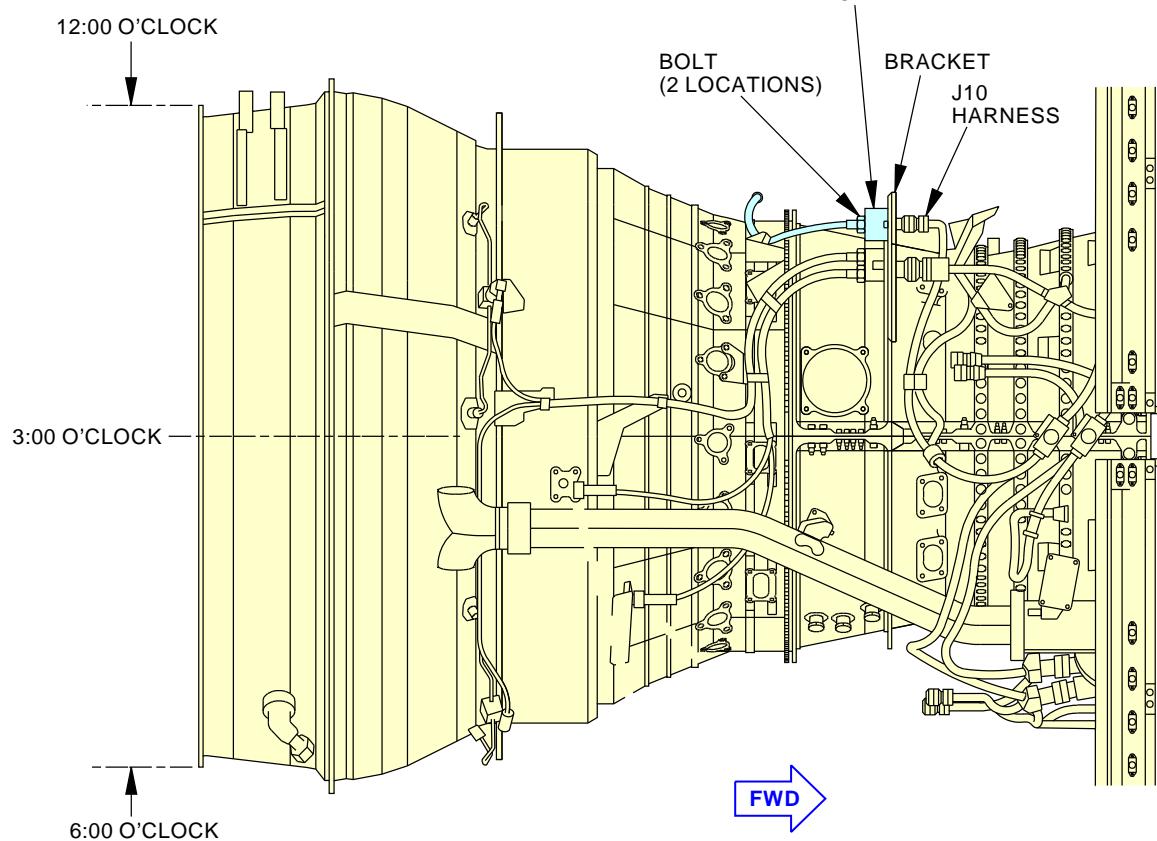
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01**A****A**

S-M56-MM-03450-00-B

H01747 S0006558022_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 28 of 29
Feb 15/2015**

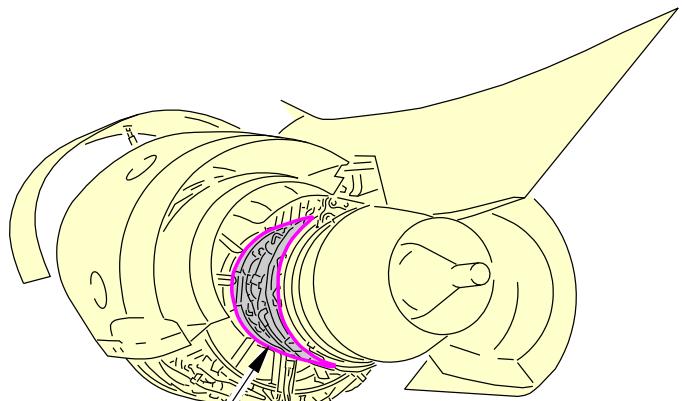
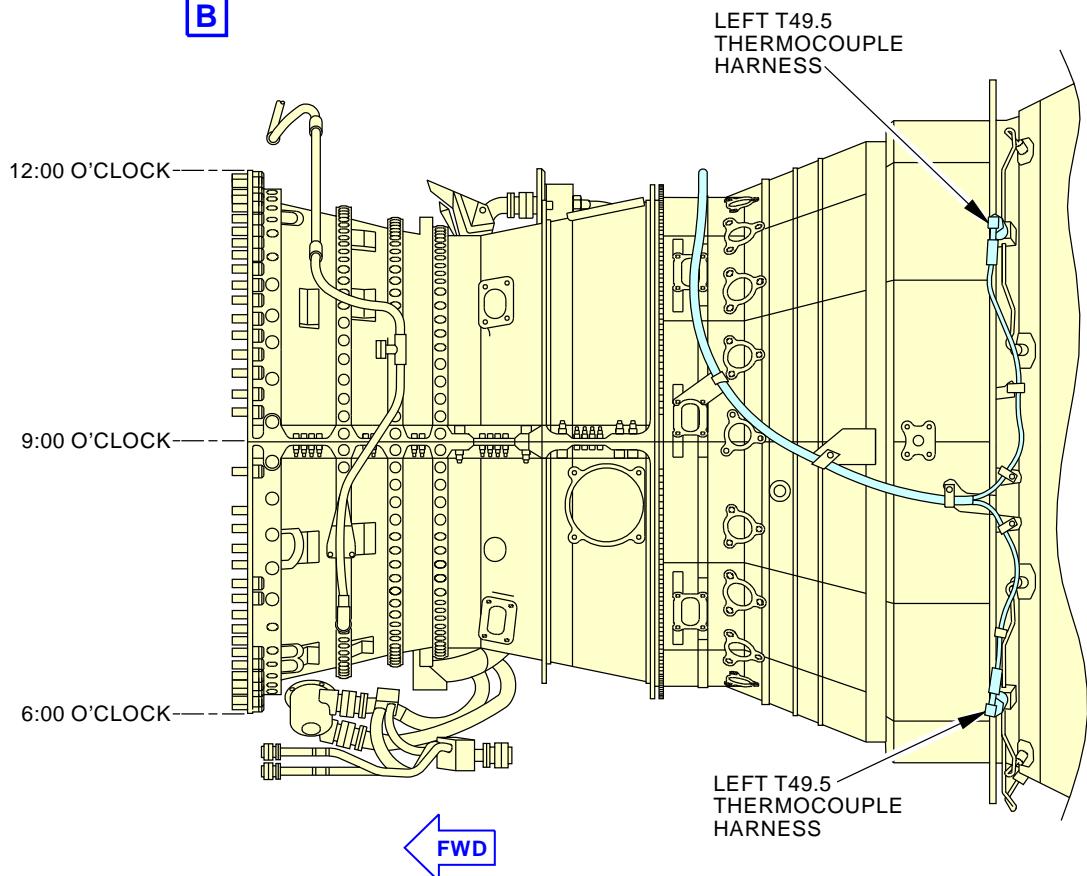
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-01-01**B****S-M56-MM-03451-00-B**

H01752 S0006558023_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 2 of 2)****EFFECTIVITY
AKS ALL****SOURCE
MRB****ENGINE HARNESS (COWL OPEN) - LEFT ENGINE****D633A109-AKS
20-110-01-01****Page 29 of 29
Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-110-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 6000 FH	REPEAT 6000 FH	RELATED CARD
STATION	SKILL ENGIN				APPLICABILITY
		ACCESS 423 424 425 426			ZONE 421

General visual inspection of external (cowl open) harness condition and security of right engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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)
AMM 78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
AMM 78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE
		D633A109-AKS 20-110-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-02-01
TASK 05-55-10-200-801				MECH INSP
1. Engine Wiring Harness HIRF/Lightning General Visual Inspection (Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7, Figure 8, Figure 9, Figure 10, Figure 11, Figure 12)				
A. General (1) Do not remove sealant when you do this task. (2) Do not disassemble connectors when you do this task. (3) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-10-040-005 WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (1) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804. SUBTASK 05-55-10-040-006 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-10-040-007 (3) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. SUBTASK 05-55-10-040-008 (4) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.				
C. Procedure SUBTASK 05-55-10-210-001 (1) Do a General Visual inspection of the wire harnesses and cables shown in (Table 1) for the applicable engine. (a) Make sure the connectors are tight. NOTE: Do not loosen or disconnect the connectors. 1) Make sure back shells are hand tight. 2) Make sure coupling rings are engaged at their detent. a) If there is lockwire on the coupling ring, make sure it is not loose. 3) If locking tabs are used, make sure they are not broken or loose. (b) Make sure there is no damage at the connector. NOTE: If you notice any damage along the length of the wire bundle, make a note and do any repairs which are necessary after you complete this task. (c) Make sure there is no corrosion at the connector.				

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE
		D633A109-AKS 20-110-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-02-01
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- (d) Make sure the shielding at the connector has not degraded due to obvious damage, failure or irregularity.

NOTE: If you notice any damage associated with the Engine/Airplane Interface cables, make a note and do any necessary repairs after you complete this task. With the exception of the wire bundles indicated in the table below, the Engine Harnesses are considered LRUs and should not be repaired.

Table 1

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS
MW0301	601	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR
MW0302	602	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J2, IGNITION EXCITER
MW0303	603	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J3
MW0304	604	ENGINE/AIRPLANE INTERFACE	NOT APPLICABLE	EEC-J4
J5 HARNESS	605	ENGINE HARNESS	NOT APPLICABLE	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR
J6 HARNESS	606	ENGINE HARNESS	NOT APPLICABLE	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR
J7 HARNESS	607	ENGINE HARNESS	NOT APPLICABLE	EEC-J7, N1 SPEED SENSOR, EEC ALTERNATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR
J8 HARNESS	608	ENGINE HARNESS	NOT APPLICABLE	EEC-J8, N1 SPEED SENSOR, EEC ALTERNATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE	
		D633A109-AKS 20-110-02-01	Page 3 of 29 Feb 15/2016

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-110-02-01
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Table 1 (Continued)

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS	MECH	INSP
J9 HARNESS	609	ENGINE HARNESS	NOT APPLICABLE	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ9 HARNESS	610	ENGINE HARNESS	AMM 73-21-06-300-801-F00	J9 HARNESS, EGT HARNESSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)		
J10 HARNESS	611	ENGINE HARNESS	NOT APPLICABLE	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ10 HARNESS	612	ENGINE HARNESS	AMM 73-21-06-801-F00	J10 HARNESS, EGT HARNESSES (SEC 3&4)		

SUBTASK 05-55-10-840-002

- (2) Return the airplane to the original condition
- (a) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00
 - (b) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00
 - (c) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801
 - (d) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE	
		D633A109-AKS 20-110-02-01	Page 4 of 29 Jun 15/2015

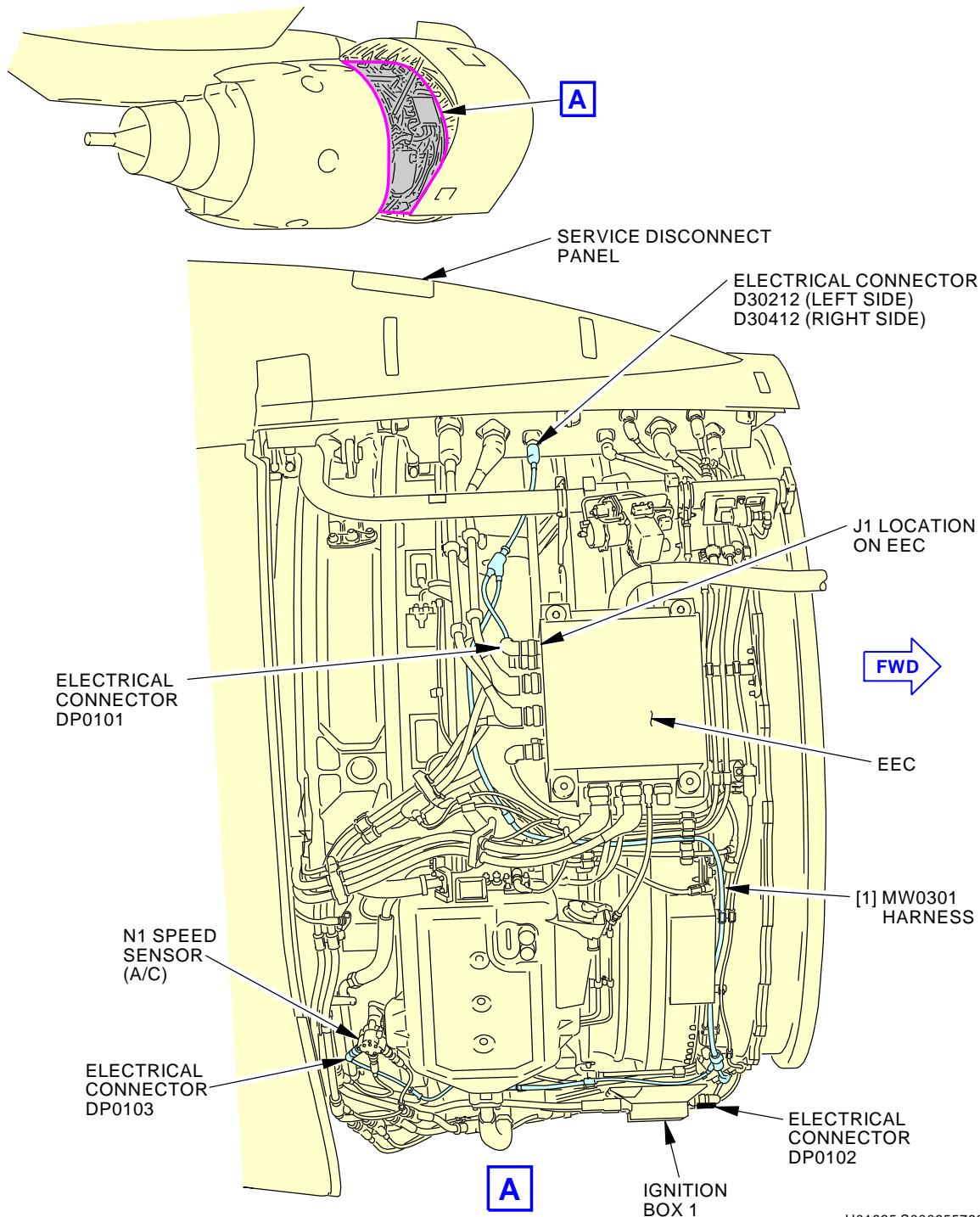
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 5 of 29
Jun 15/2016**

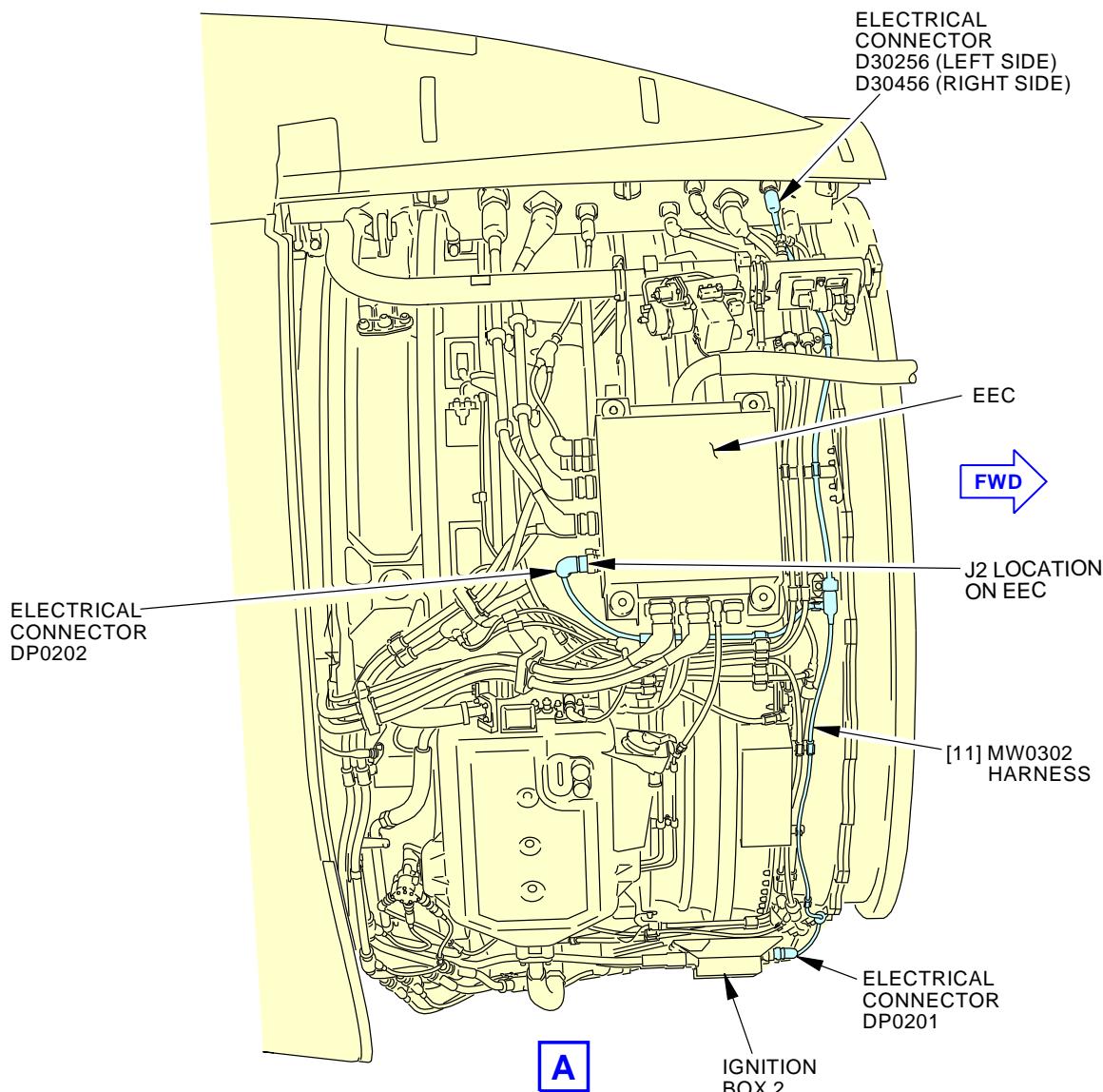
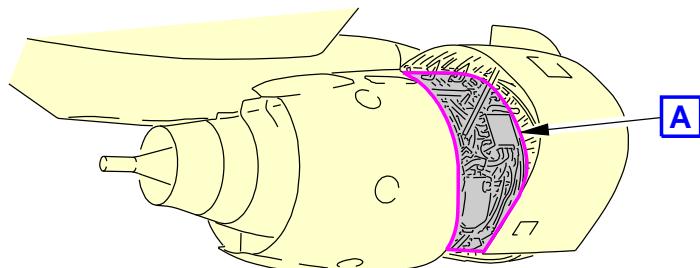
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

H01641 S0006558000_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0302 Nacelle Wiring Harness)
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 6 of 29
Feb 15/2015**

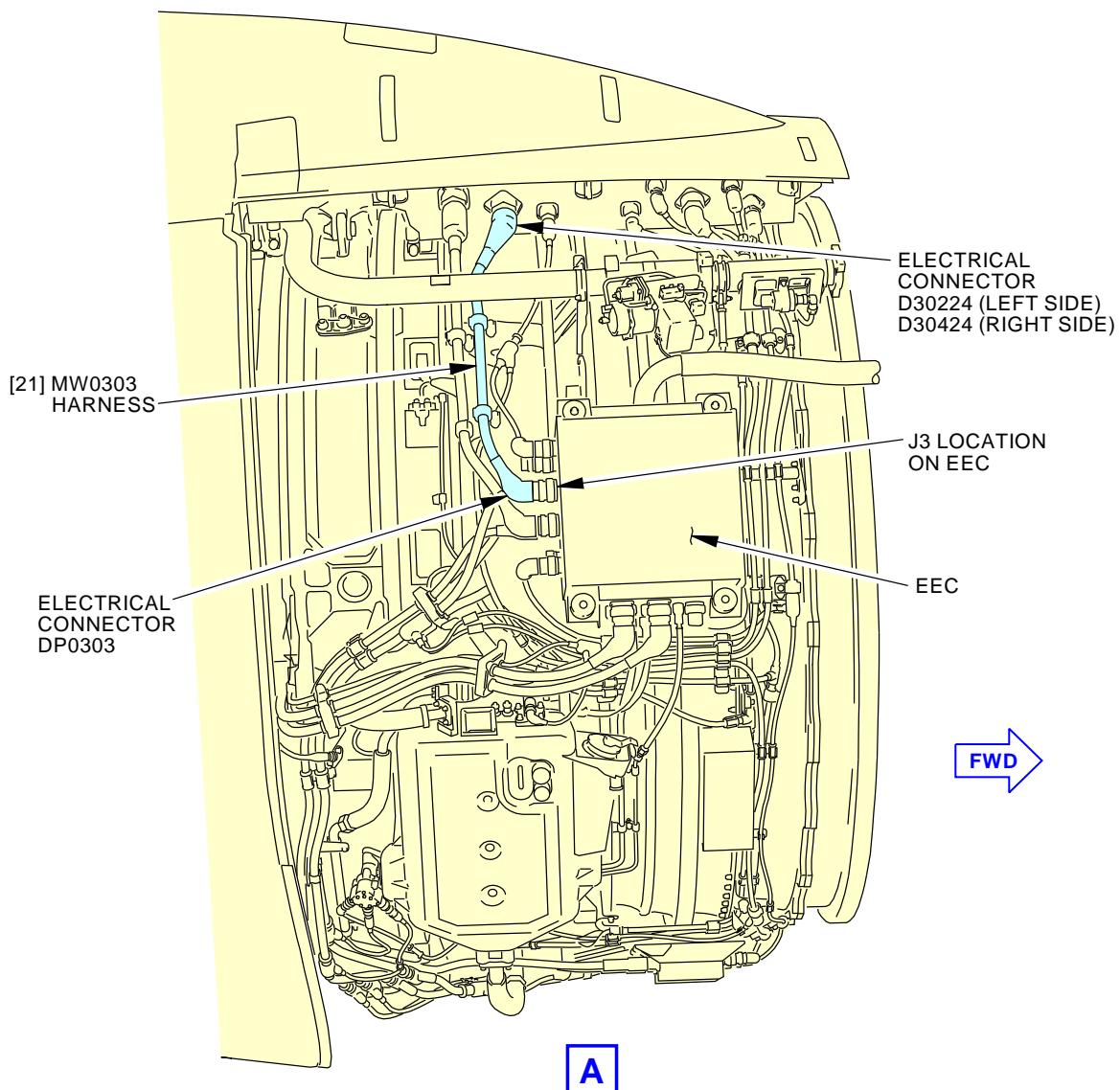
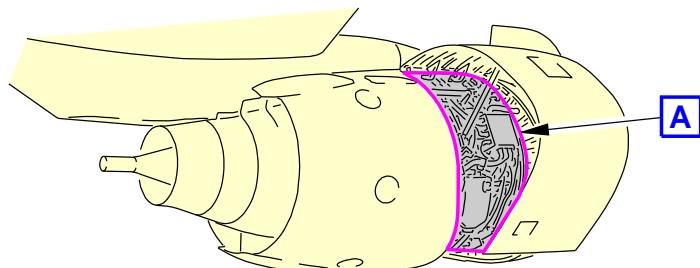
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

H01645 S0006558001_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0303 Nacelle Wiring Harness)
Figure 3**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
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Feb 15/2015**

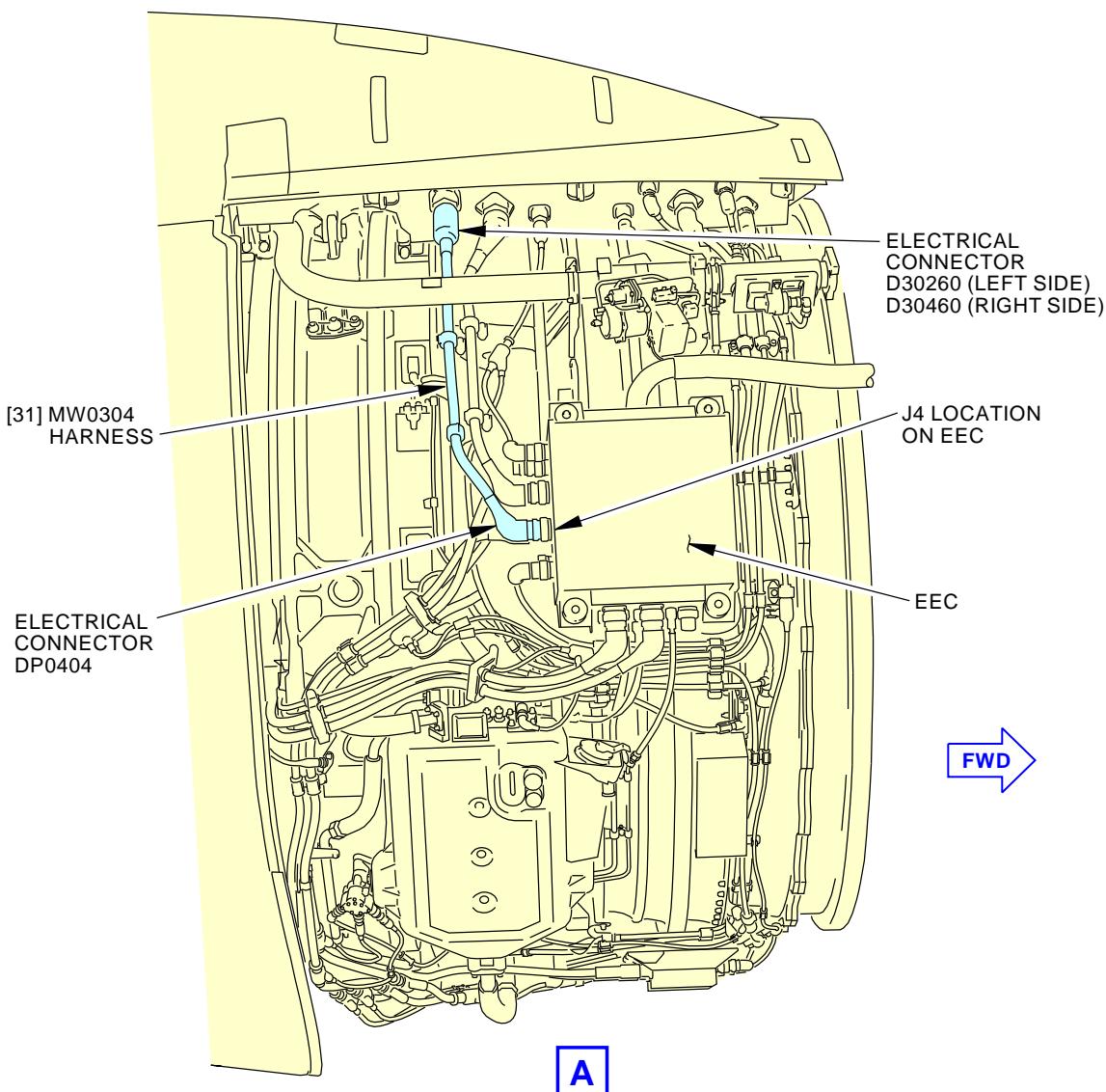
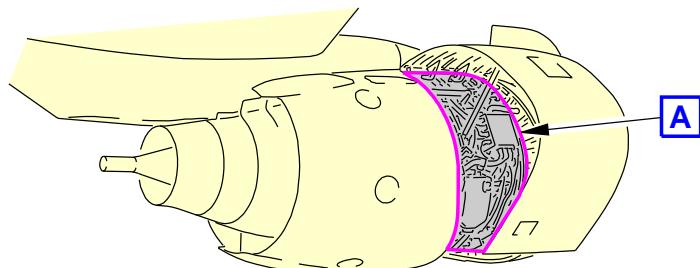
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

H01647 S0006558002_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0304 Nacelle Wiring Harness)
Figure 4**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
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Feb 15/2015**

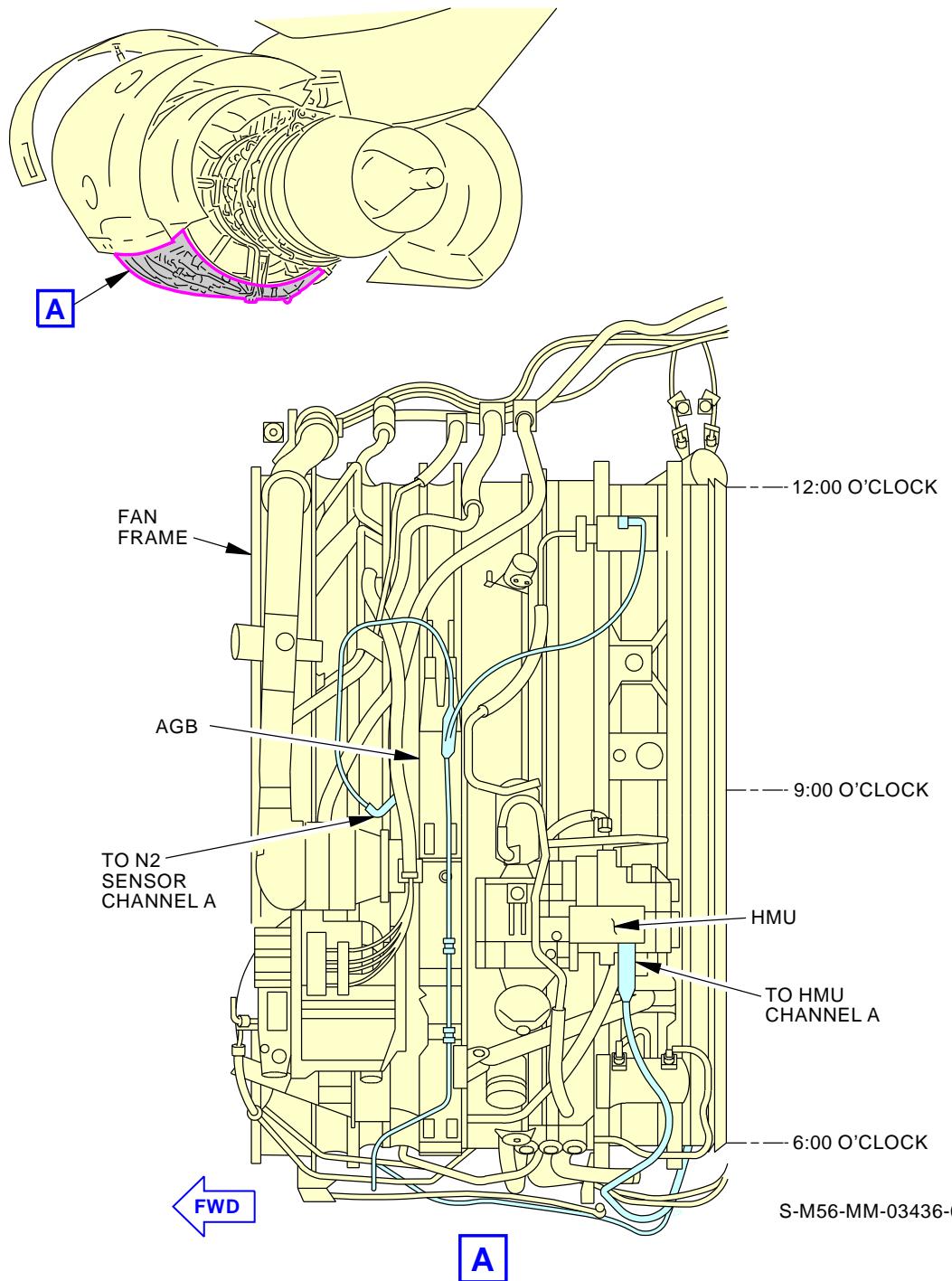
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 1 of 2)

H01651 S0006558003_V3

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE
		D633A109-AKS 20-110-02-01

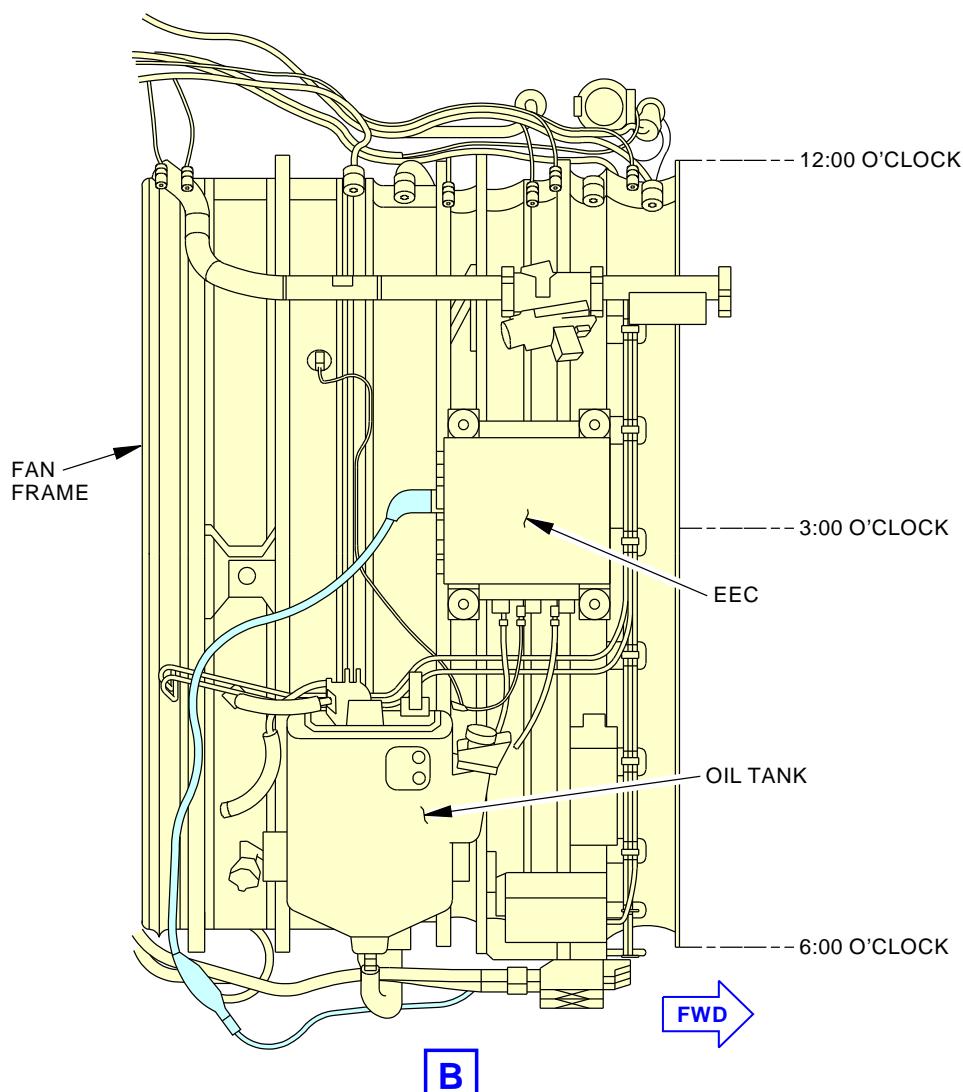
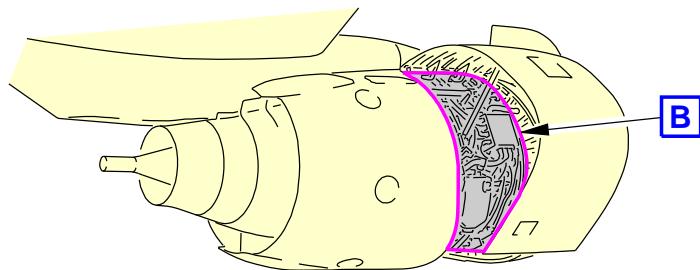
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03437-00-B

H01660 S0006558004_V3

**High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 10 of 29
Feb 15/2015**

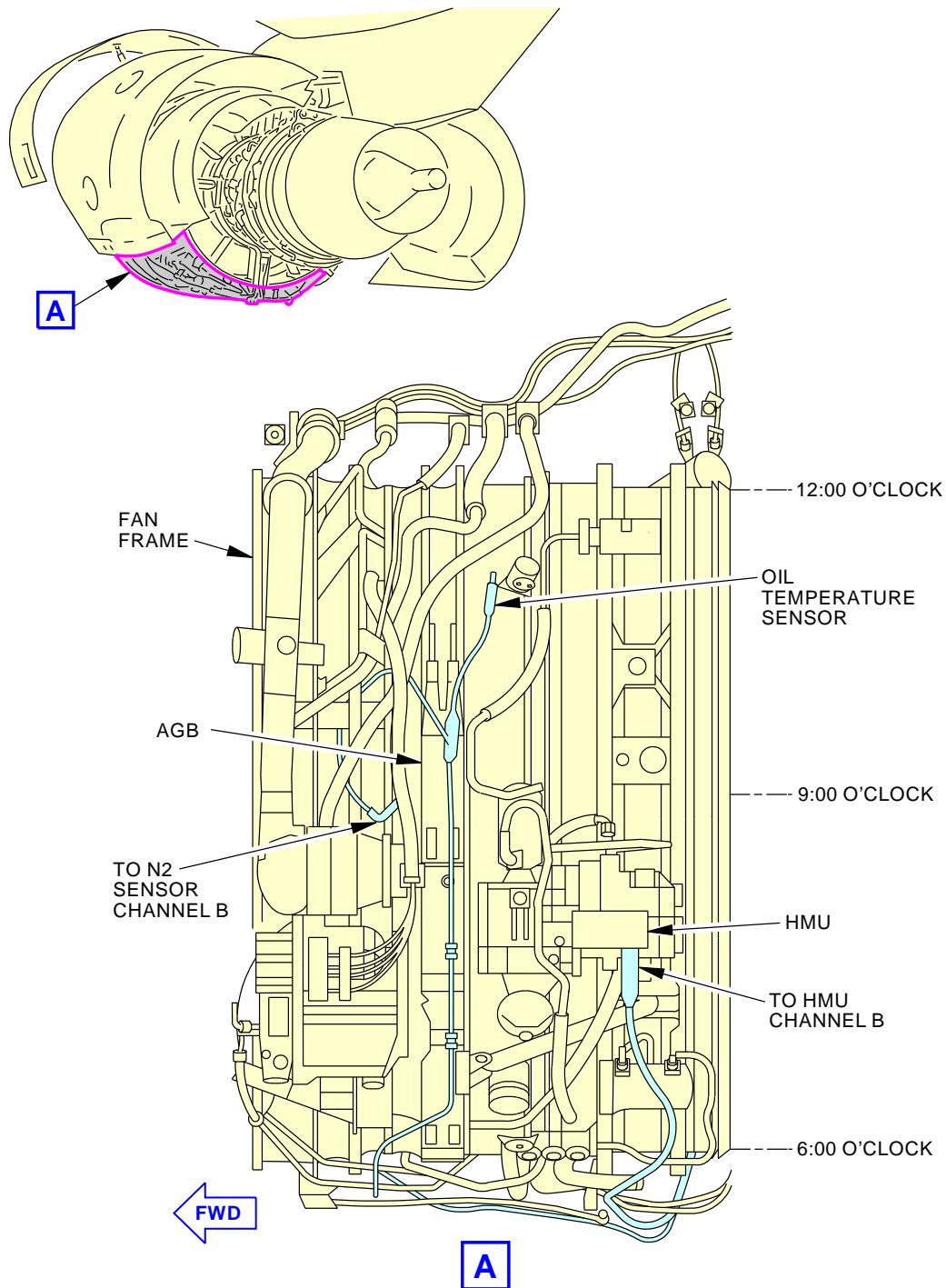
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

H01663 S0006558005_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 11 of 29
Feb 15/2015**

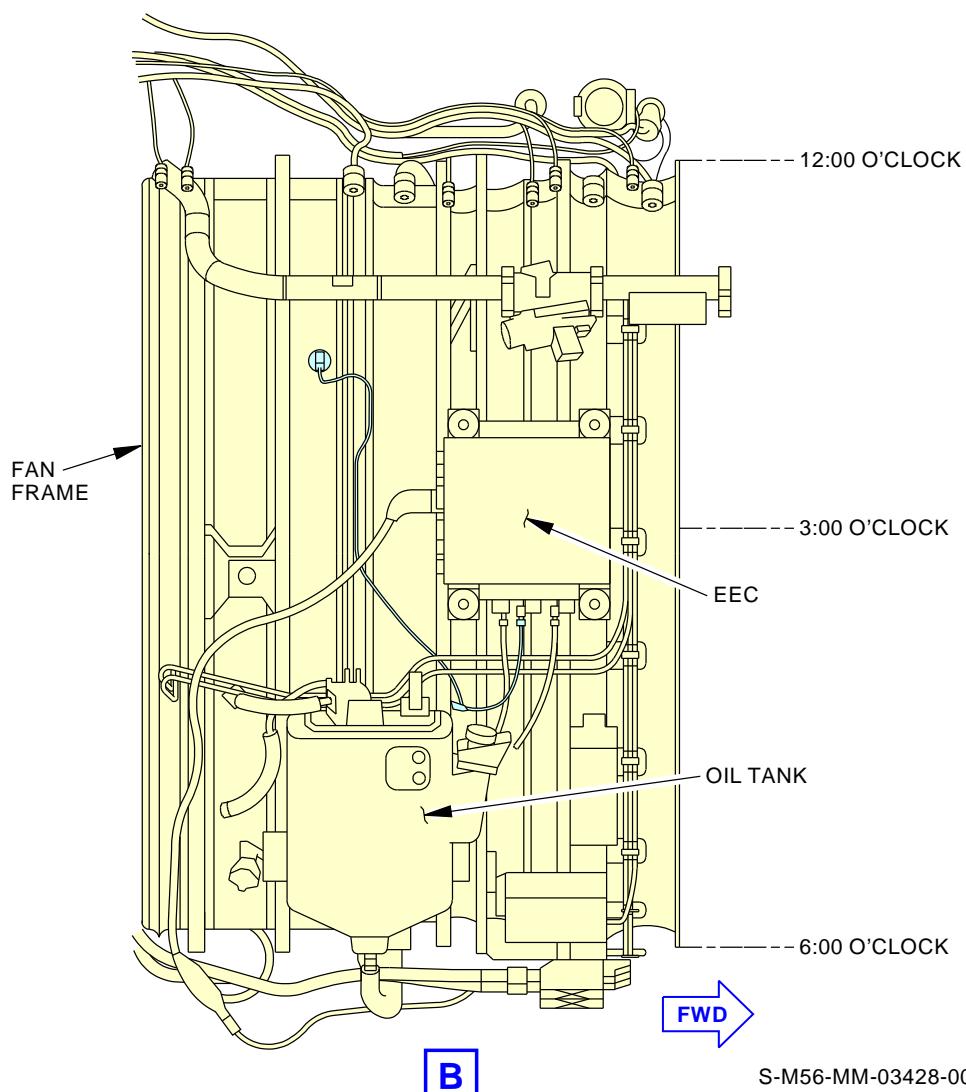
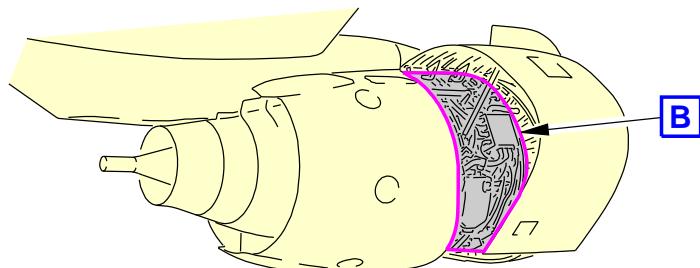
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03428-00-B

H01668 S0006558006_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 12 of 29
Feb 15/2015**

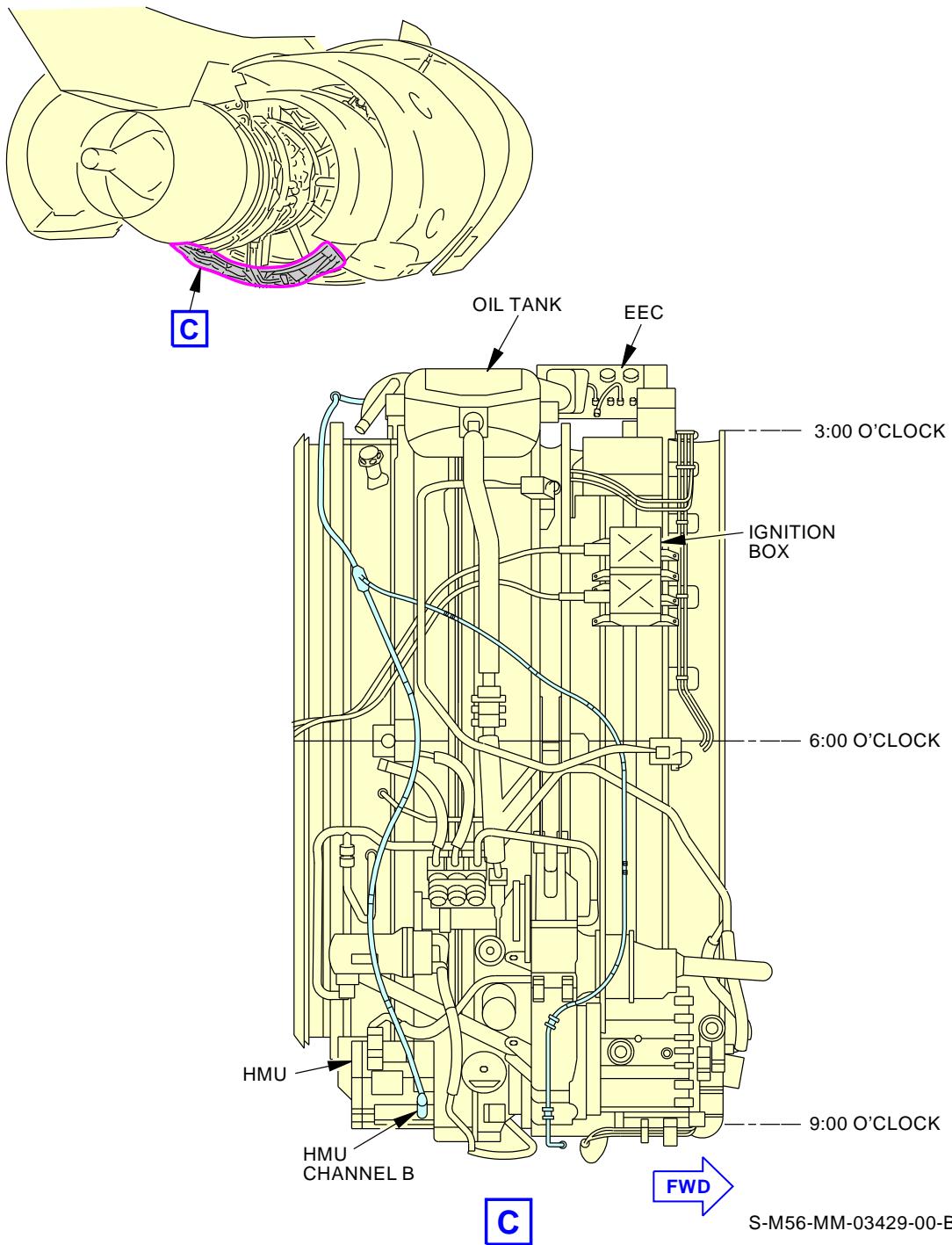
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03429-00-B

H01670 S0006558007_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 13 of 29
Feb 15/2015**

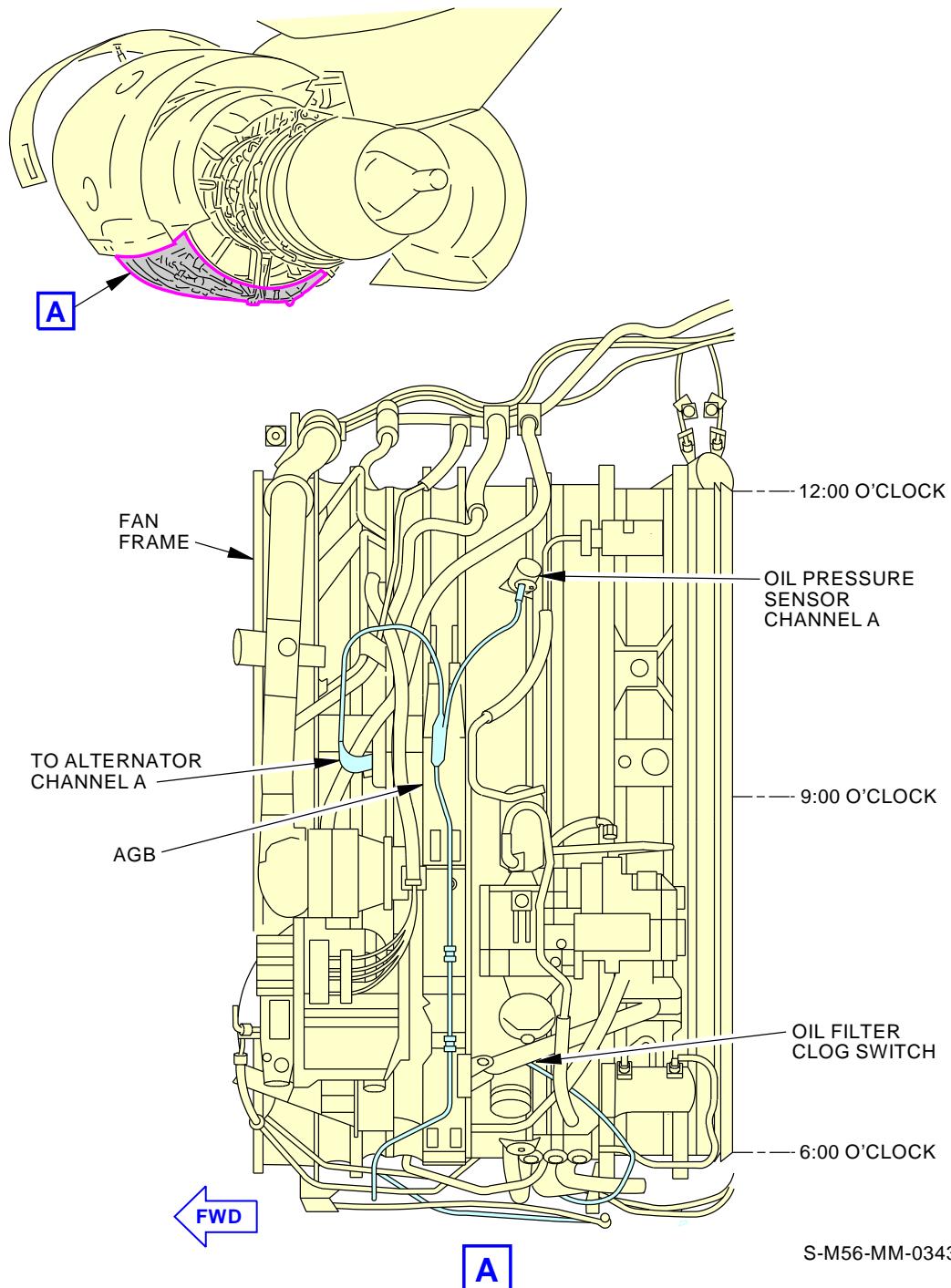
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03430-00-B

H01683 S0006558008_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 14 of 29
Feb 15/2015**

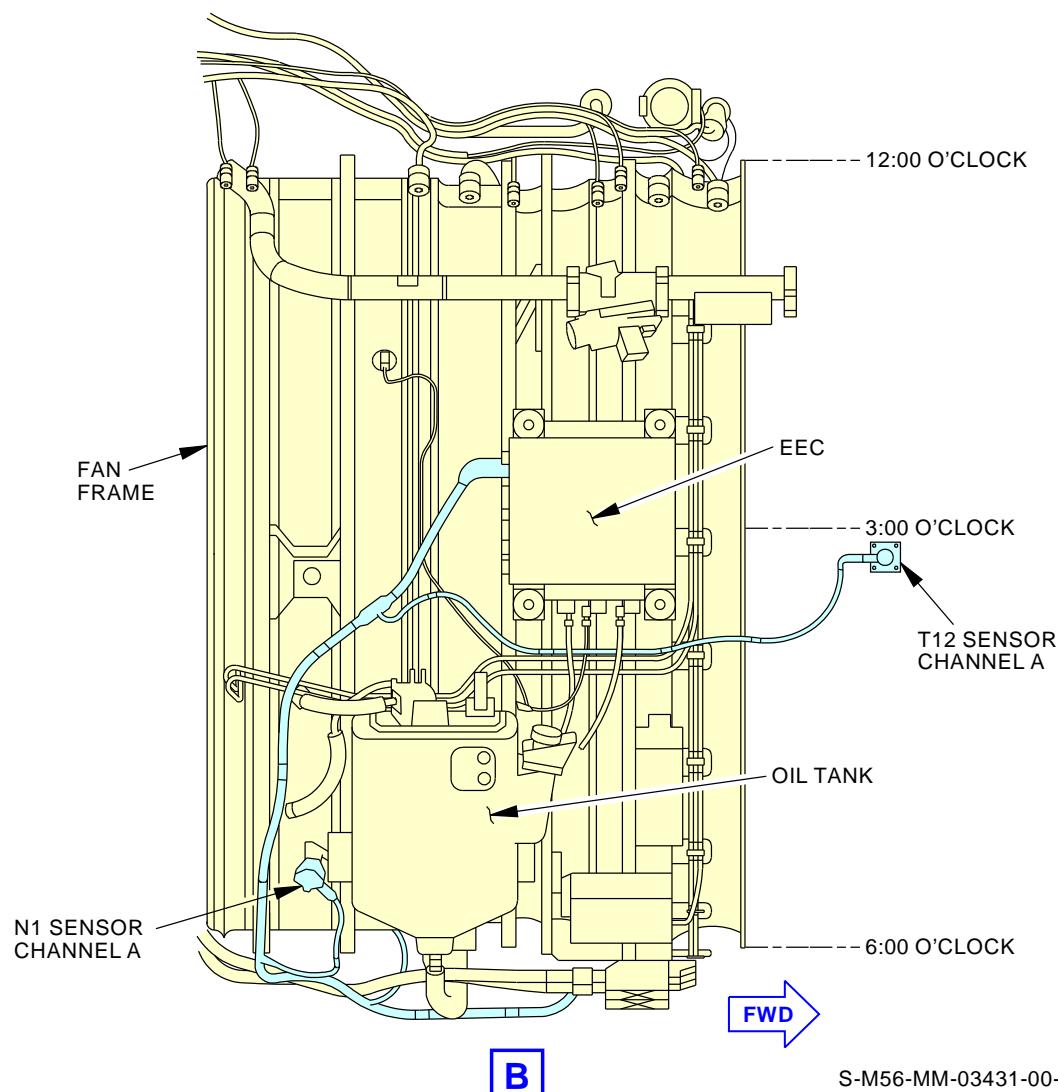
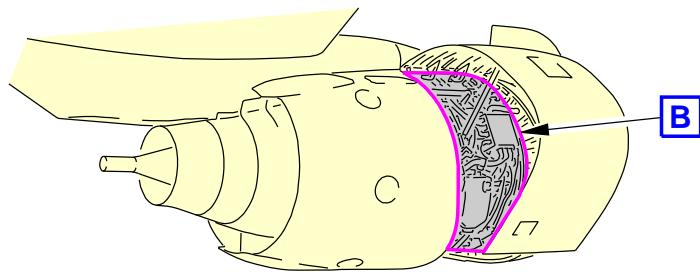
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03431-00-B

H01684 S0006558009_V3

High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 2 of 3)EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE**D633A109-AKS
20-110-02-01Page 15 of 29
Feb 15/2015

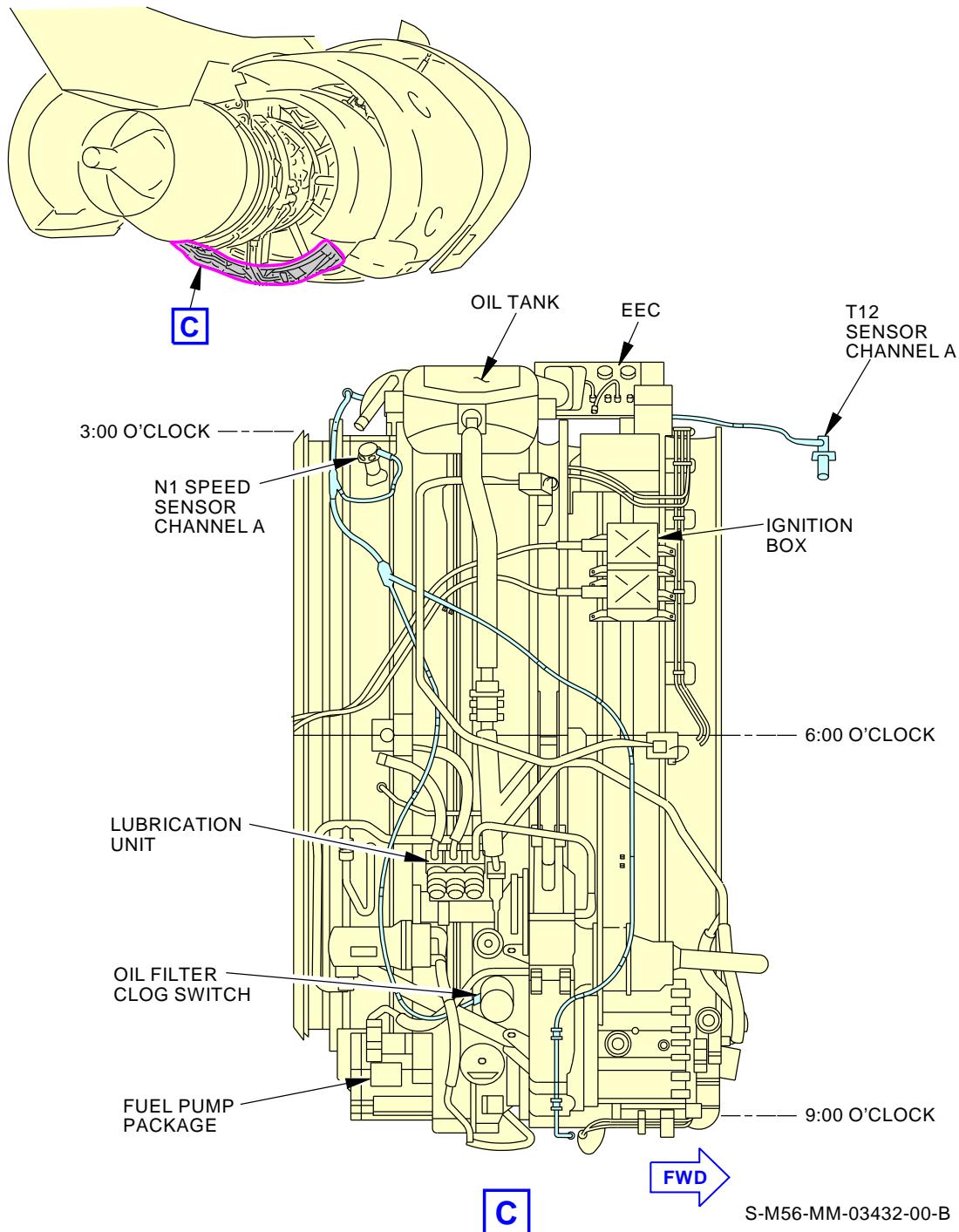
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03432-00-B

H01685 S0006558010_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 16 of 29
Feb 15/2015**

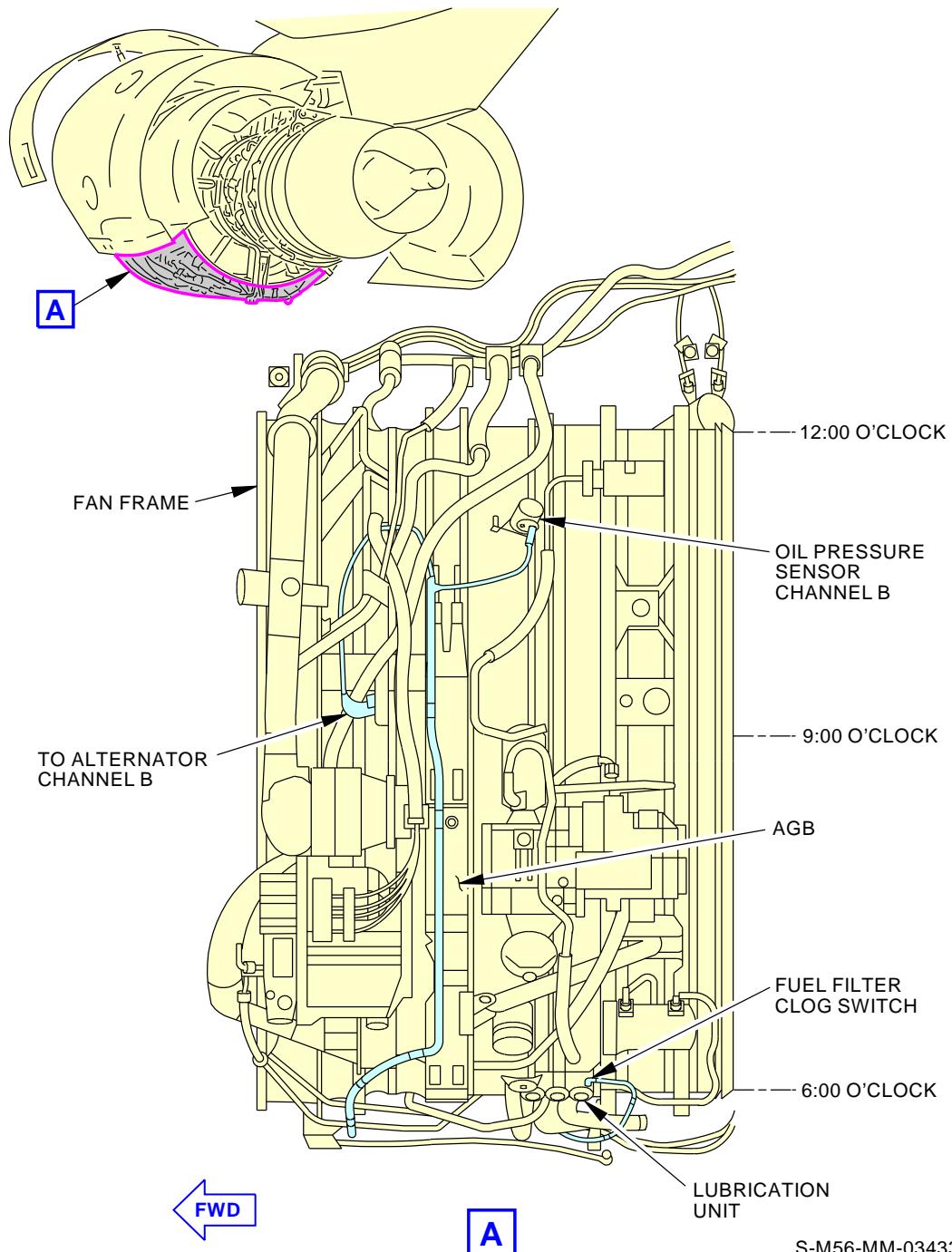
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03433-00-B

H01692 S0006558011_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 17 of 29
Feb 15/2015**

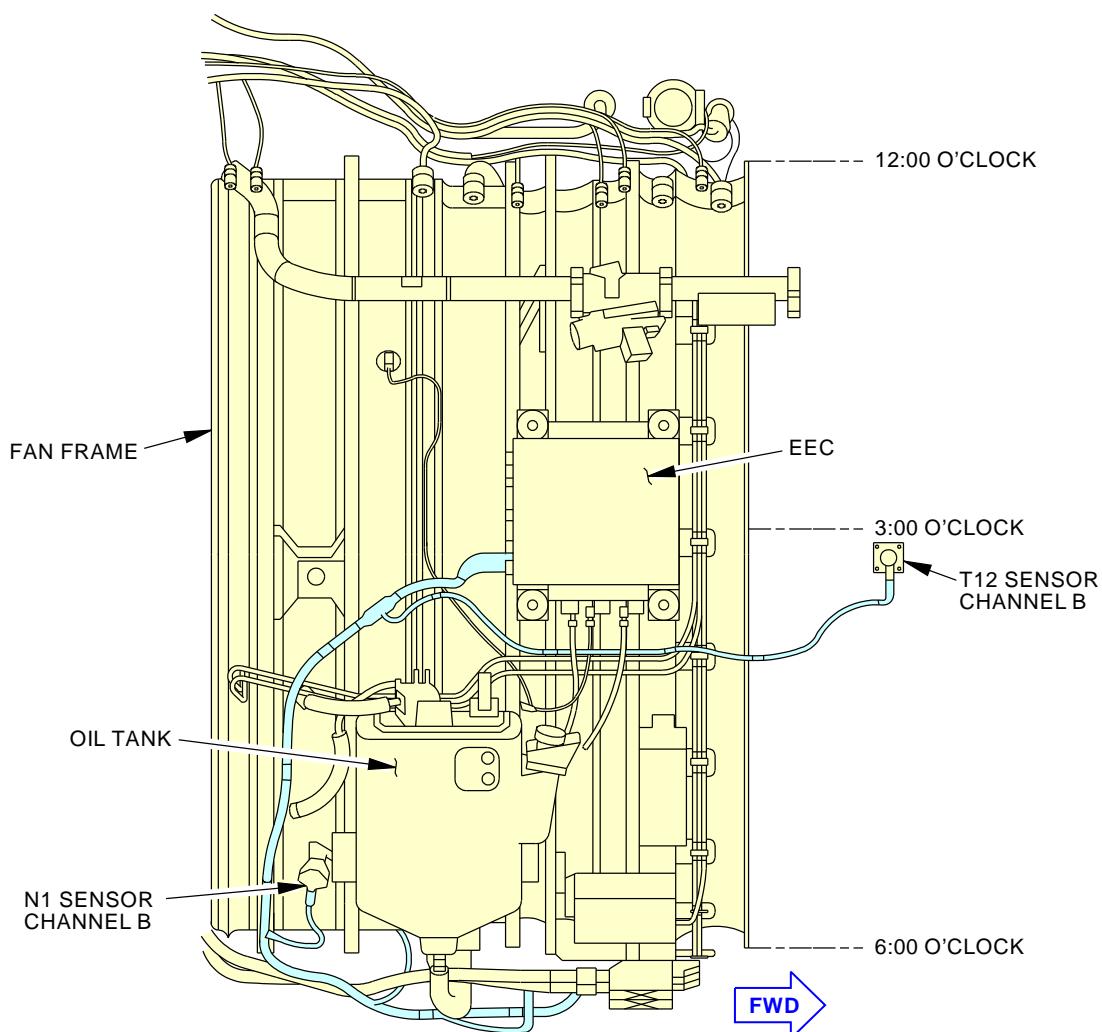
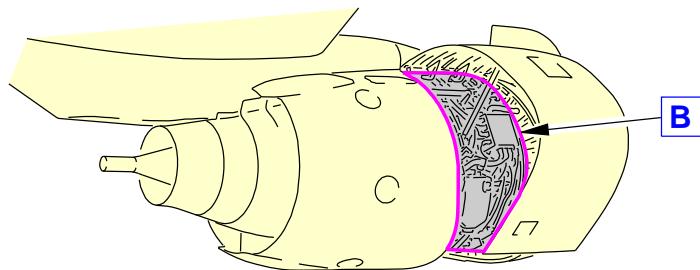
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01S-M56-MM-03434-00-B
H01693 S0006558012_V3**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 18 of 29
Feb 15/2015**

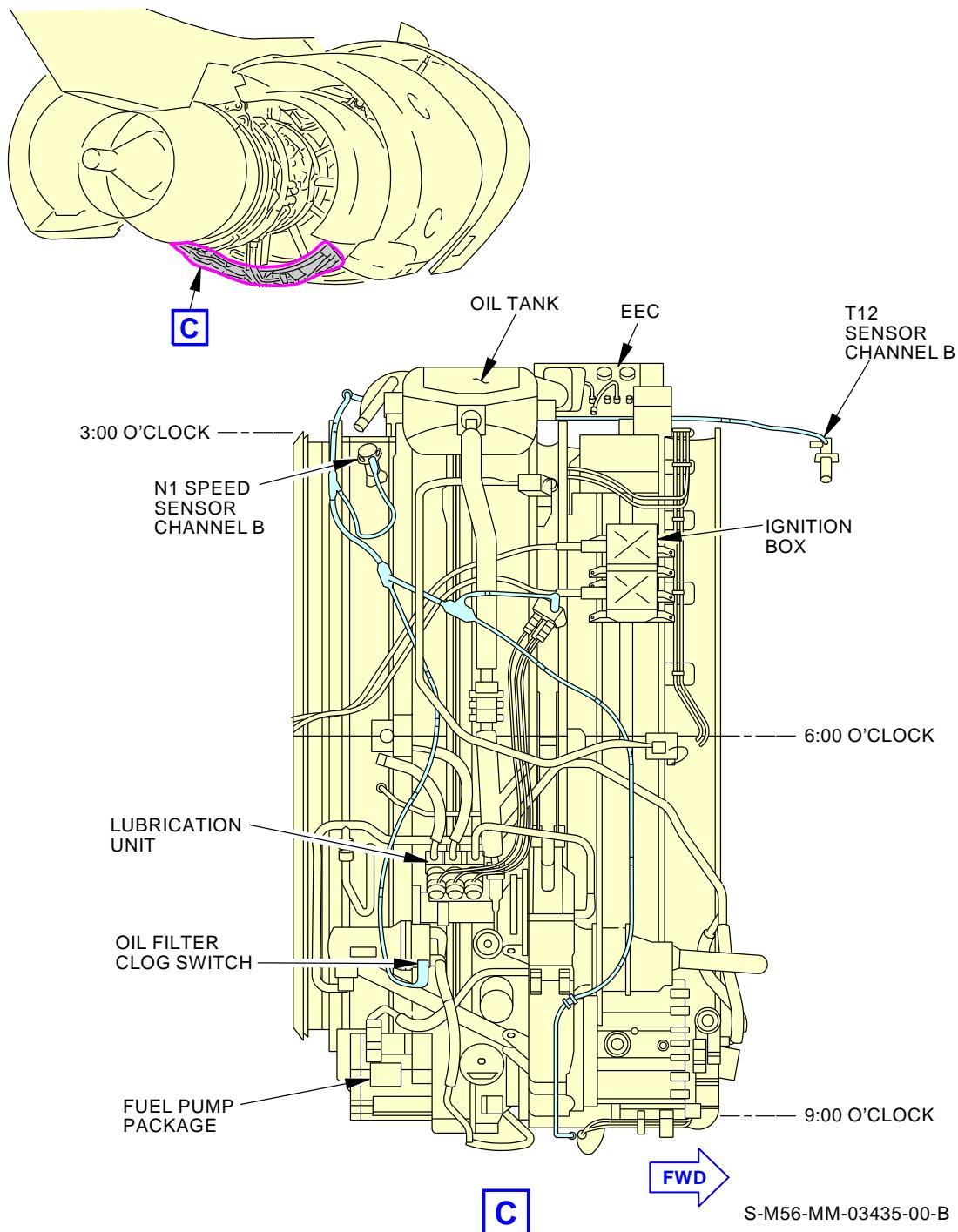
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 3 of 3)

H01695 S0006558013_V3

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE
		D633A109-AKS 20-110-02-01

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Feb 15/2015

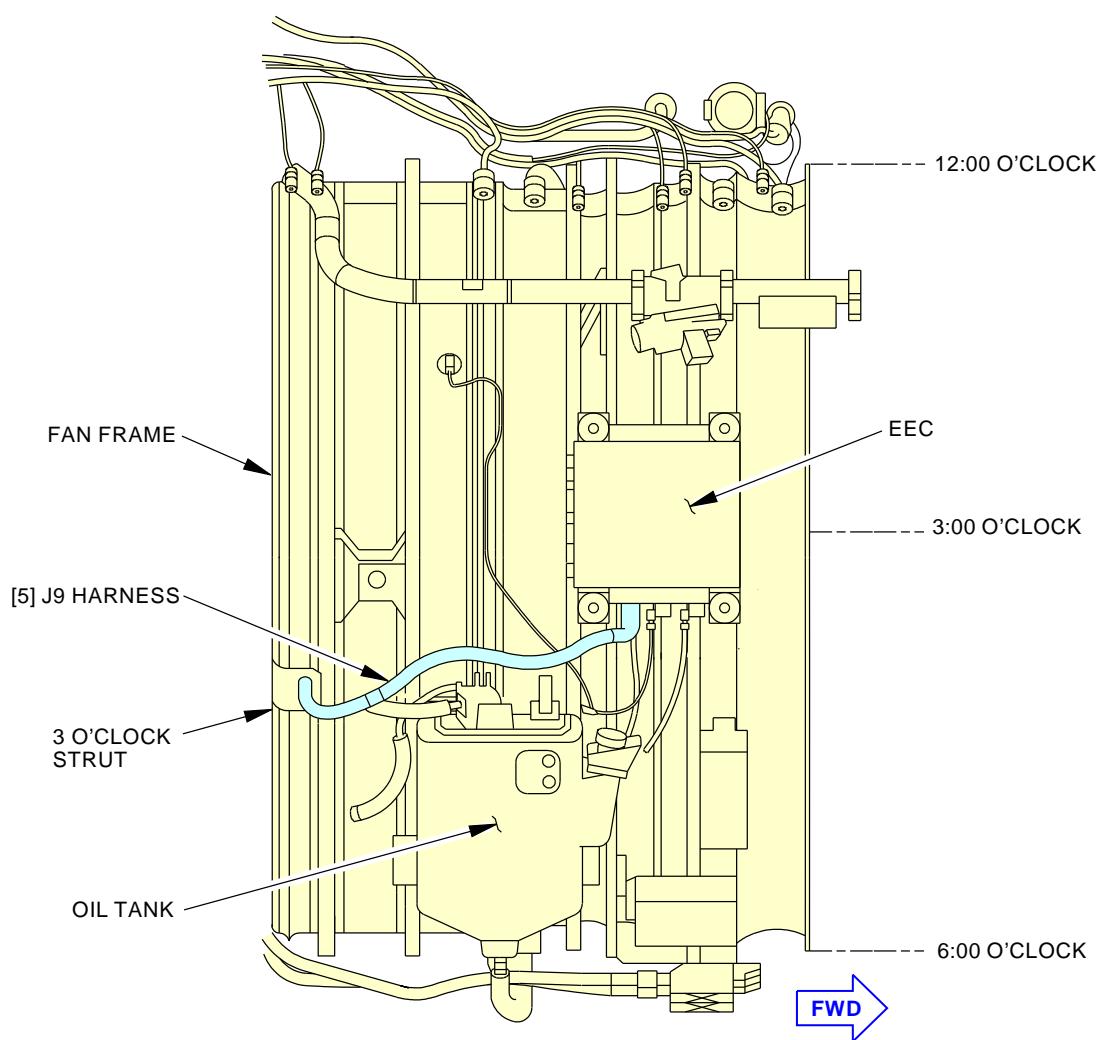
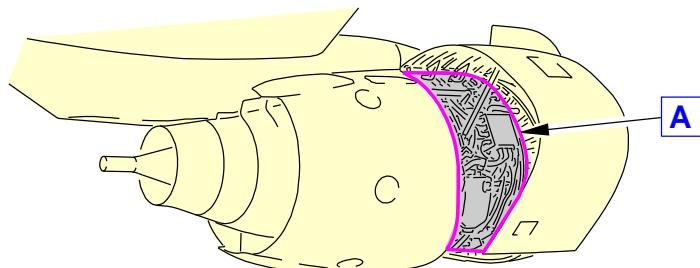
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03440-00-B

H01698 S0006558014_V4

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 20 of 29
Feb 15/2015**

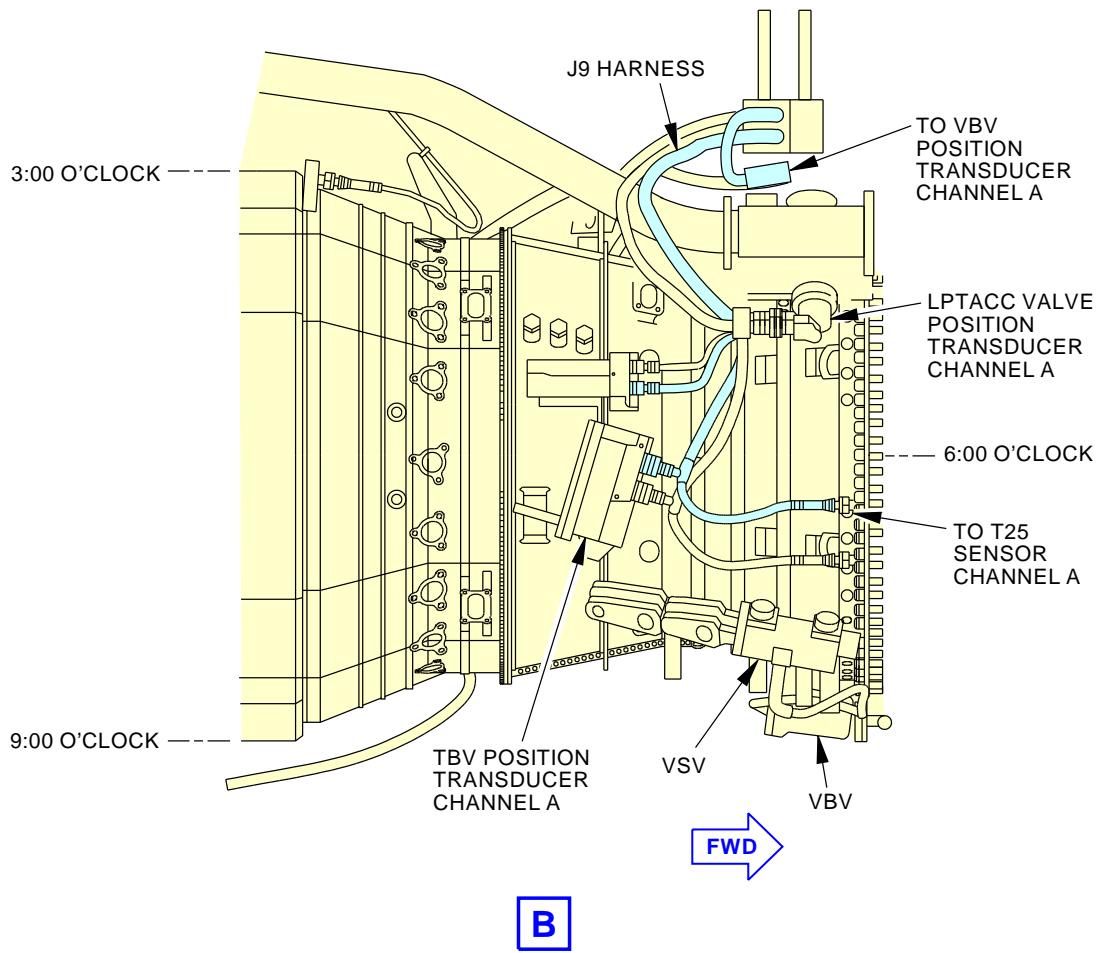
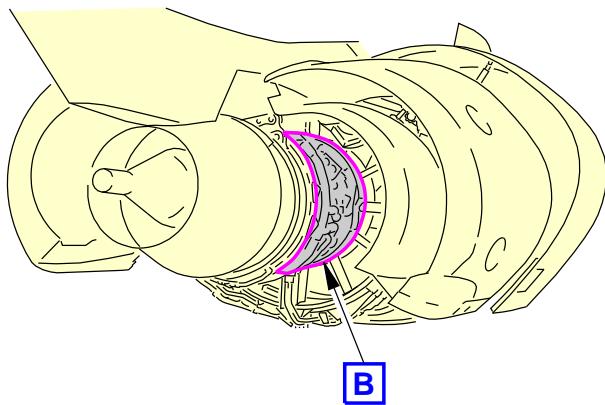
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03441-00-B

H01727 S0006558015_V4

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 21 of 29
Feb 15/2015**

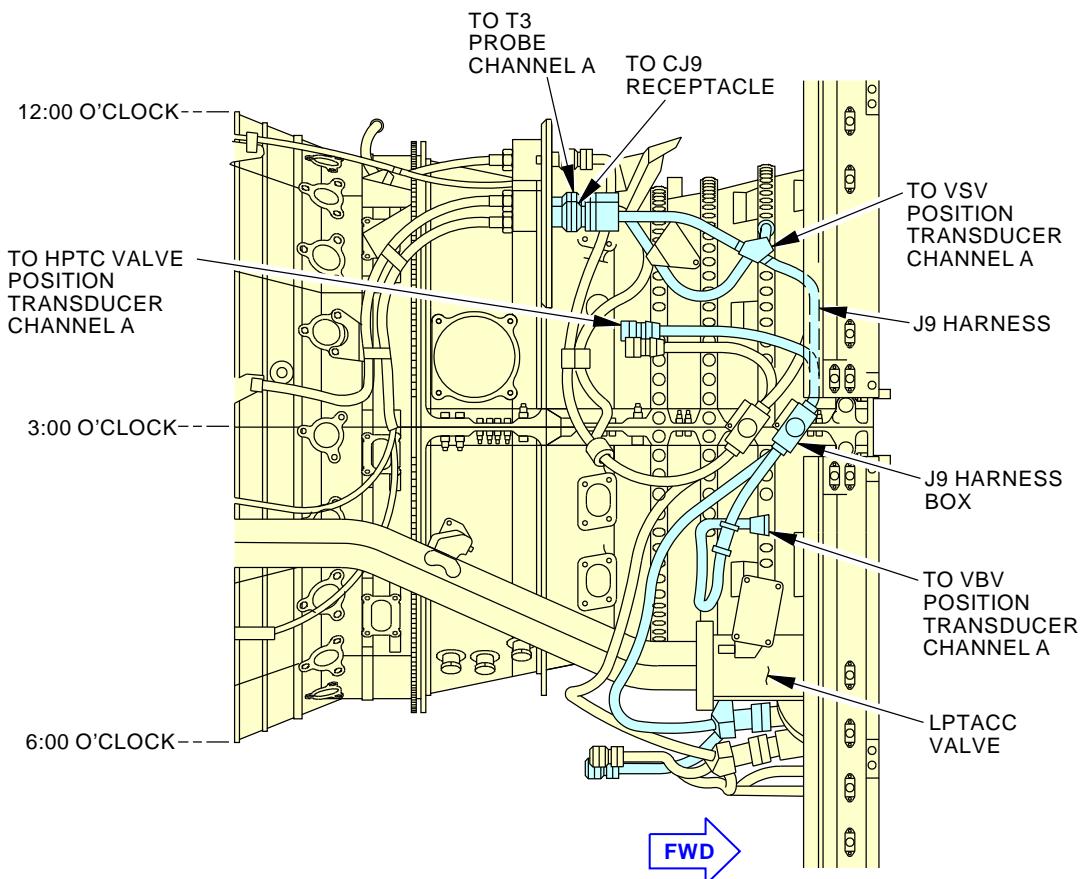
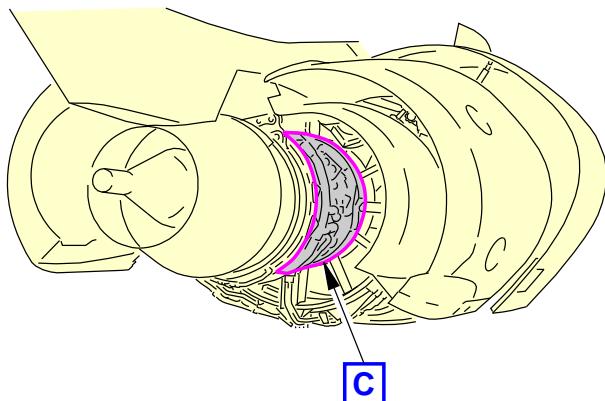
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01**C**

S-M56-MM-03442-00-B

H01732 S0006558016_V3

High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 3 of 3)

EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 22 of 29
Feb 15/2015**

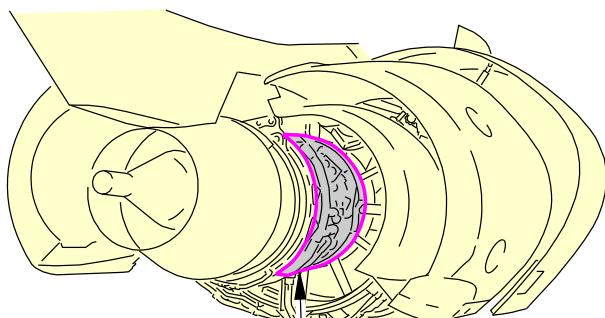
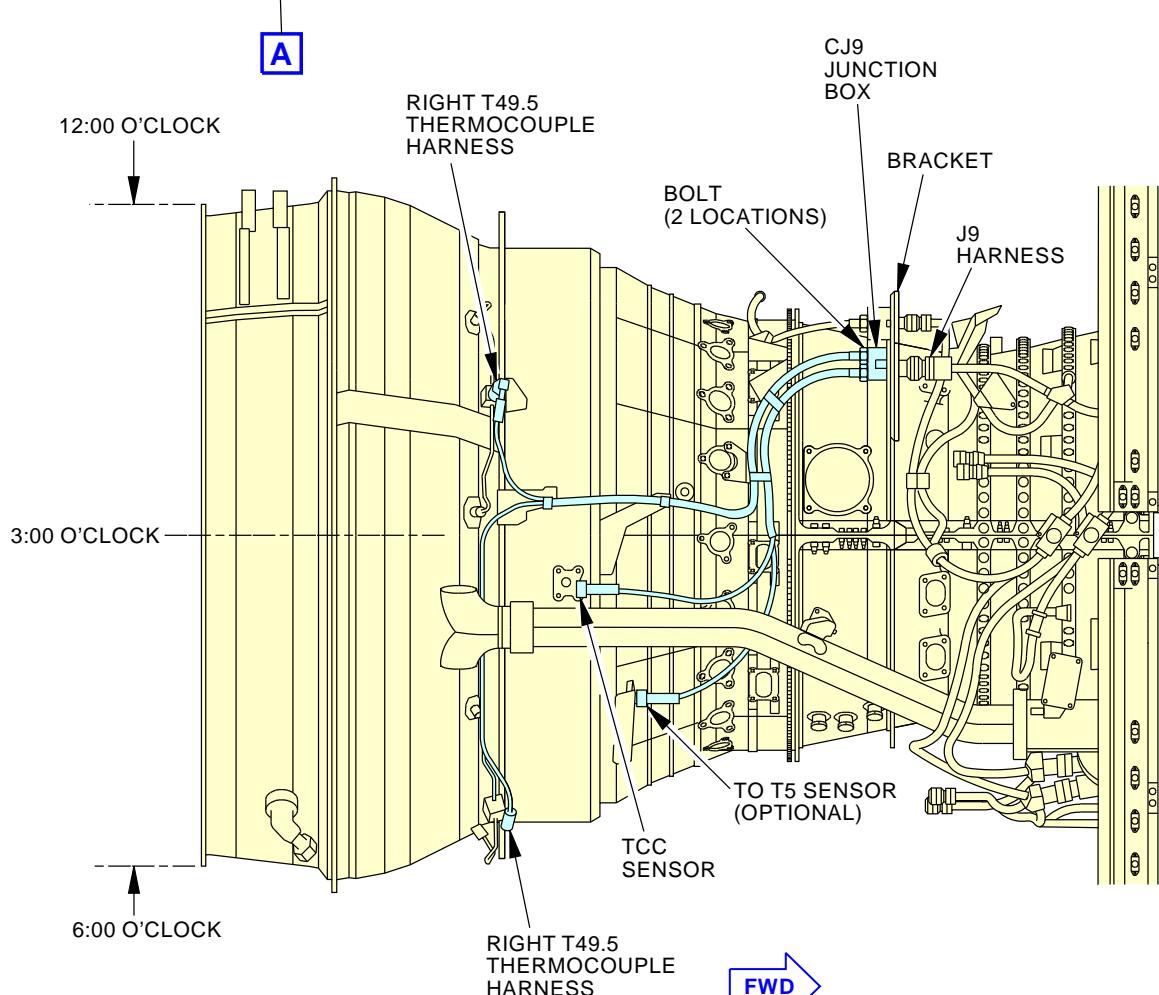
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01**A**

S-M56-MM-03449-00-B

H01733 S0006558017_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ9 Harness)
Figure 10**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 23 of 29
Feb 15/2015**

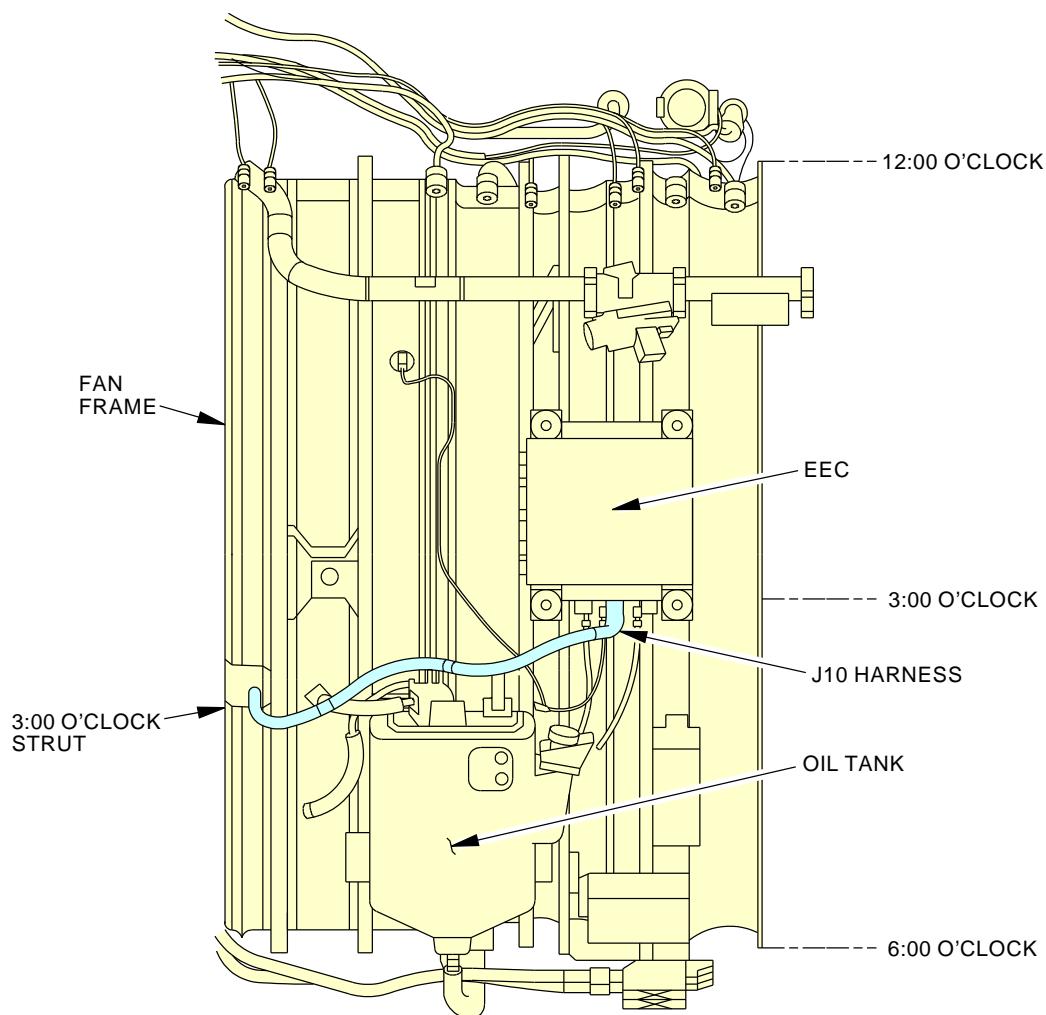
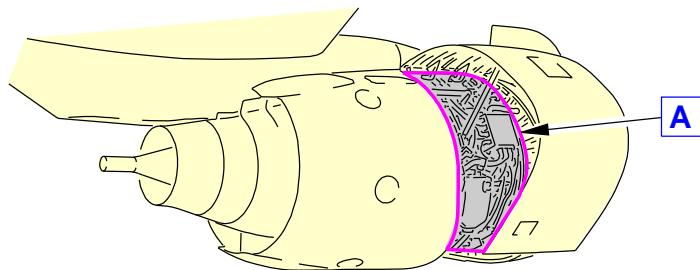
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03443-00-B

A

H01735 S0006558018_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 1 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 24 of 29
Feb 15/2015**

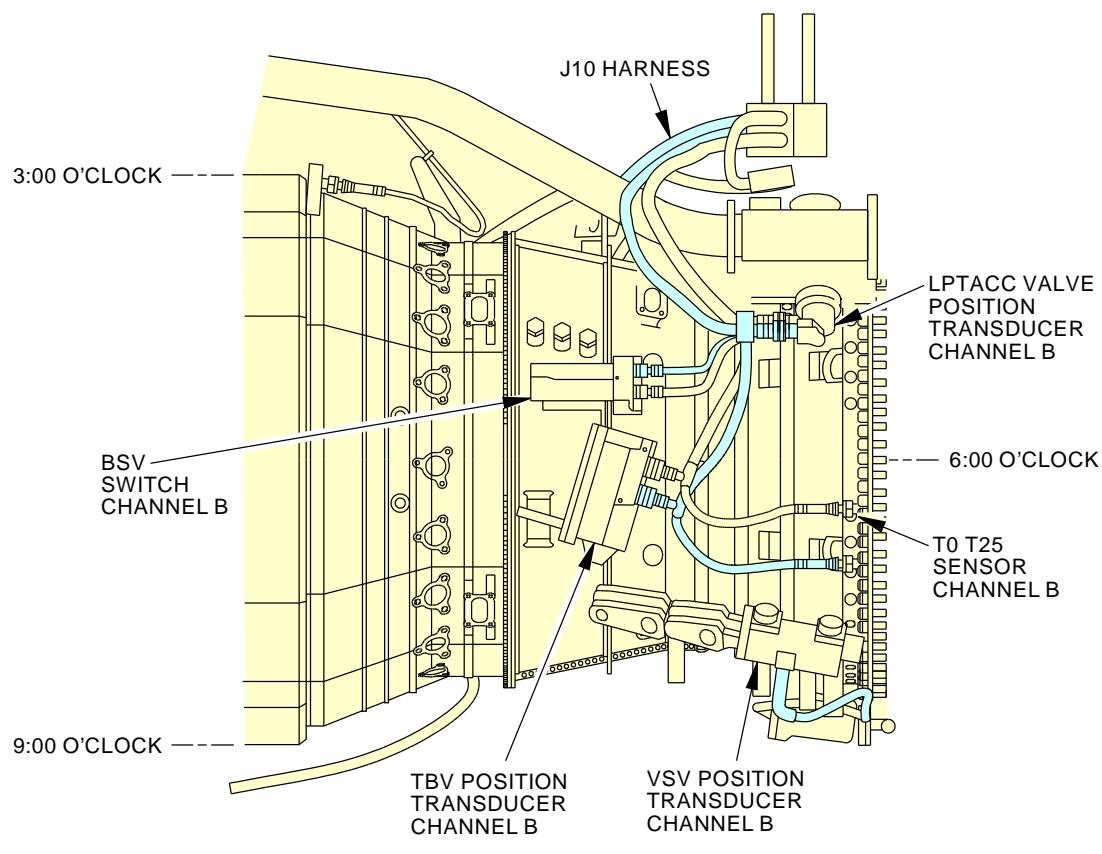
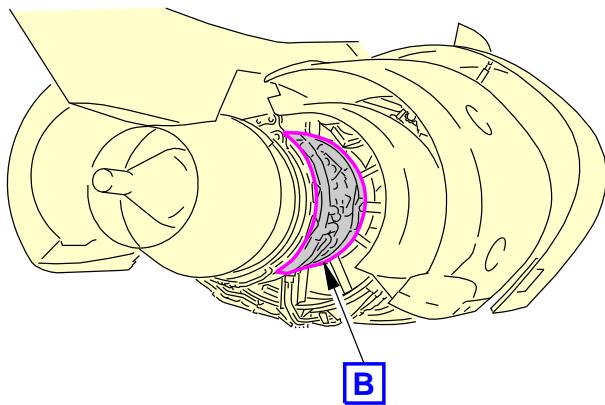
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03444-00-B

H01736 S0006558019_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 2 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE
		D633A109-AKS 20-110-02-01

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Feb 15/2015

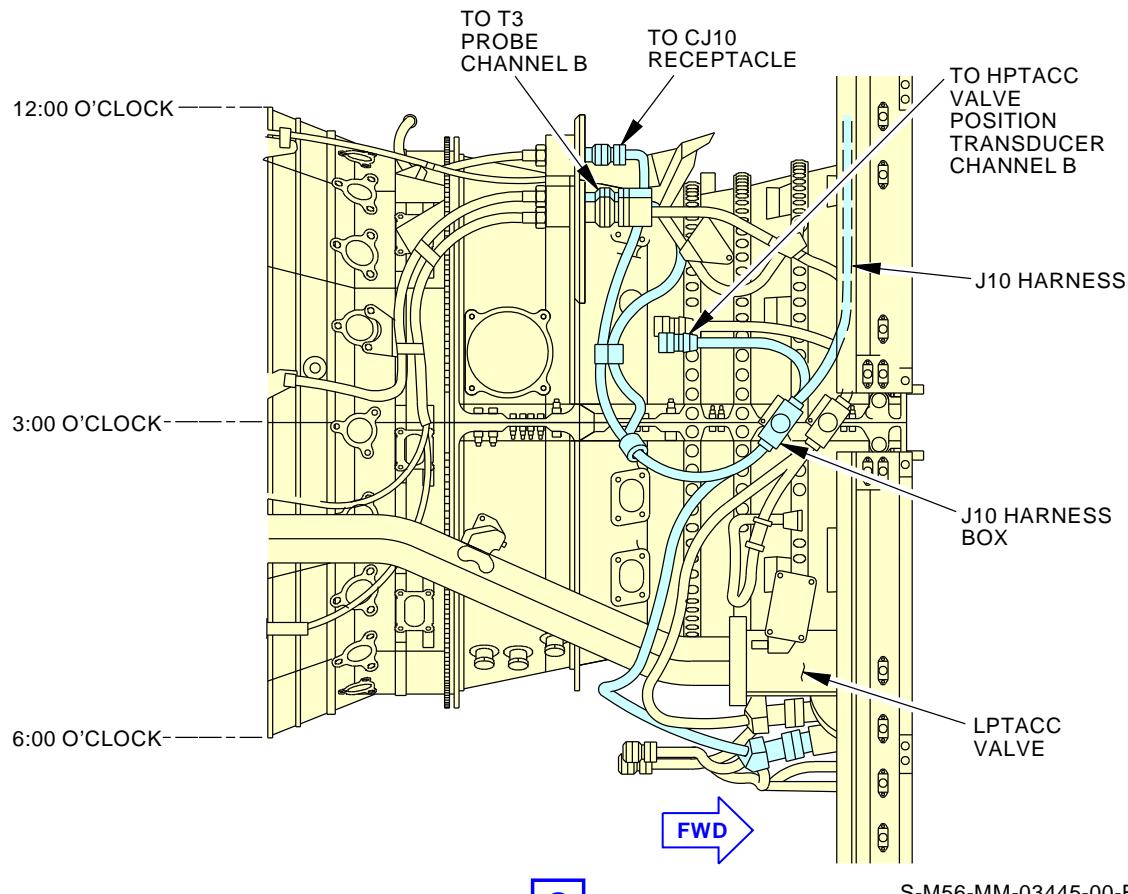
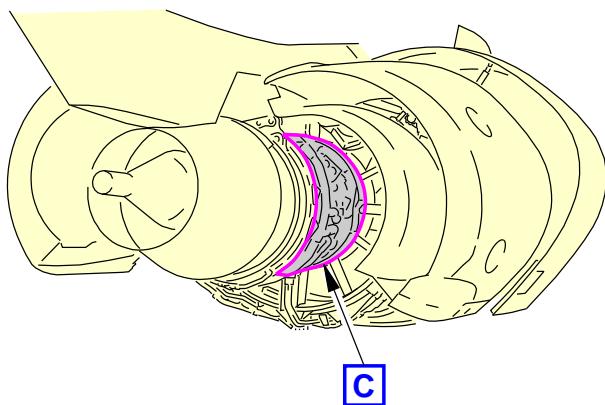
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

H01739 S0006558020_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 3 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 26 of 29
Feb 15/2015**

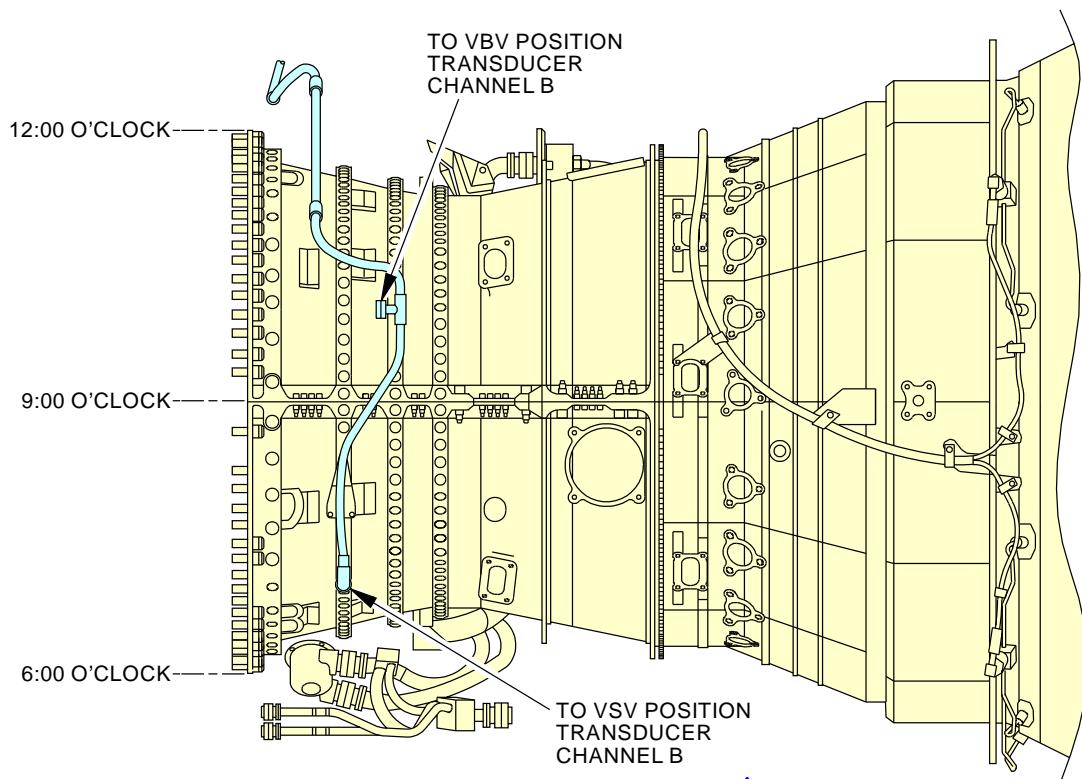
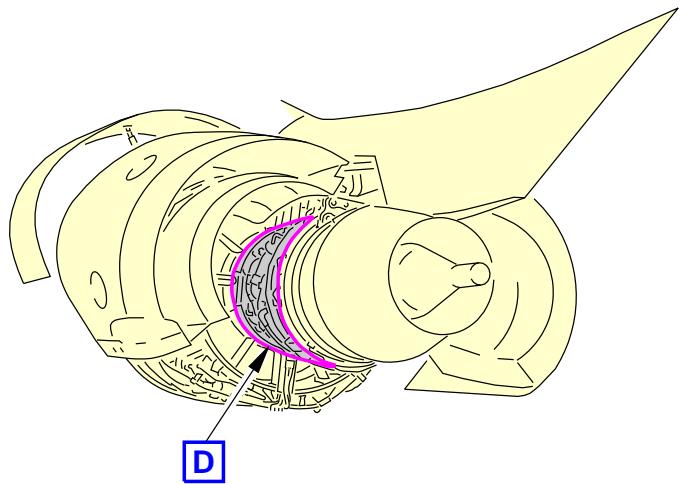
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01

S-M56-MM-03446-00-B

H01742 S0006558021_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 4 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 27 of 29
Feb 15/2015**

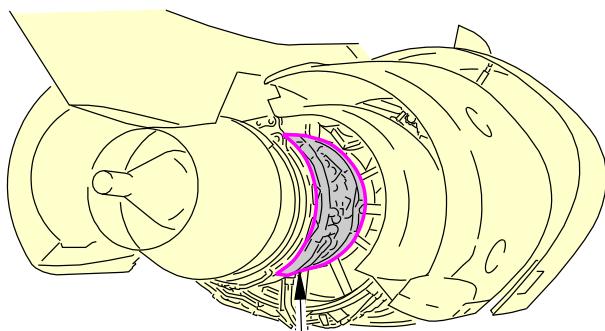
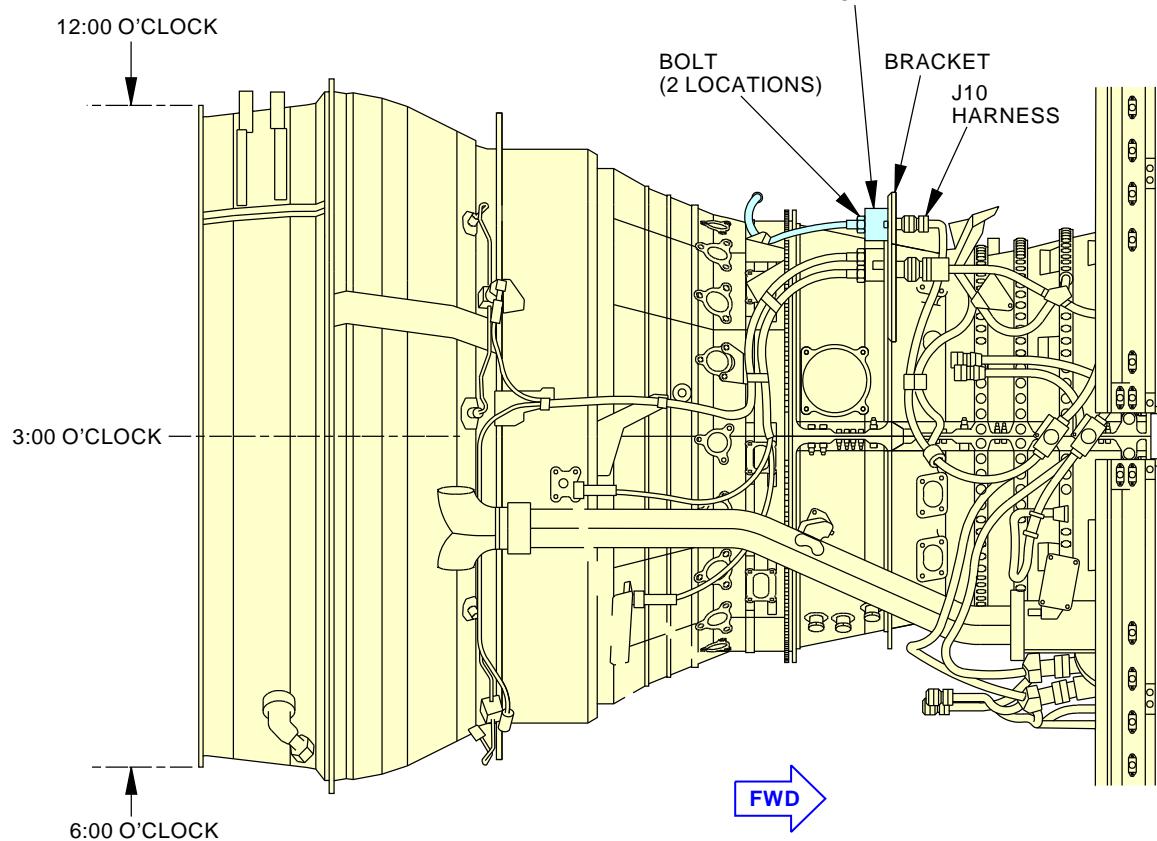
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01**A****A**

S-M56-MM-03450-00-B

H01747 S0006558022_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 28 of 29
Feb 15/2015**

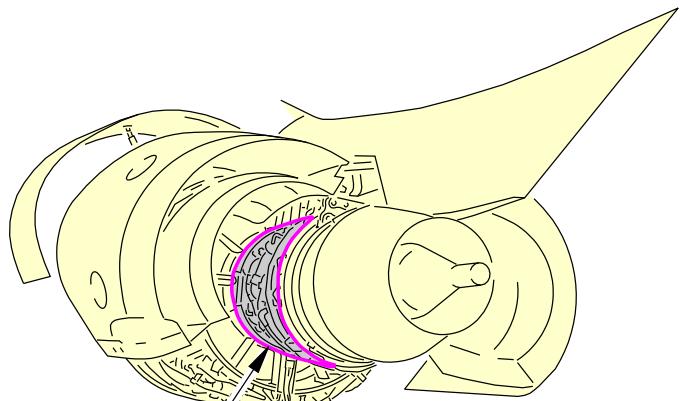
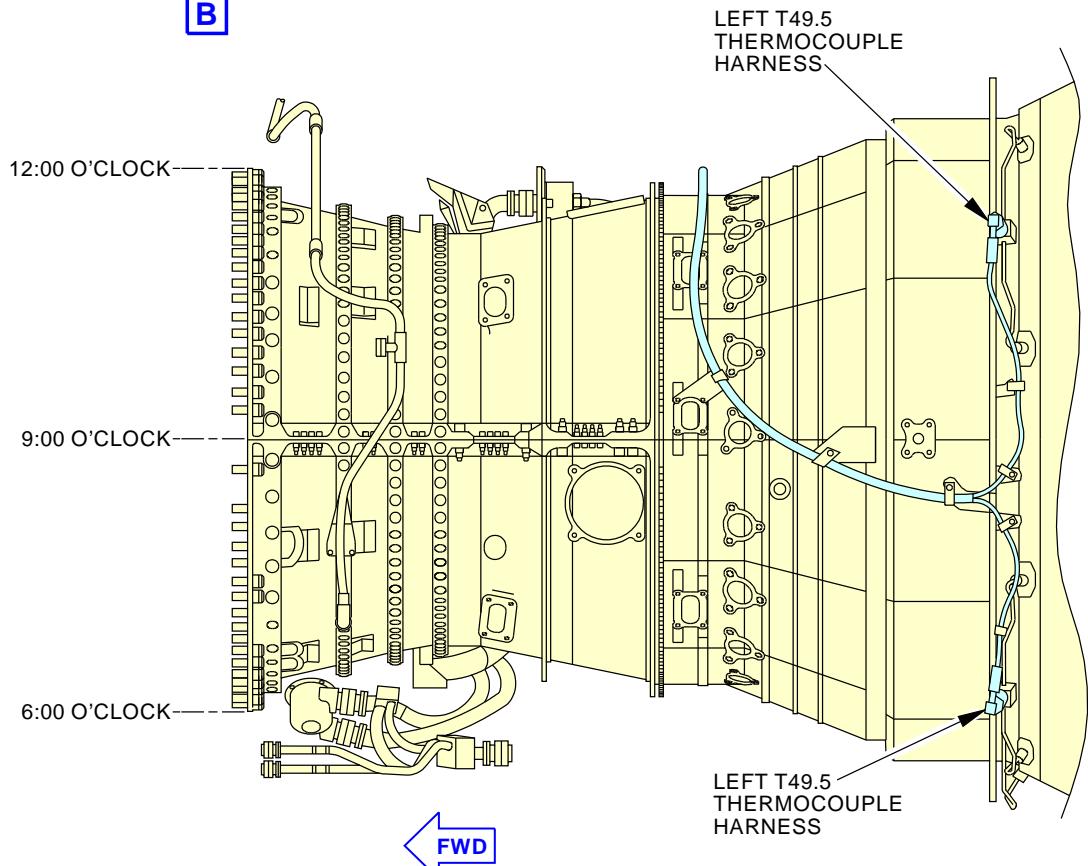
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-110-02-01**B****B**

S-M56-MM-03451-00-B

H01752 S0006558023_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE HARNESS (COWL OPEN) - RIGHT ENGINE****D633A109-AKS
20-110-02-01****Page 29 of 29
Feb 15/2015**

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

AIRLINE CARD NO		TITLE CONNECTOR TIGHTNESS - LEFT ENGINE			BOEING CARD NO. 20-120-01-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	APPLICABILITY
STATION	SKILL ENGIN				AIRPLANE ALL ENGINE ALL
		ACCESS 413 414 415 416			ZONE 411

Detailed inspection of connectors for tightness (all connectors on harness J5, J6, J7, J8, J9, CJ9, J10, CJ10, MW0301, MW0302, MW0303 AND MW0304) on the left engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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)
AMM 78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
AMM 78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE
		D633A109-AKS 20-120-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-01-01
				MECH INSP
TASK 05-55-10-220-801				
1. Engine Wiring Harness HIRF/Lightning Detailed Visual Inspection (Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7, Figure 8, Figure 9, Figure 10, Figure 11, Figure 12)				
A. General (1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations. (a) You will search for evidence of wiring and connector irregularities using adequate lighting. (b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning. (c) Do not remove sealant when you do this task. (d) Do not disassemble connectors when you do this task. (e) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-10-040-001 WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (1) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804. SUBTASK 05-55-10-040-002 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-10-040-003 (3) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. SUBTASK 05-55-10-040-004 (4) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.				
C. Procedure SUBTASK 05-55-10-210-002 (1) Do a Detailed Visual Inspection of the connectors shown in (Table 1) for the applicable engine. (a) Do a check of the electrical connectors. 1) Make sure all of the connectors at the LRUs are hand-tight. 2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets. 3) Make sure the back shell is not loose or damaged. a) Make sure the strain relief at the end of the backshell is tight. b) Make sure the shield pigtails are tight.				

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE D633A109-AKS 20-120-01-01	Page 2 of 29 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. 20-120-01-01	
c) Make sure the shield grounding band is tight. (b) Do a check of the wire bundle cables. 1) Make sure the wire bundle cables are not chafed, cut or worn. (c) Replace or repair any damaged components or wiring found during this inspection (SWPM Chapter 20).				MECH	INSP
Table 1					
CABLE NUMBER	FIGURE	FUNCTION	INTERCONNECTS		
MW0301	Figure 1	ENGINE/AIRPLANE INTERFACE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR		
MW0302	Figure 2	ENGINE/AIRPLANE INTERFACE	EEC-J2, IGNITION EXCITER		
MW0303	Figure 3	ENGINE/AIRPLANE INTERFACE	EEC-J3		
MW0304	Figure 4	ENGINE/AIRPLANE INTERFACE	EEC-J4		
J5 HARNESS	Figure 5	ENGINE HARNESS	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR		
J6 HARNESS	Figure 6	ENGINE HARNESS	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR		
J7 HARNESS	Figure 7	ENGINE HARNESS	EEC-J7, N1 SPEED SENSOR, EEC ALTERNATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR		
J8 HARNESS	Figure 8	ENGINE HARNESS	EEC-J8, N1 SPEED SENSOR, EEC ALTERNATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)		
J9 HARNESS	Figure 9	ENGINE HARNESS	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ9 HARNESS	Figure 10	ENGINE HARNESS	J9 HARNESS, EGT HARNESSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)		
J10 HARNESS	Figure 11	ENGINE HARNESS	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ10 HARNESS	Figure 12	ENGINE HARNESS	J10 HARNESS, EGT HARNESSES (SEC 3&4)		

SUBTASK 05-55-10-840-001

(2) Return the airplane to the original condition

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE	
		D633A109-AKS 20-120-01-01	Page 3 of 29 Jun 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-01-01	
(a) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00 (b) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00 (c) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801 (d) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803					MECH
— END OF TASK —					
EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE			
		D633A109-AKS		Page 4 of 29	
		20-120-01-01		Jun 15/2015	

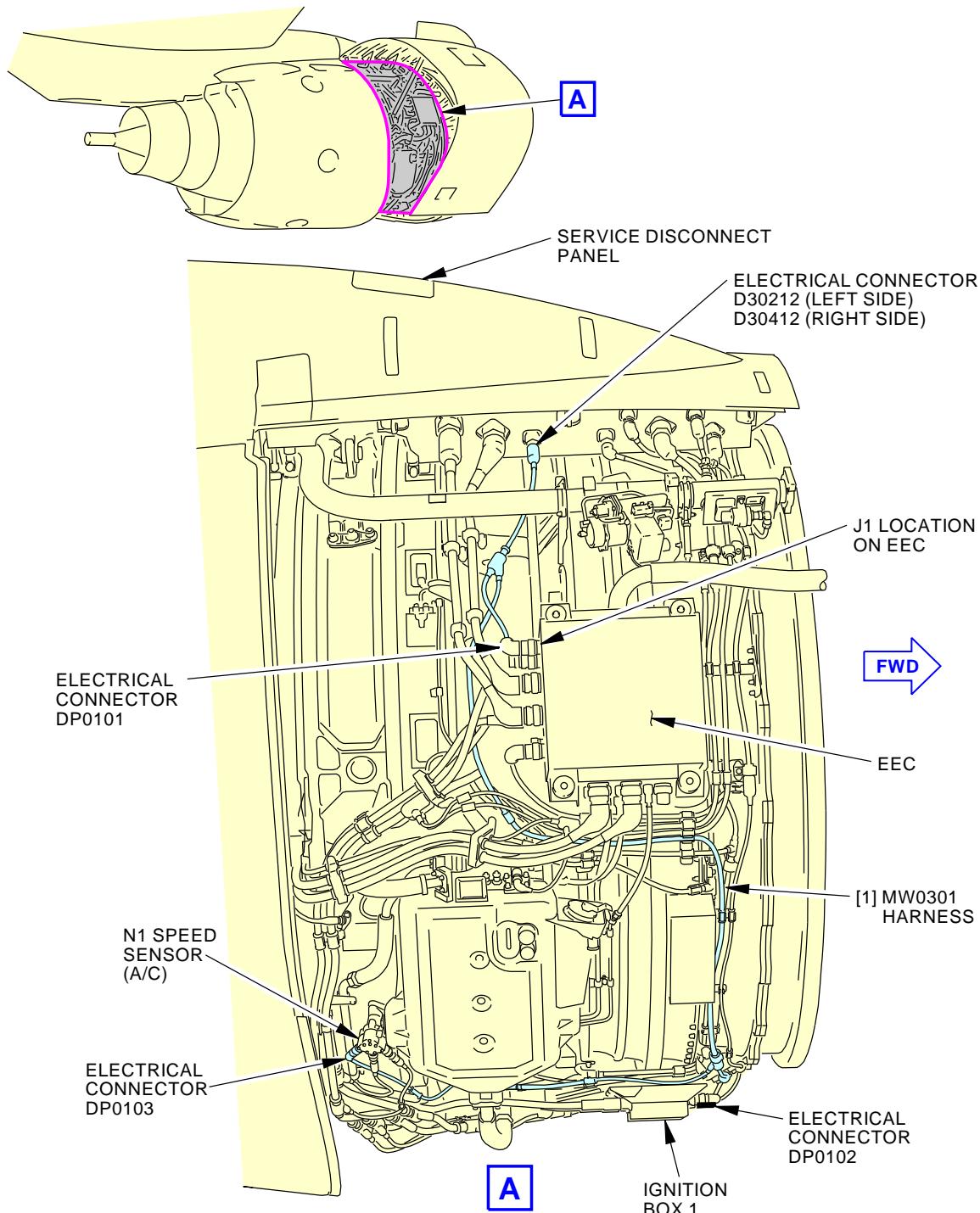
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01635 S0006557999_V5

**High Intensity Radiated Fields (HIRF) Inspection (MW0301 Nacelle Wiring Harness)
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 5 of 29
Jun 15/2016**

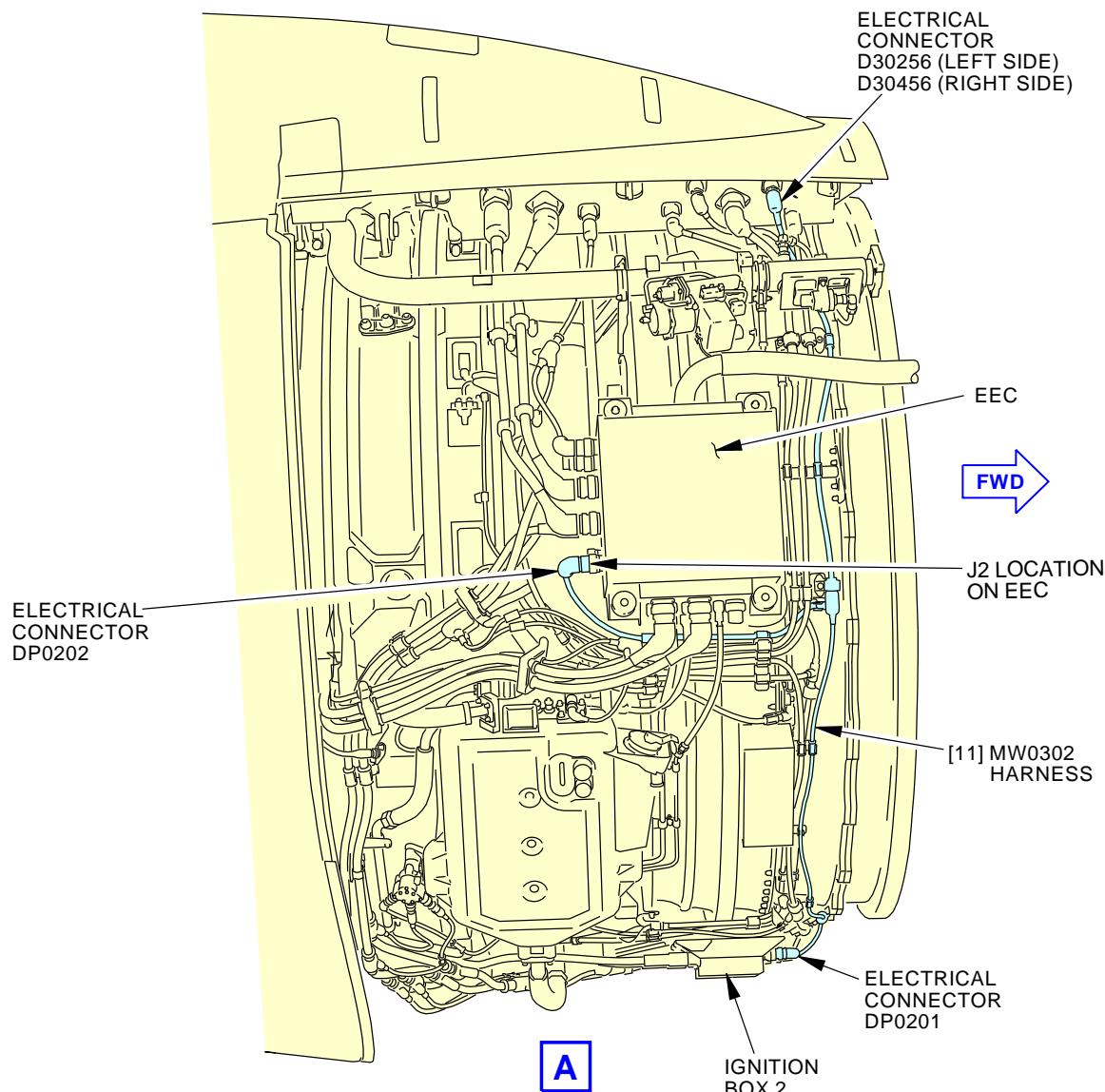
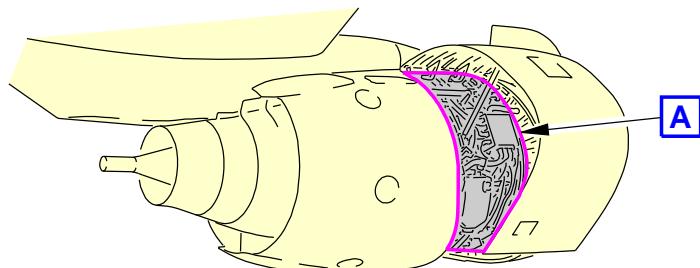
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01641 S0006558000_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0302 Nacelle Wiring Harness)
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 6 of 29
Feb 15/2015**

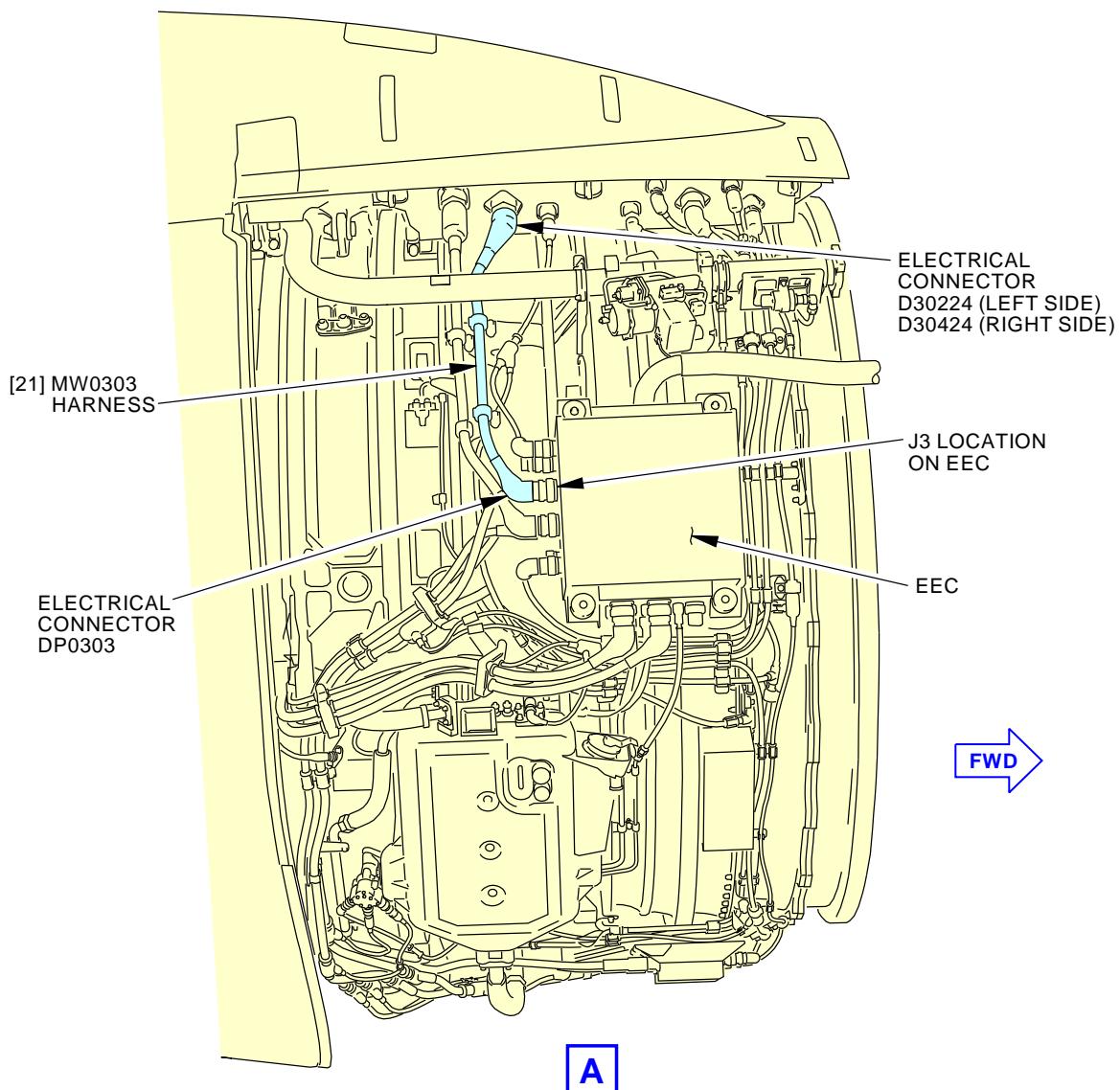
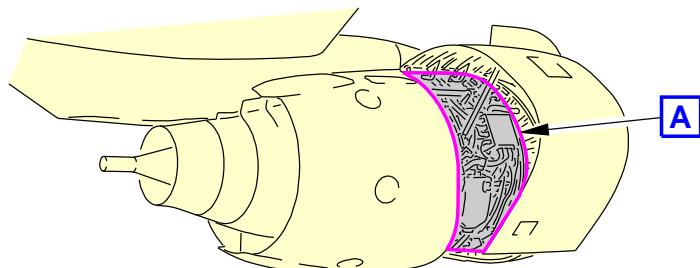
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01645 S0006558001_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0303 Nacelle Wiring Harness)
Figure 3**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 7 of 29
Feb 15/2015**

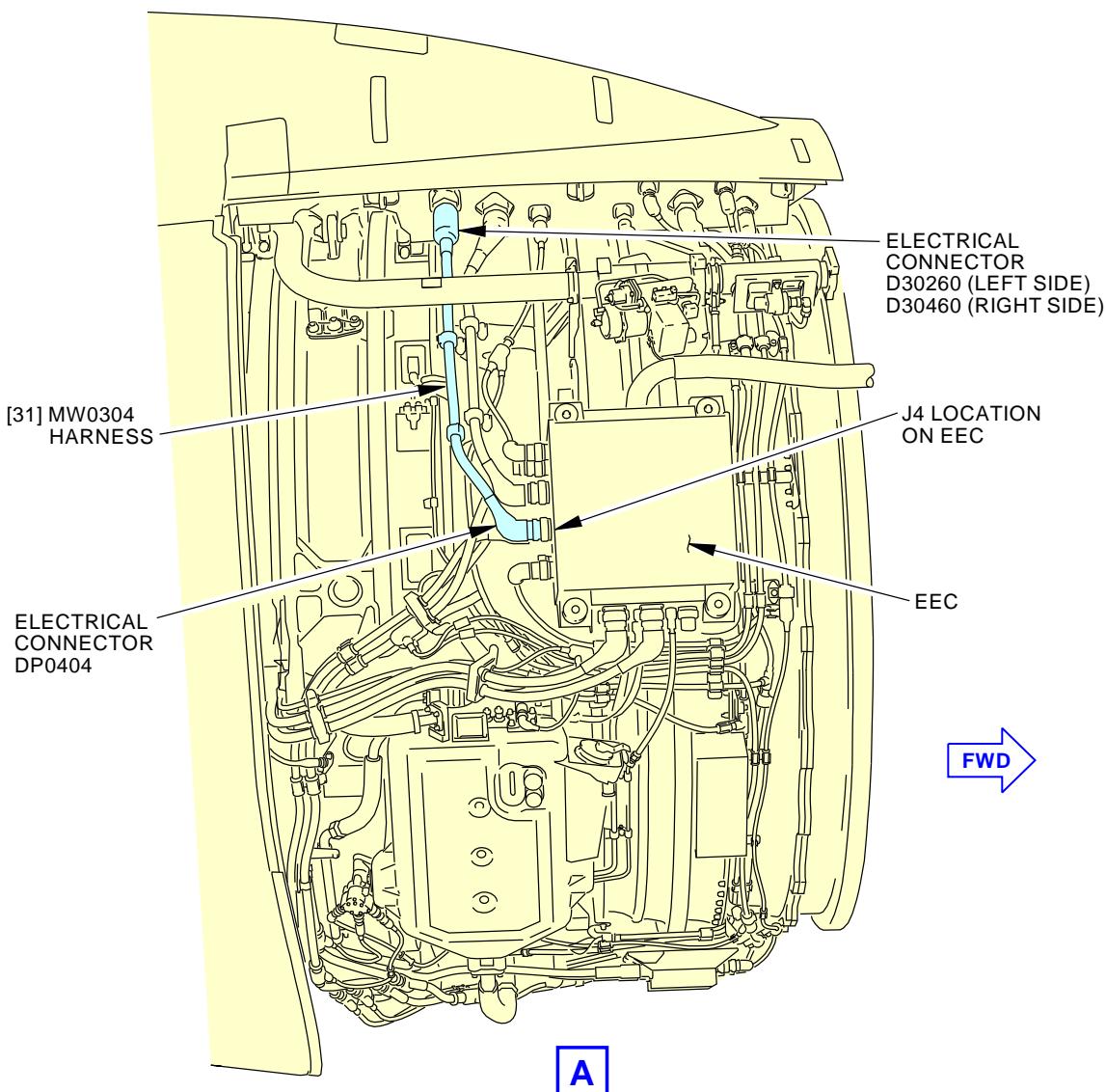
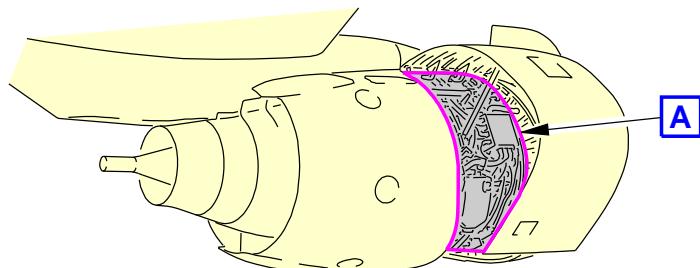
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01647 S0006558002_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0304 Nacelle Wiring Harness)
Figure 4**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 8 of 29
Feb 15/2015**

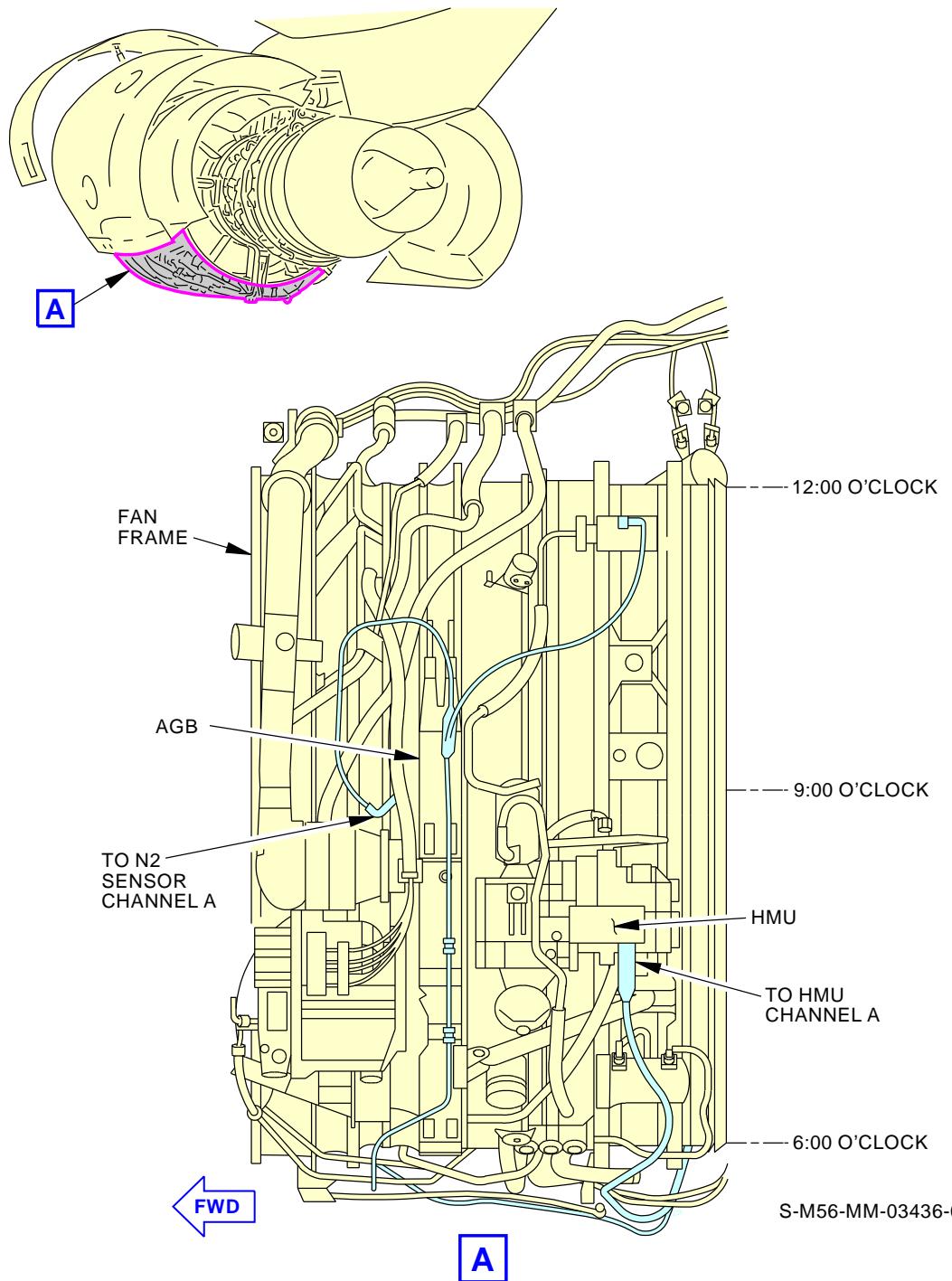
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 1 of 2)

H01651 S0006558003_V3

EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 9 of 29
Feb 15/2015**

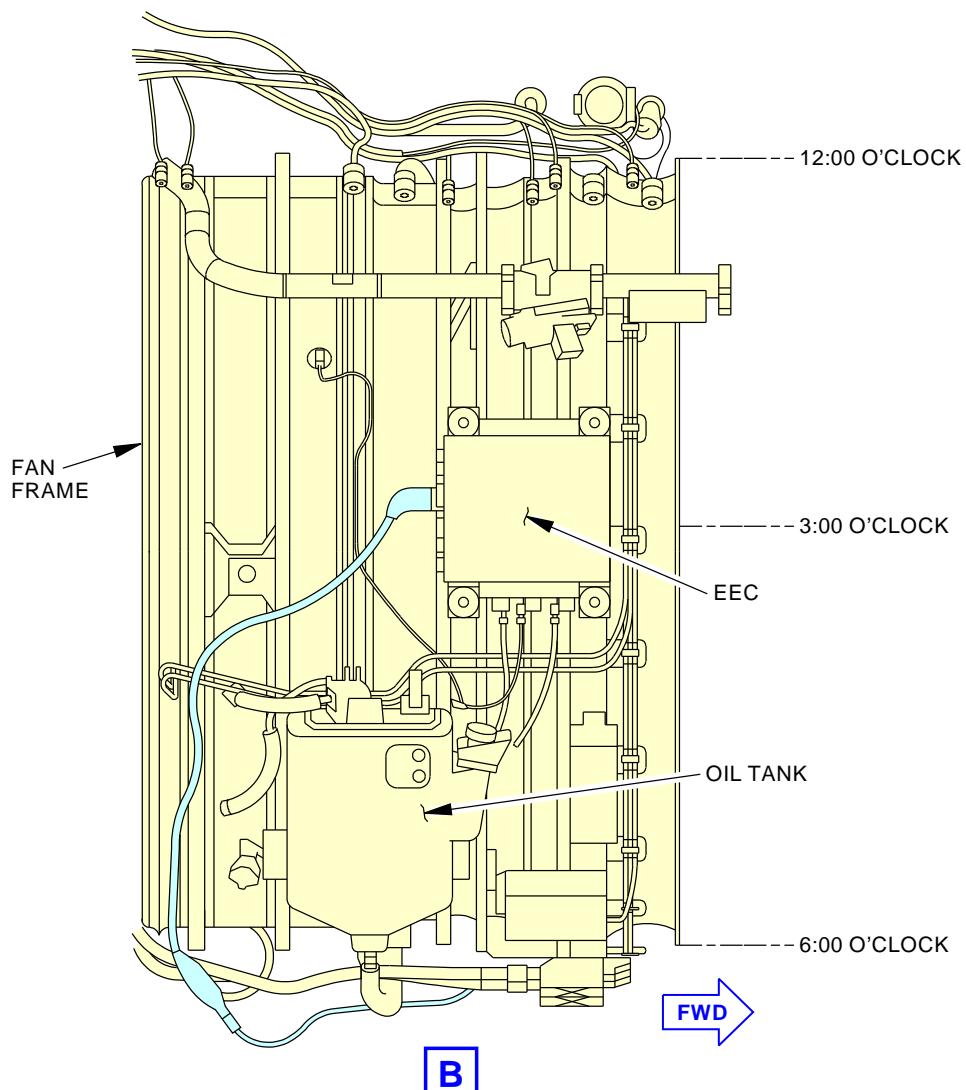
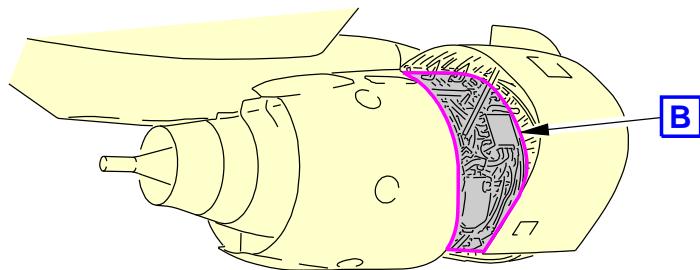
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03437-00-B

H01660 S0006558004_V3

**High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 10 of 29
Feb 15/2015**

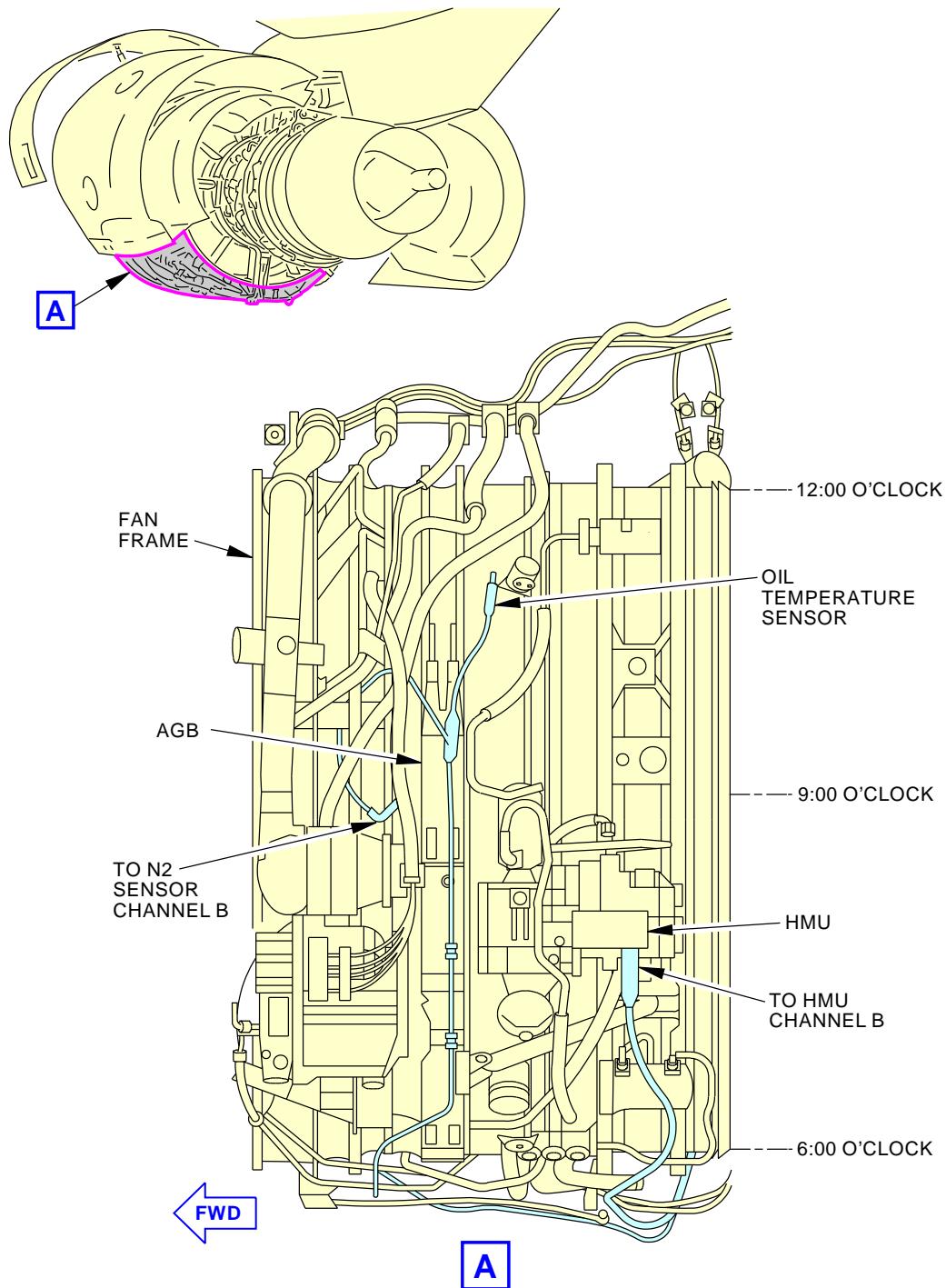
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01663 S0006558005_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 11 of 29
Feb 15/2015**

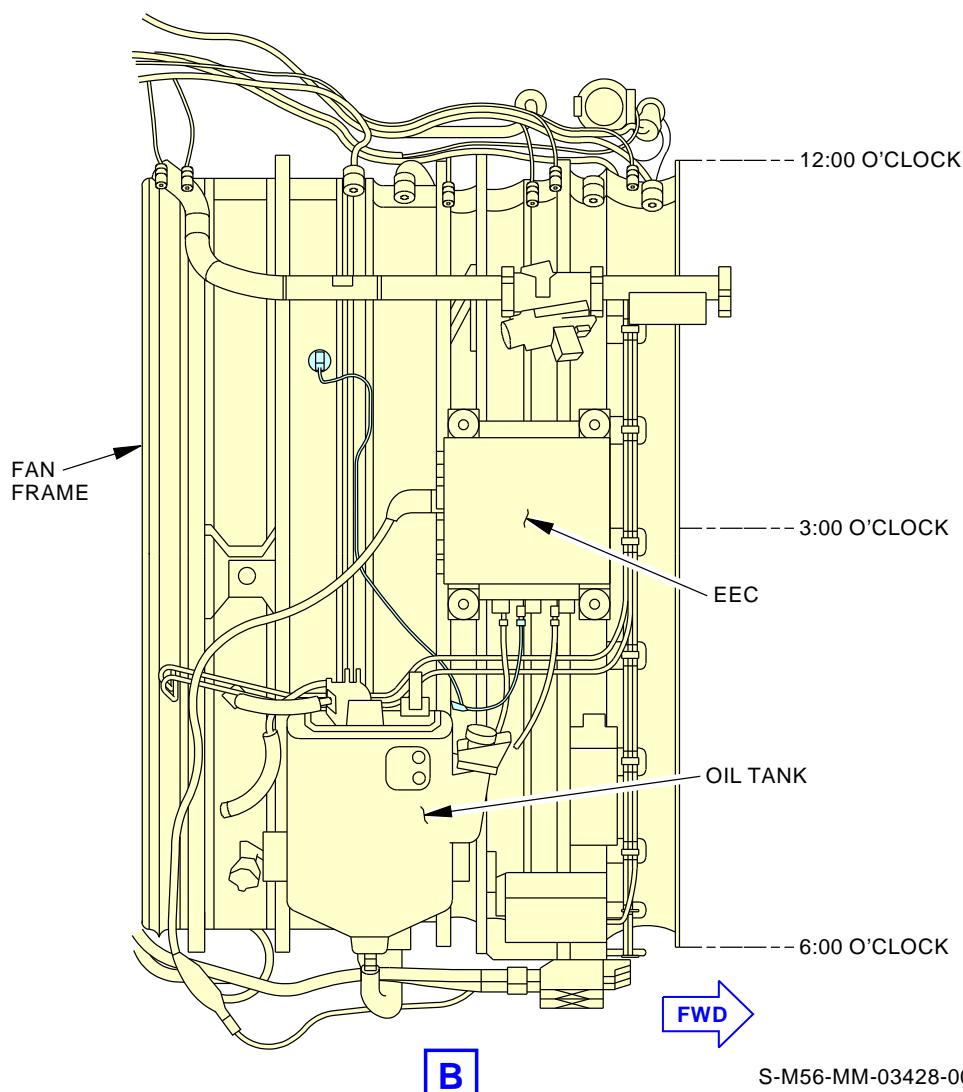
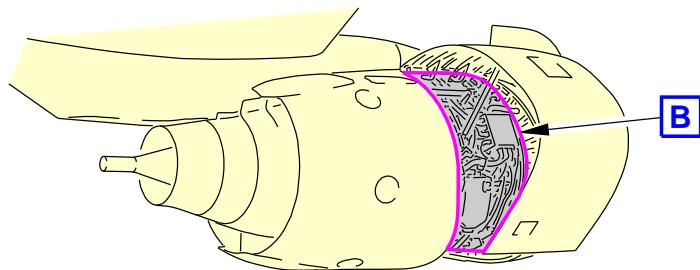
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01**S-M56-MM-03428-00-B**

H01668 S0006558006_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 2 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MRB****CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 12 of 29
Feb 15/2015**

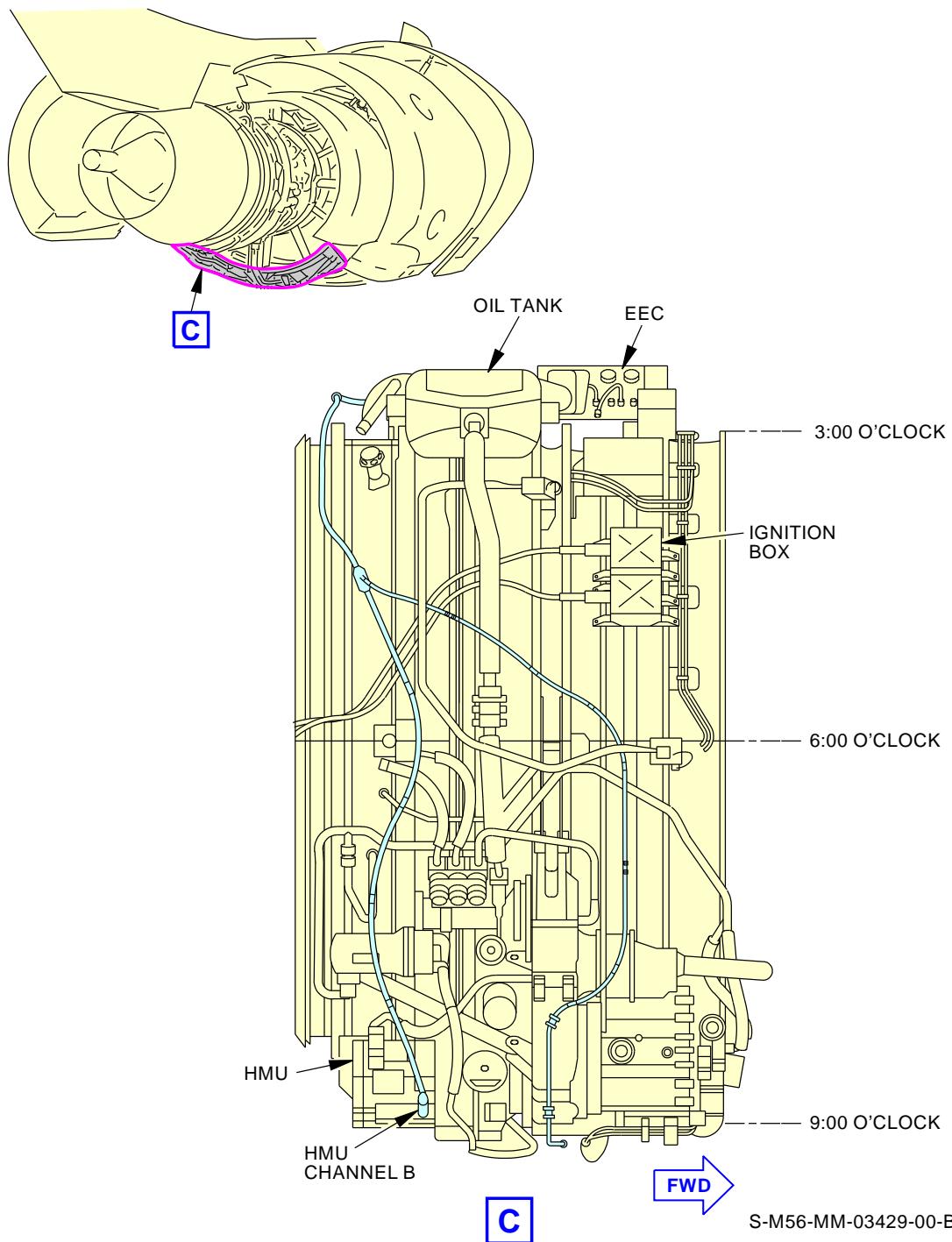
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01670 S0006558007_V3

**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 13 of 29
Feb 15/2015**

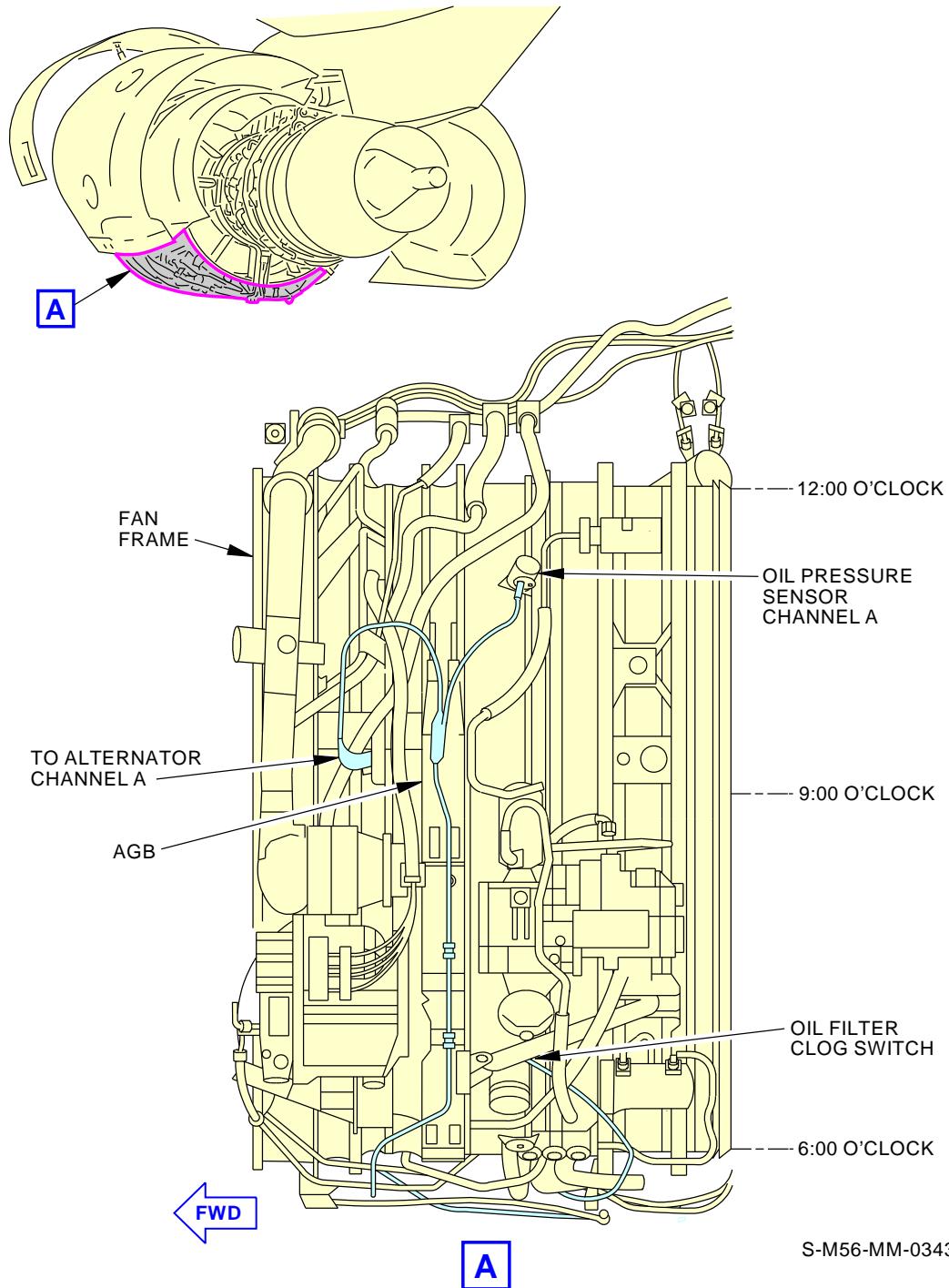
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03430-00-B

H01683 S0006558008_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 14 of 29
Feb 15/2015**

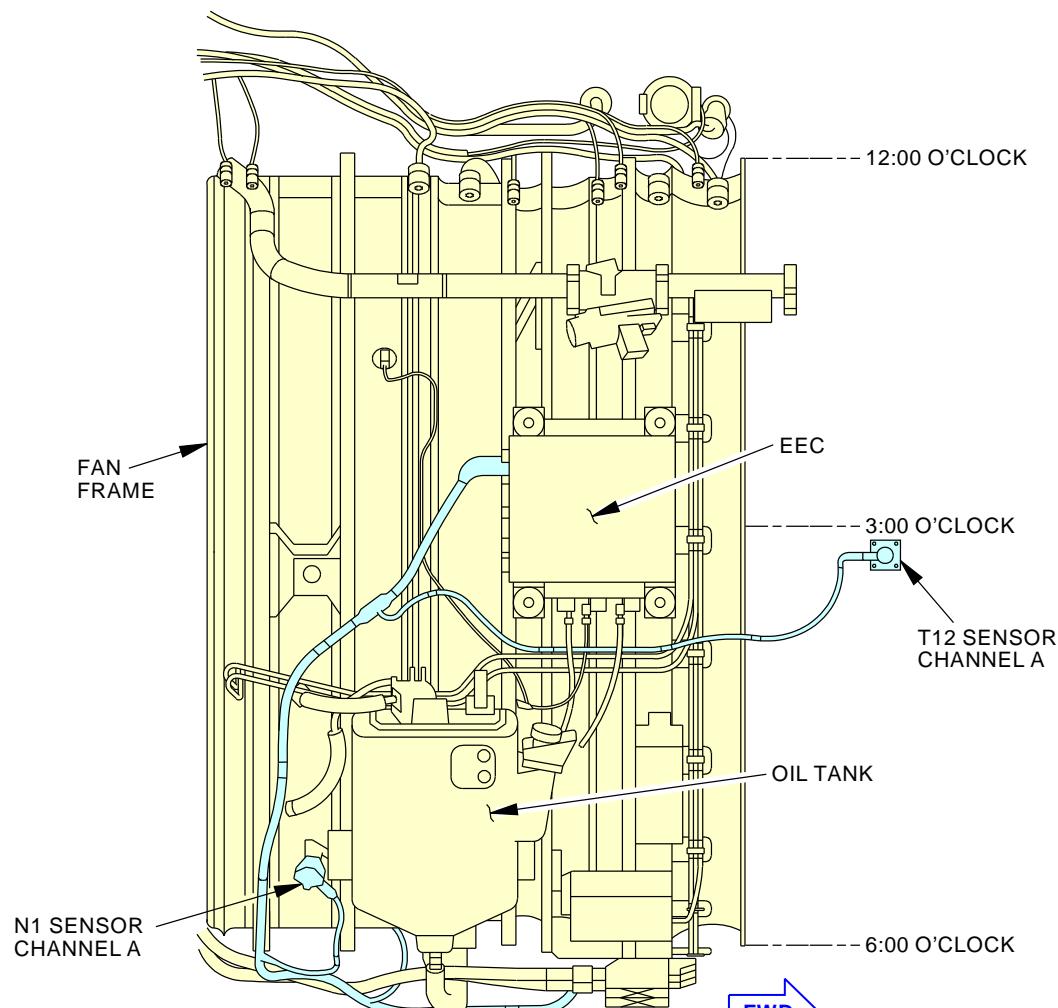
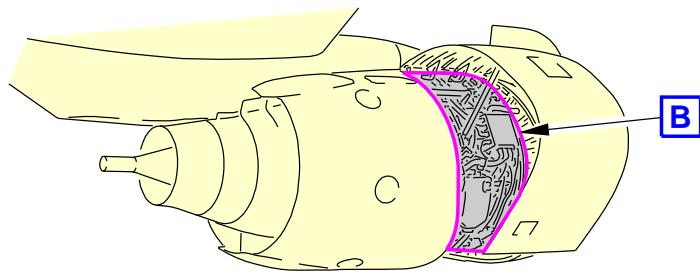
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TASK CARDS**

DATE

TAIL NUMBER

STATION

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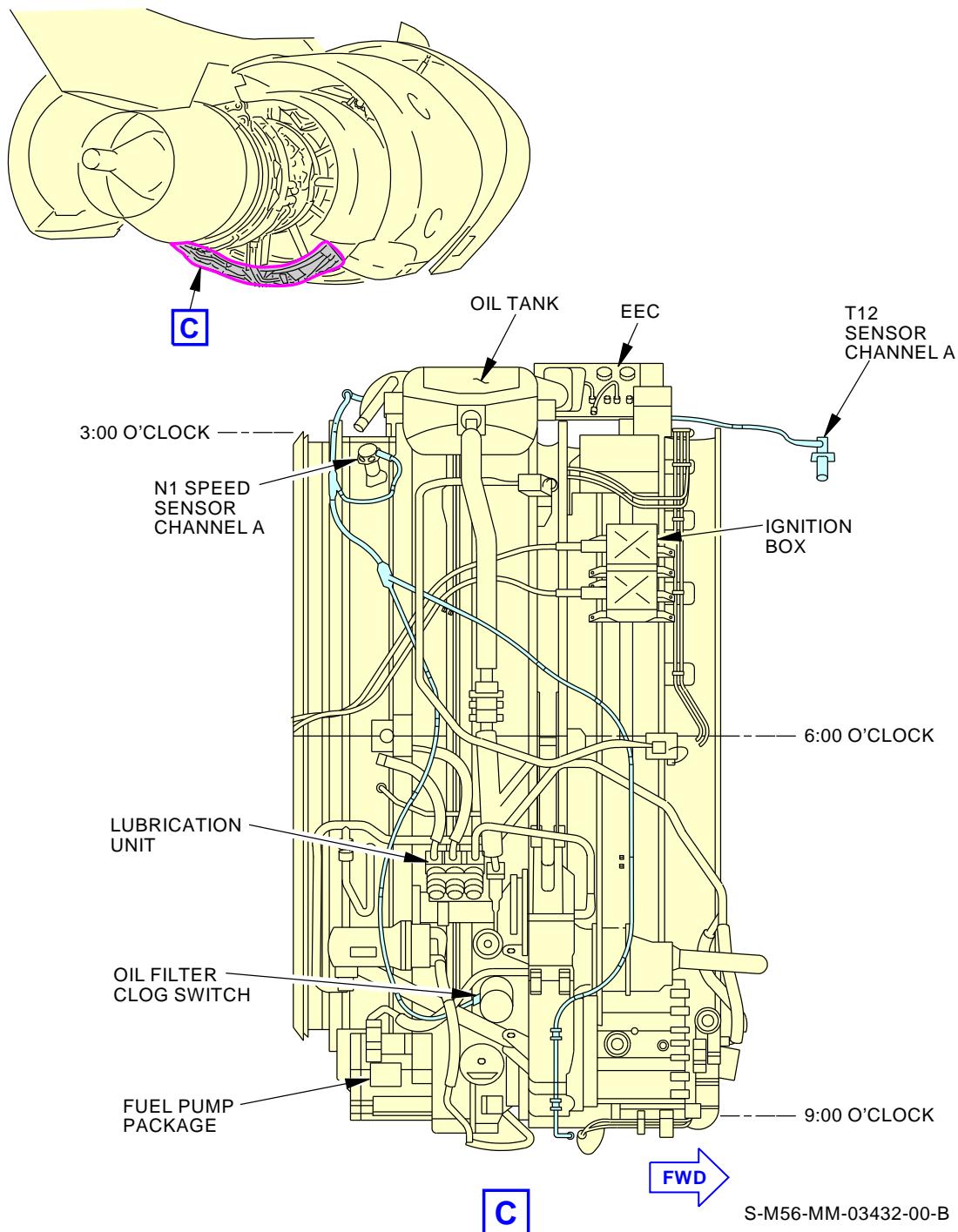
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H01684 S0006558009_V3

**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 15 of 29
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-01-01
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H01685 S0006558010_V3

High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE
		D633A109-AKS 20-120-01-01

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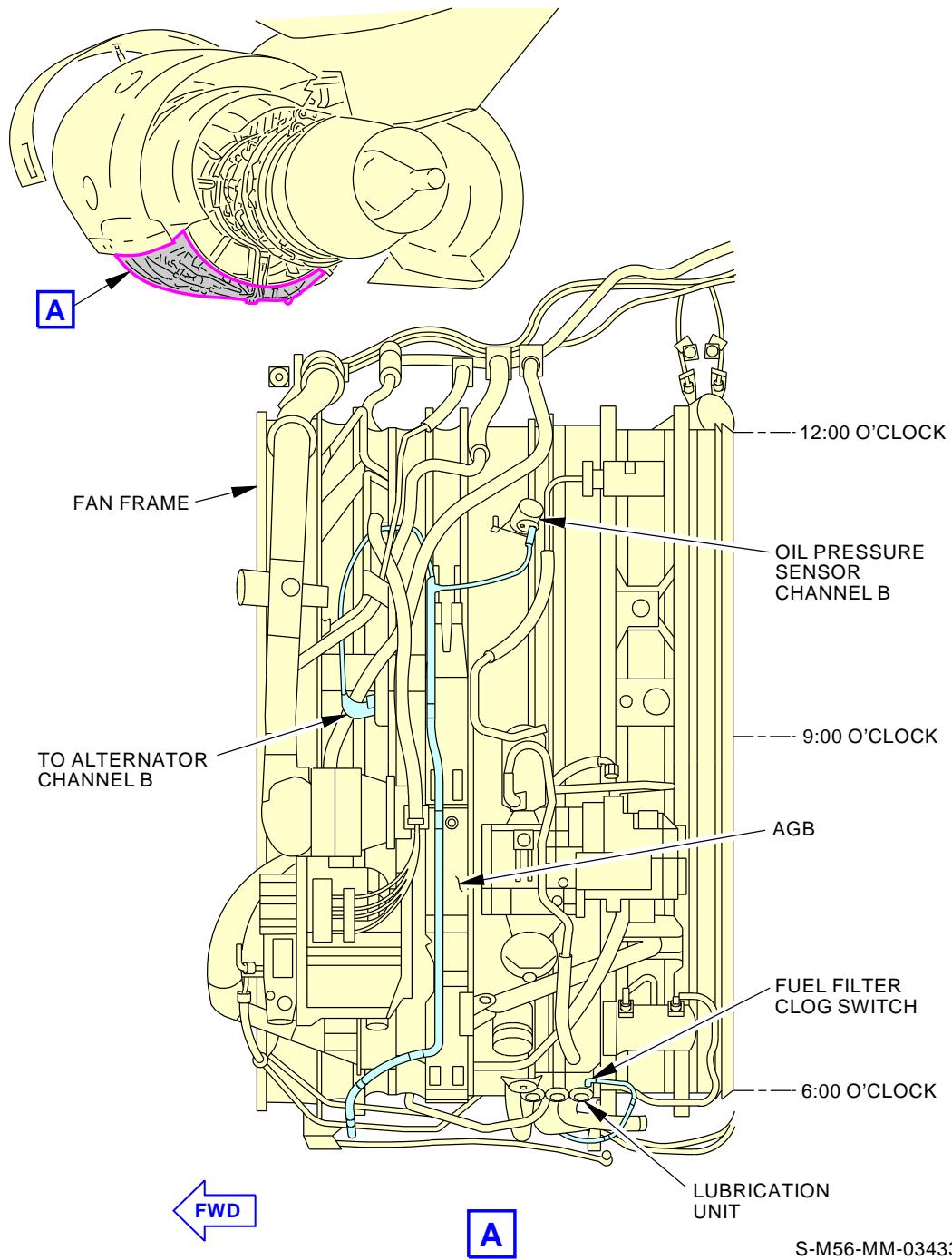
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01692 S0006558011_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 17 of 29
Feb 15/2015**

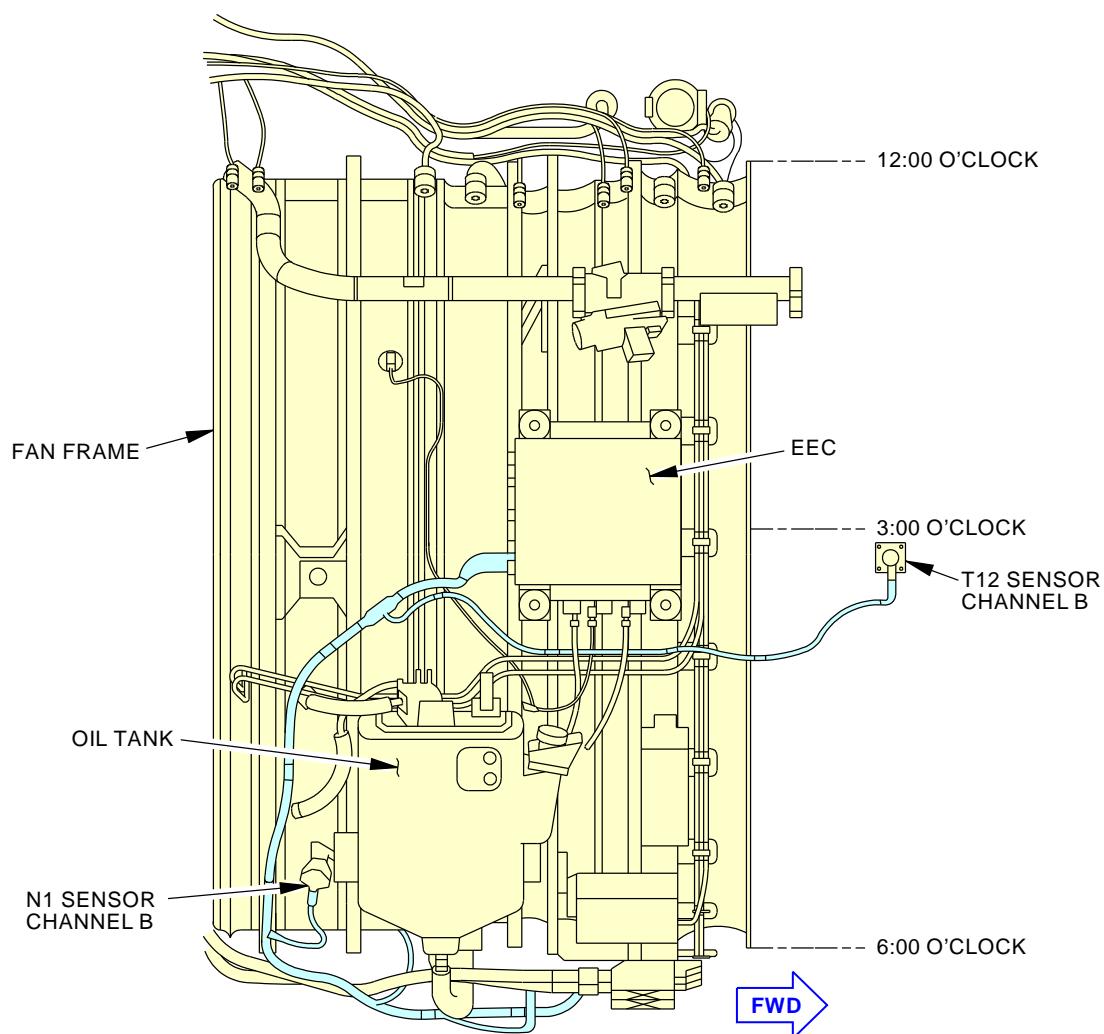
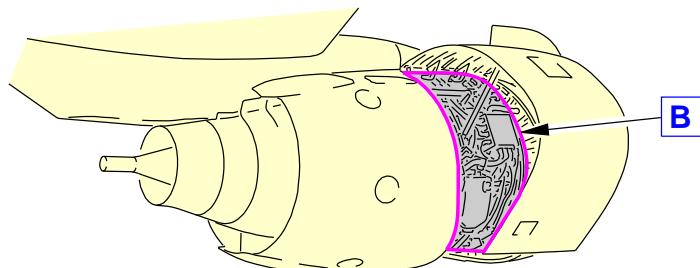
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03434-00-B

H01693 S0006558012_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 18 of 29
Feb 15/2015**

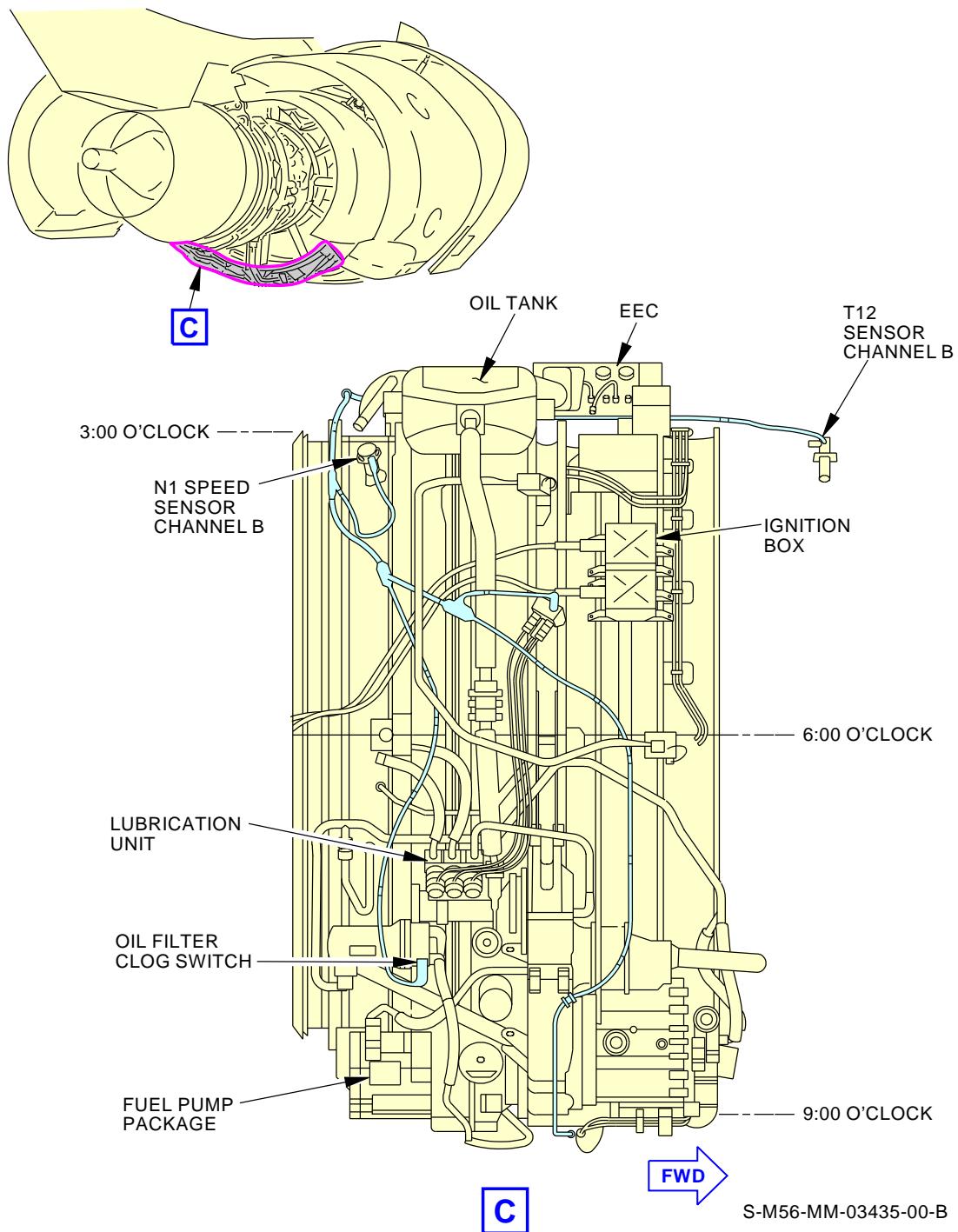
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TASK CARDS**

DATE

TAIL NUMBER

STATION

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BOEING CARD NO.
20-120-01-01**S-M56-MM-03435-00-B**

H01695 S0006558013_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE
		D633A109-AKS 20-120-01-01

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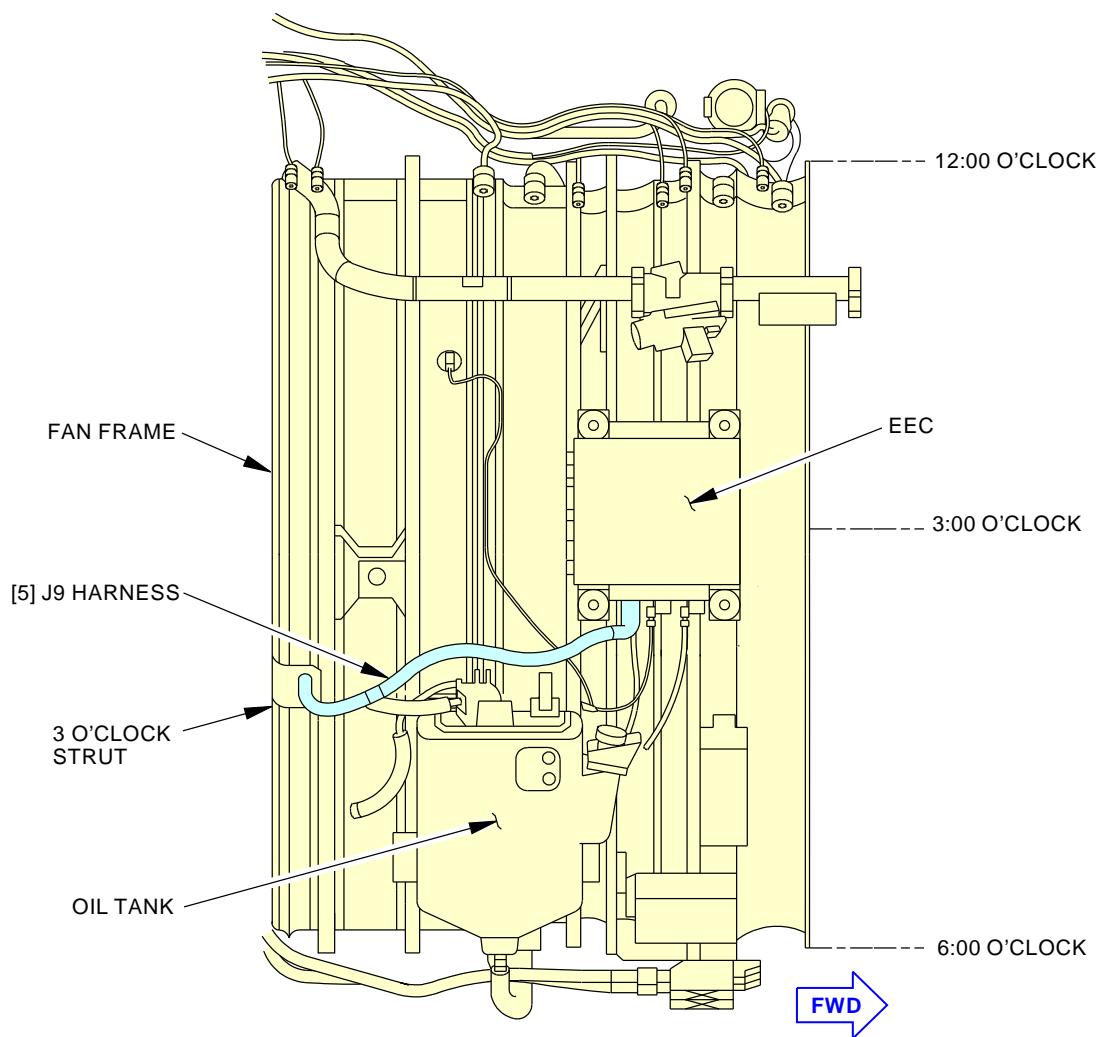
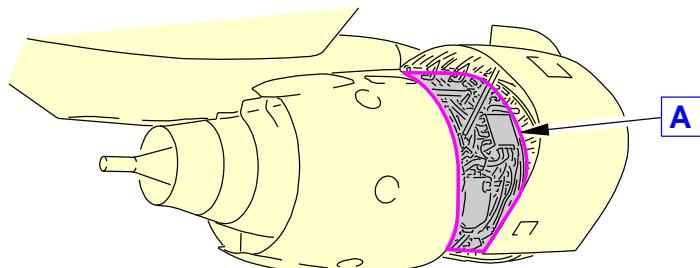
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03440-00-B

H01698 S0006558014_V4

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 20 of 29
Feb 15/2015**

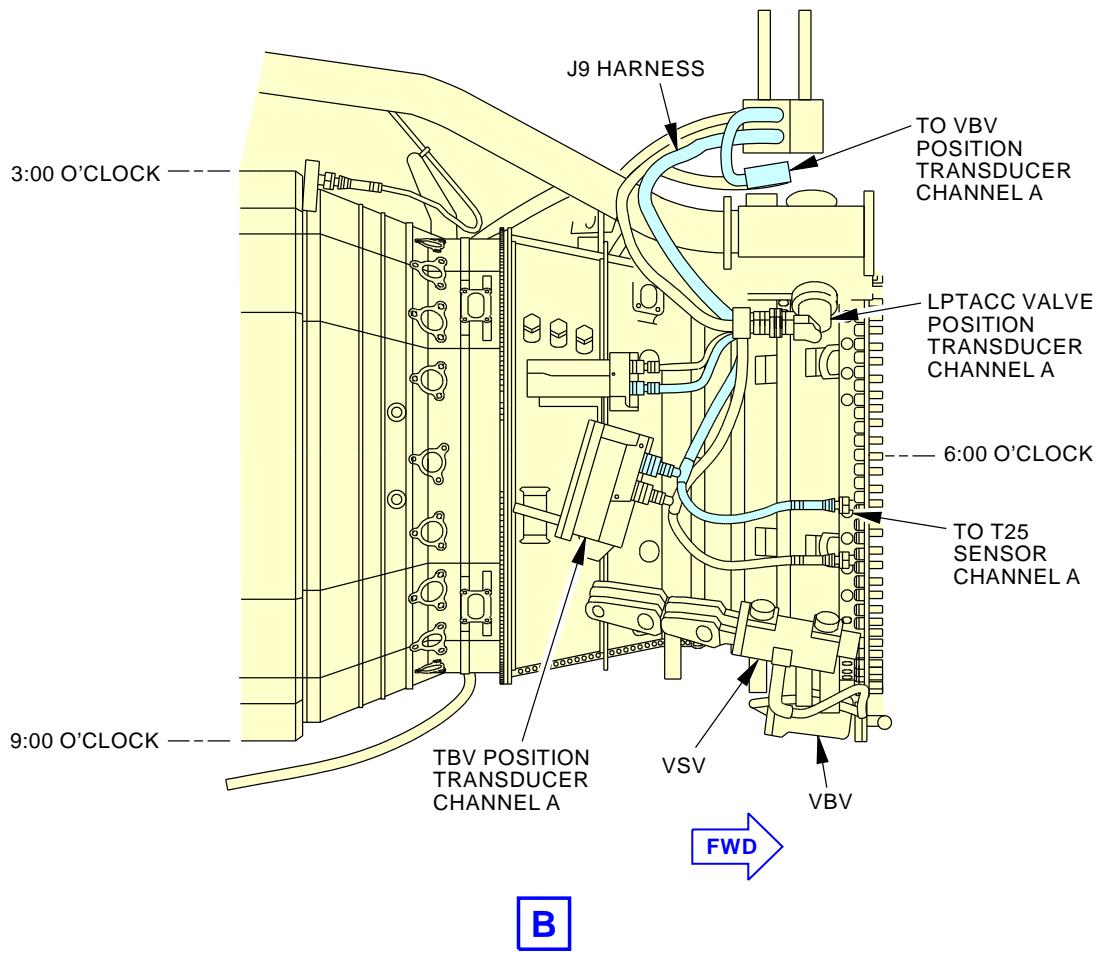
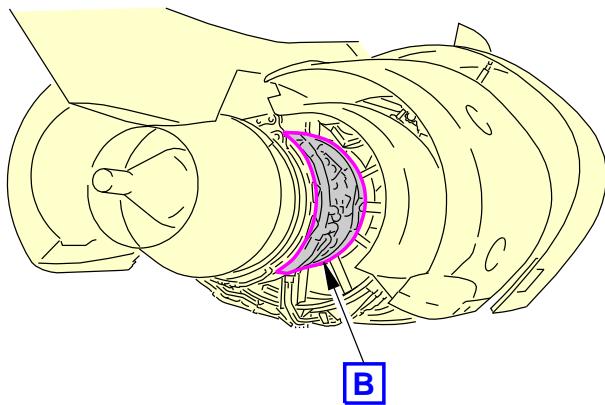
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03441-00-B

H01727 S0006558015_V4

High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE
		D633A109-AKS 20-120-01-01

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Feb 15/2015

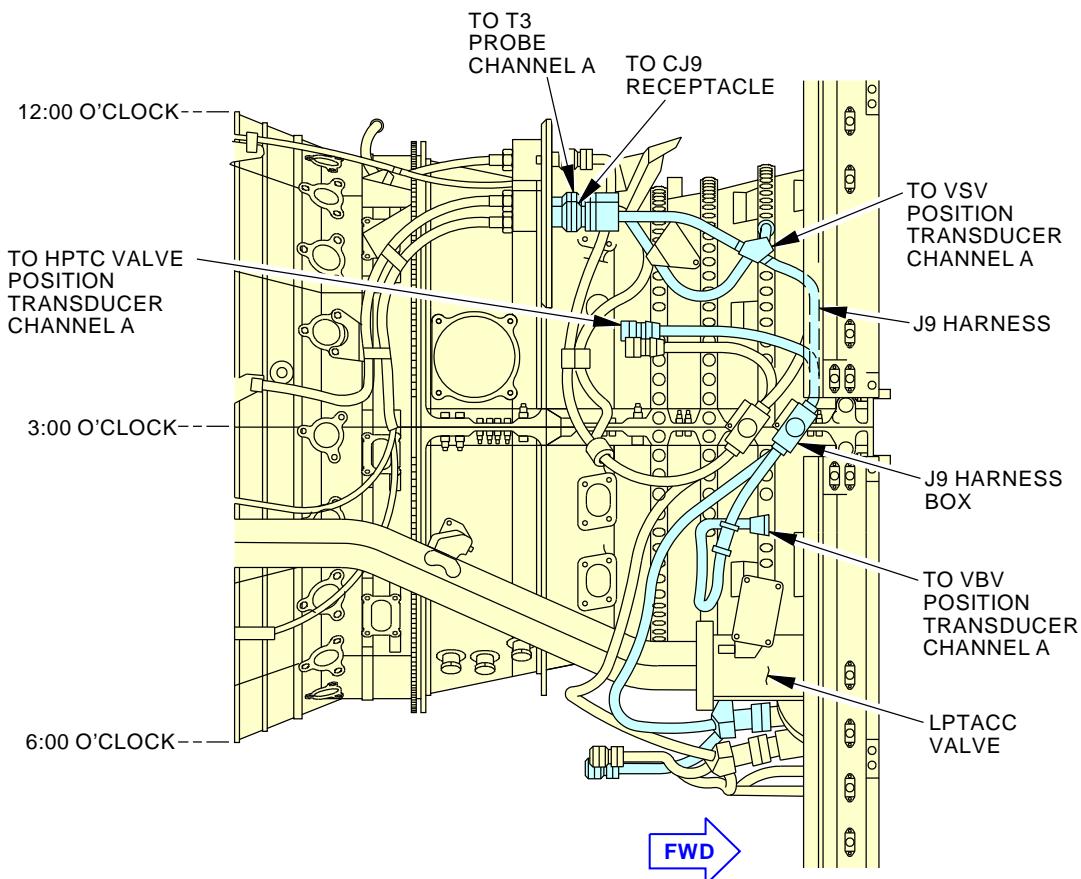
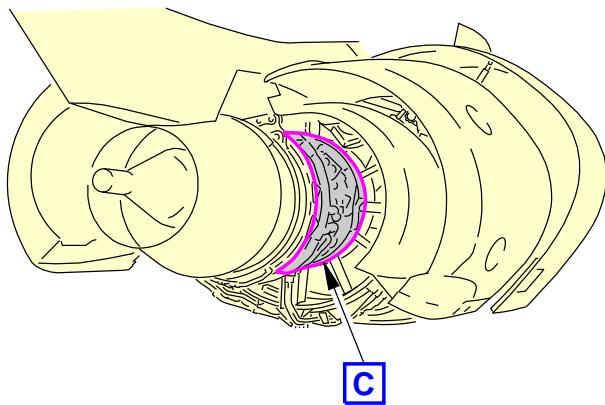
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03442-00-B

H01732 S0006558016_V3

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 22 of 29
Feb 15/2015**

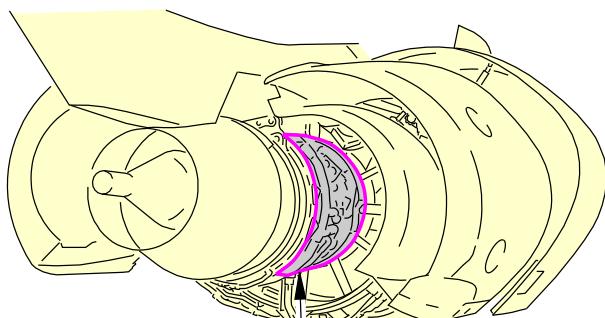
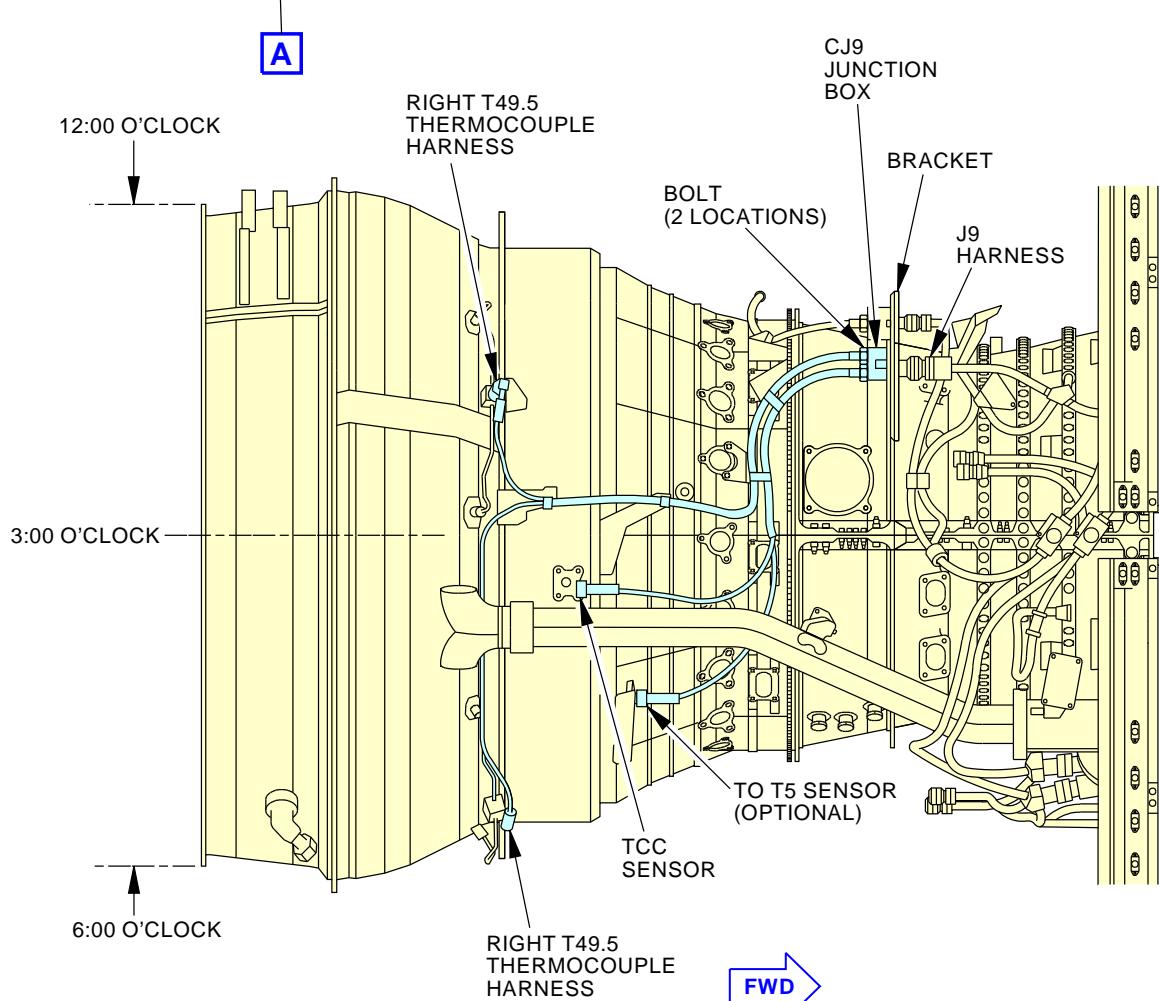
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01**A**

S-M56-MM-03449-00-B

H01733 S0006558017_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ9 Harness)
Figure 10**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 23 of 29
Feb 15/2015**

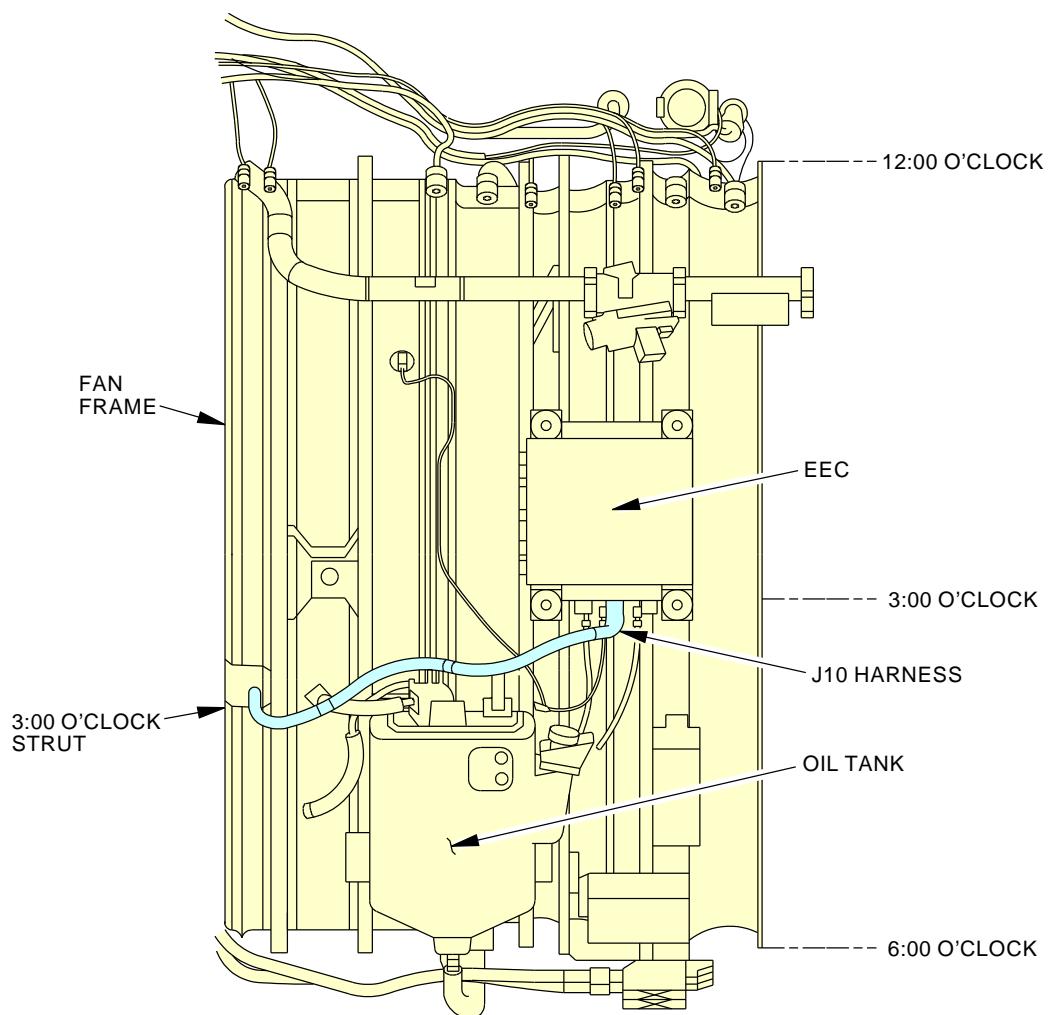
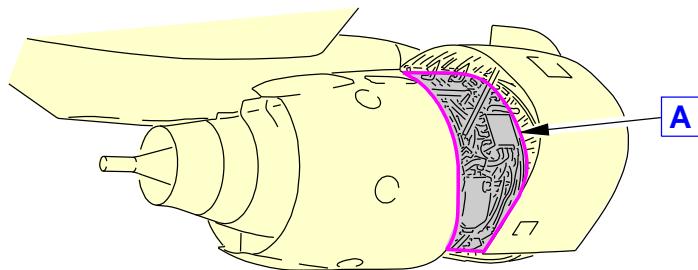
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03443-00-B

A

H01735 S0006558018_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 1 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 24 of 29
Feb 15/2015**

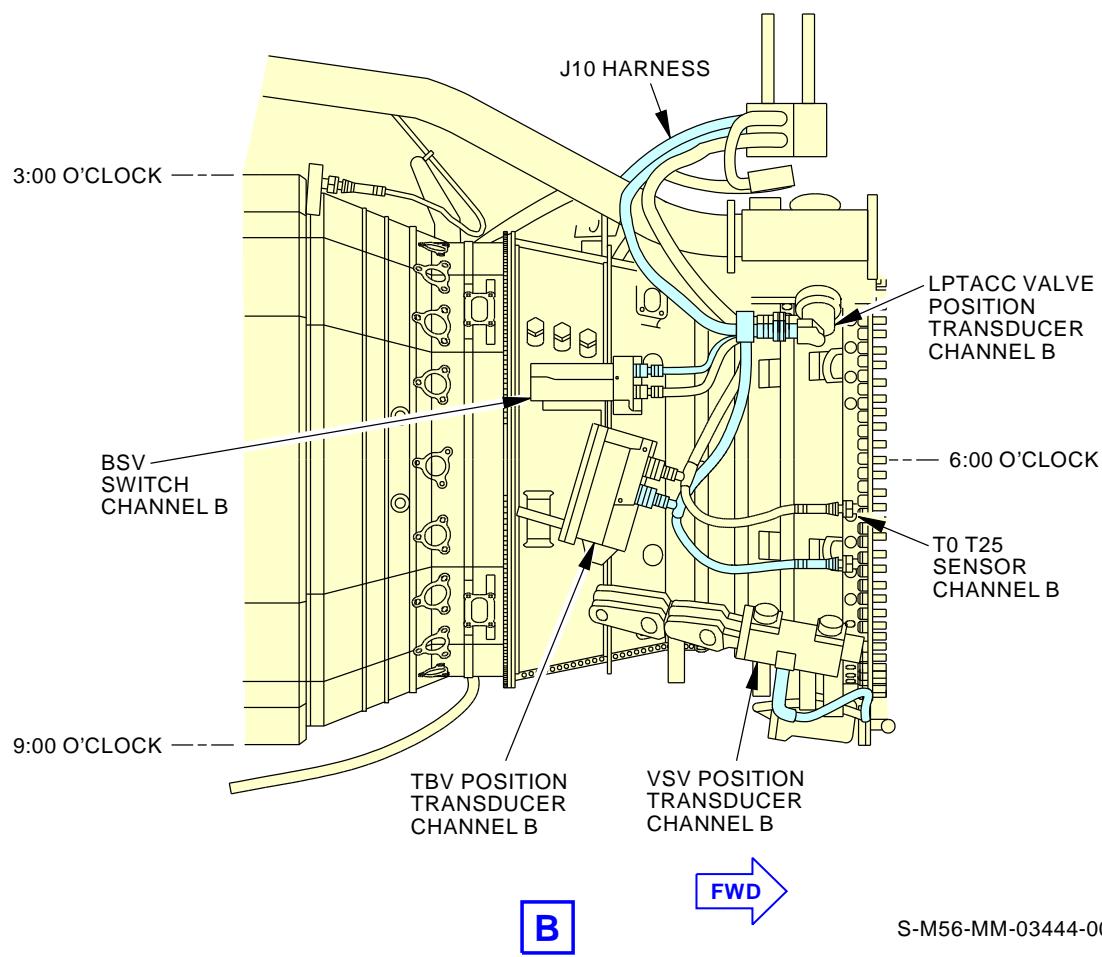
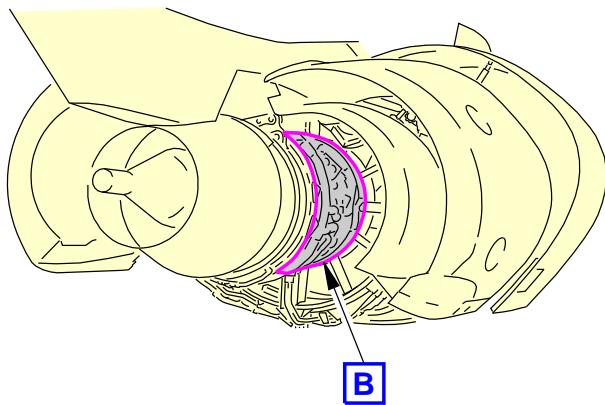
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

H01736 S0006558019_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 2 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 25 of 29
Feb 15/2015**

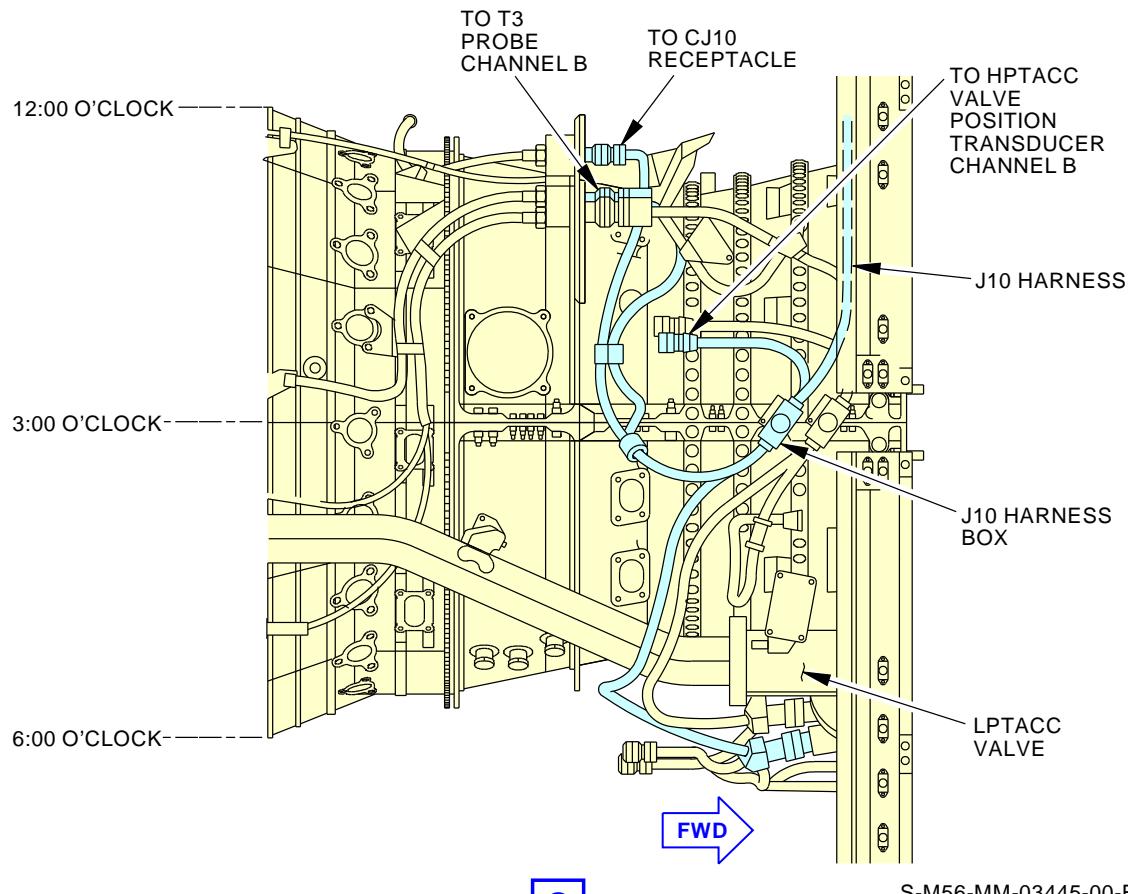
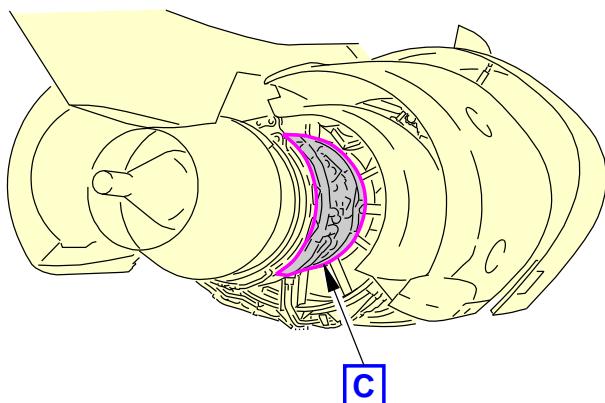
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 3 of 4)

H01739 S0006558020_V3

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - LEFT ENGINE
		D633A109-AKS 20-120-01-01

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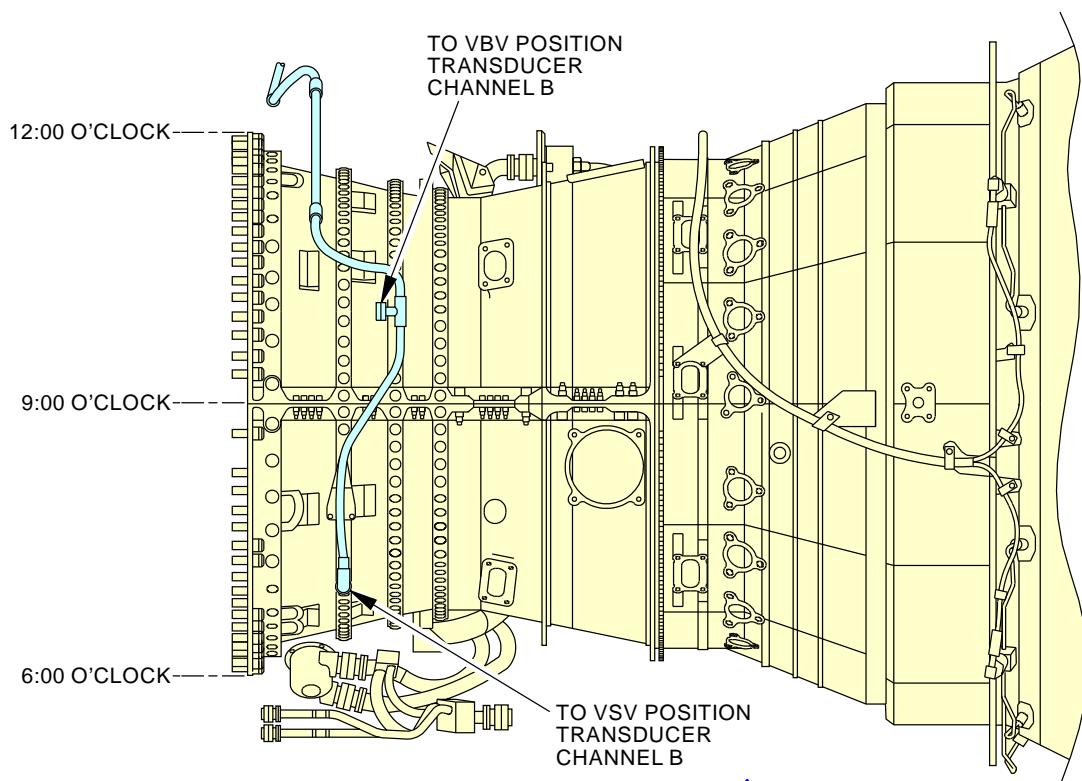
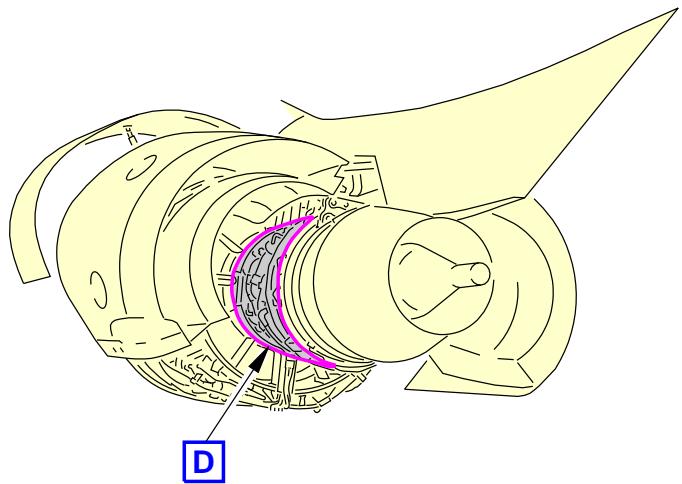
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01

S-M56-MM-03446-00-B

H01742 S0006558021_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 4 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 27 of 29
Feb 15/2015**

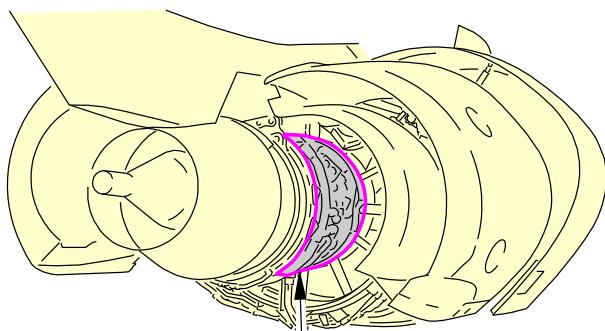
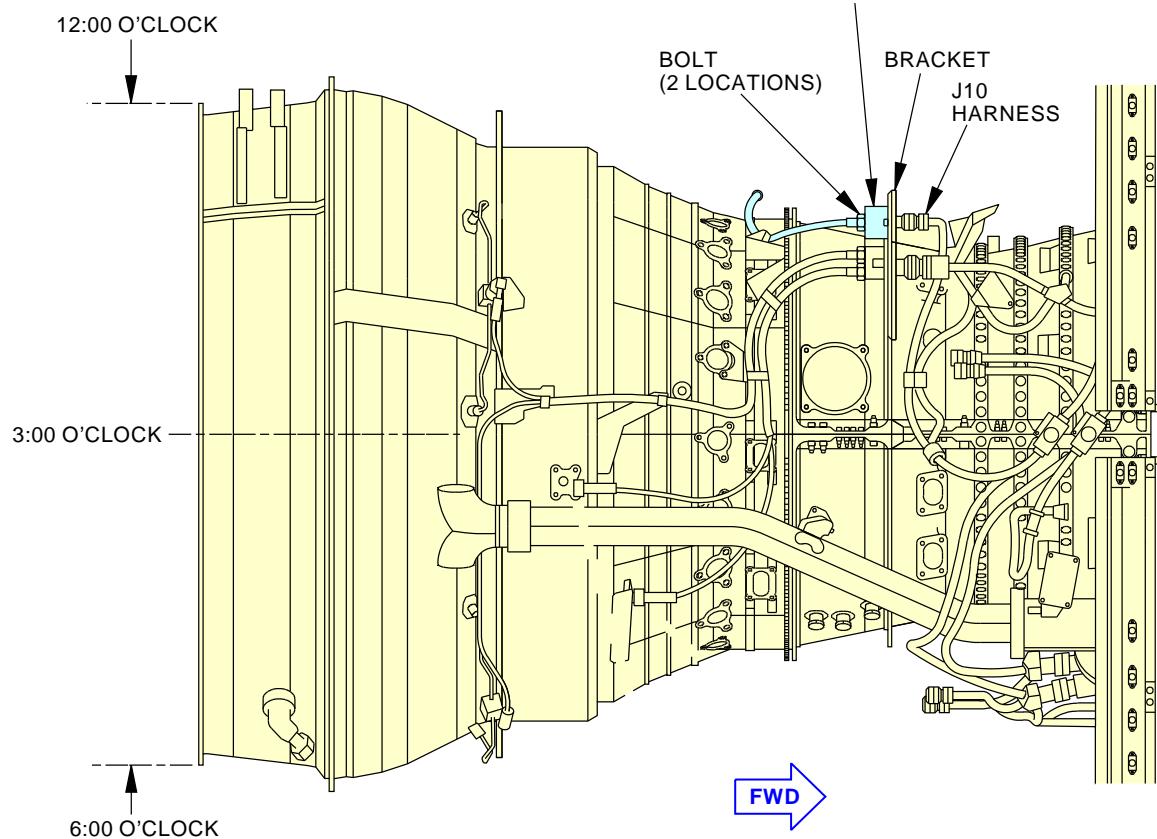
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01**A****FWD****A**

S-M56-MM-03450-00-B

H01747 S0006558022_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
20-120-01-01****Page 28 of 29
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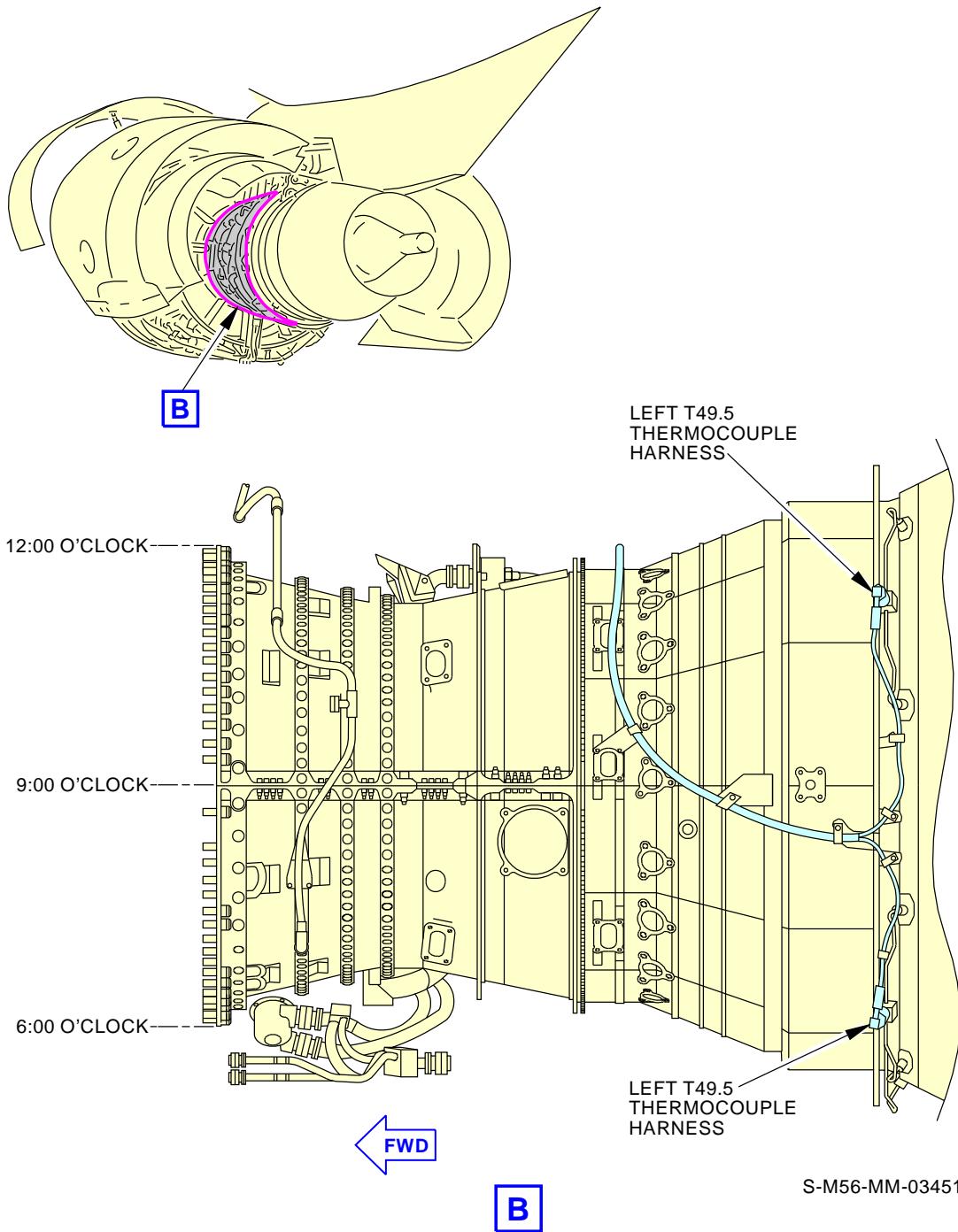
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-01-01**S-M56-MM-03451-00-B**

H01752 S0006558023_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 2 of 2)****EFFECTIVITY
AKS ALL****SOURCE
MRB****CONNECTOR TIGHTNESS - LEFT ENGINE****D633A109-AKS
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Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE CONNECTOR TIGHTNESS - RIGHT ENGINE			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-120-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL ENGIN				APPLICABILITY
		ACCESS 423 424 425 426			AIRPLANE ALL ENGINE ALL
					ZONE 421

Detailed inspection of connectors for tightness (all connectors on harness J5, J6, J7, J8, J9, CJ9, J10, CJ10, MW0301, MW0302, MW0303 AND MW0304) on the right engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (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)
AMM 78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
AMM 78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE
		D633A109-AKS 20-120-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-02-01
				MECH INSP
TASK 05-55-10-220-801				
1. Engine Wiring Harness HIRF/Lightning Detailed Visual Inspection (Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7, Figure 8, Figure 9, Figure 10, Figure 11, Figure 12)				
A. General (1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations. (a) You will search for evidence of wiring and connector irregularities using adequate lighting. (b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning. (c) Do not remove sealant when you do this task. (d) Do not disassemble connectors when you do this task. (e) Do not remove system LRUs when you do this task.				
B. Prepare for the Procedure SUBTASK 05-55-10-040-001 WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (1) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804. SUBTASK 05-55-10-040-002 (2) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801. SUBTASK 05-55-10-040-003 (3) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00. SUBTASK 05-55-10-040-004 (4) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.				
C. Procedure SUBTASK 05-55-10-210-002 (1) Do a Detailed Visual Inspection of the connectors shown in (Table 1) for the applicable engine. (a) Do a check of the electrical connectors. 1) Make sure all of the connectors at the LRUs are hand-tight. 2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets. 3) Make sure the back shell is not loose or damaged. a) Make sure the strain relief at the end of the backshell is tight. b) Make sure the shield pigtails are tight.				

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE D633A109-AKS 20-120-02-01	Page 2 of 29 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. 20-120-02-01	
c) Make sure the shield grounding band is tight. (b) Do a check of the wire bundle cables. 1) Make sure the wire bundle cables are not chafed, cut or worn. (c) Replace or repair any damaged components or wiring found during this inspection (SWPM Chapter 20).				MECH	INSP
Table 1					
CABLE NUMBER	FIGURE	FUNCTION	INTERCONNECTS		
MW0301	Figure 1	ENGINE/AIRPLANE INTERFACE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR		
MW0302	Figure 2	ENGINE/AIRPLANE INTERFACE	EEC-J2, IGNITION EXCITER		
MW0303	Figure 3	ENGINE/AIRPLANE INTERFACE	EEC-J3		
MW0304	Figure 4	ENGINE/AIRPLANE INTERFACE	EEC-J4		
J5 HARNESS	Figure 5	ENGINE HARNESS	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR		
J6 HARNESS	Figure 6	ENGINE HARNESS	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR		
J7 HARNESS	Figure 7	ENGINE HARNESS	EEC-J7, N1 SPEED SENSOR, EEC ALTERNATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR		
J8 HARNESS	Figure 8	ENGINE HARNESS	EEC-J8, N1 SPEED SENSOR, EEC ALTERNATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)		
J9 HARNESS	Figure 9	ENGINE HARNESS	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ9 HARNESS	Figure 10	ENGINE HARNESS	J9 HARNESS, EGT HARNESSSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)		
J10 HARNESS	Figure 11	ENGINE HARNESS	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR		
CJ10 HARNESS	Figure 12	ENGINE HARNESS	J10 HARNESS, EGT HARNESSSES (SEC 3&4)		

SUBTASK 05-55-10-840-001

(2) Return the airplane to the original condition

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE
		D633A109-AKS 20-120-02-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-02-01	
(a) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00 (b) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00 (c) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801 (d) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803					MECH
— END OF TASK —					
EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE			
		D633A109-AKS		Page 4 of 29	
		20-120-02-01		Jun 15/2015	

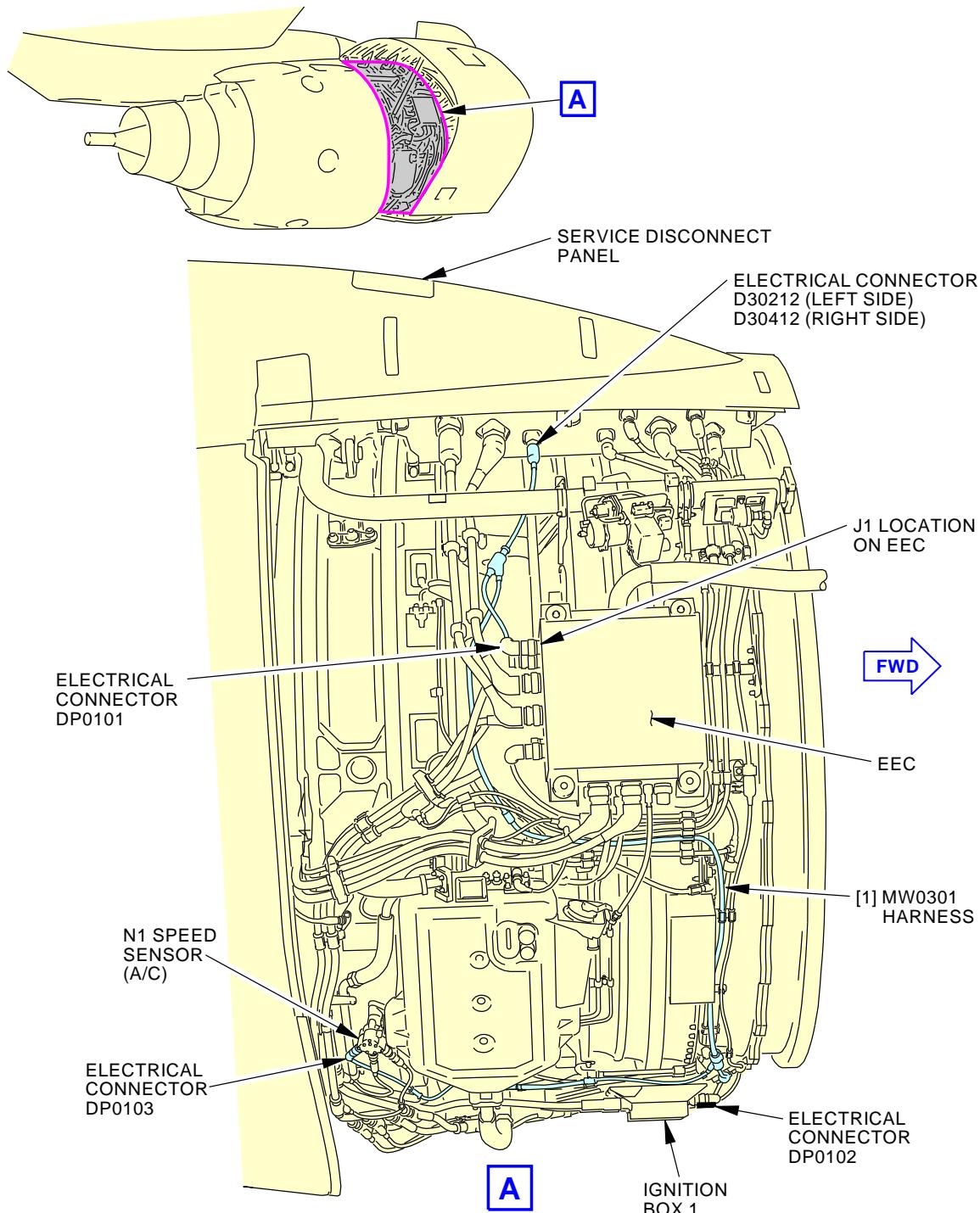
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

H01635 S0006557999_V5

**High Intensity Radiated Fields (HIRF) Inspection (MW0301 Nacelle Wiring Harness)
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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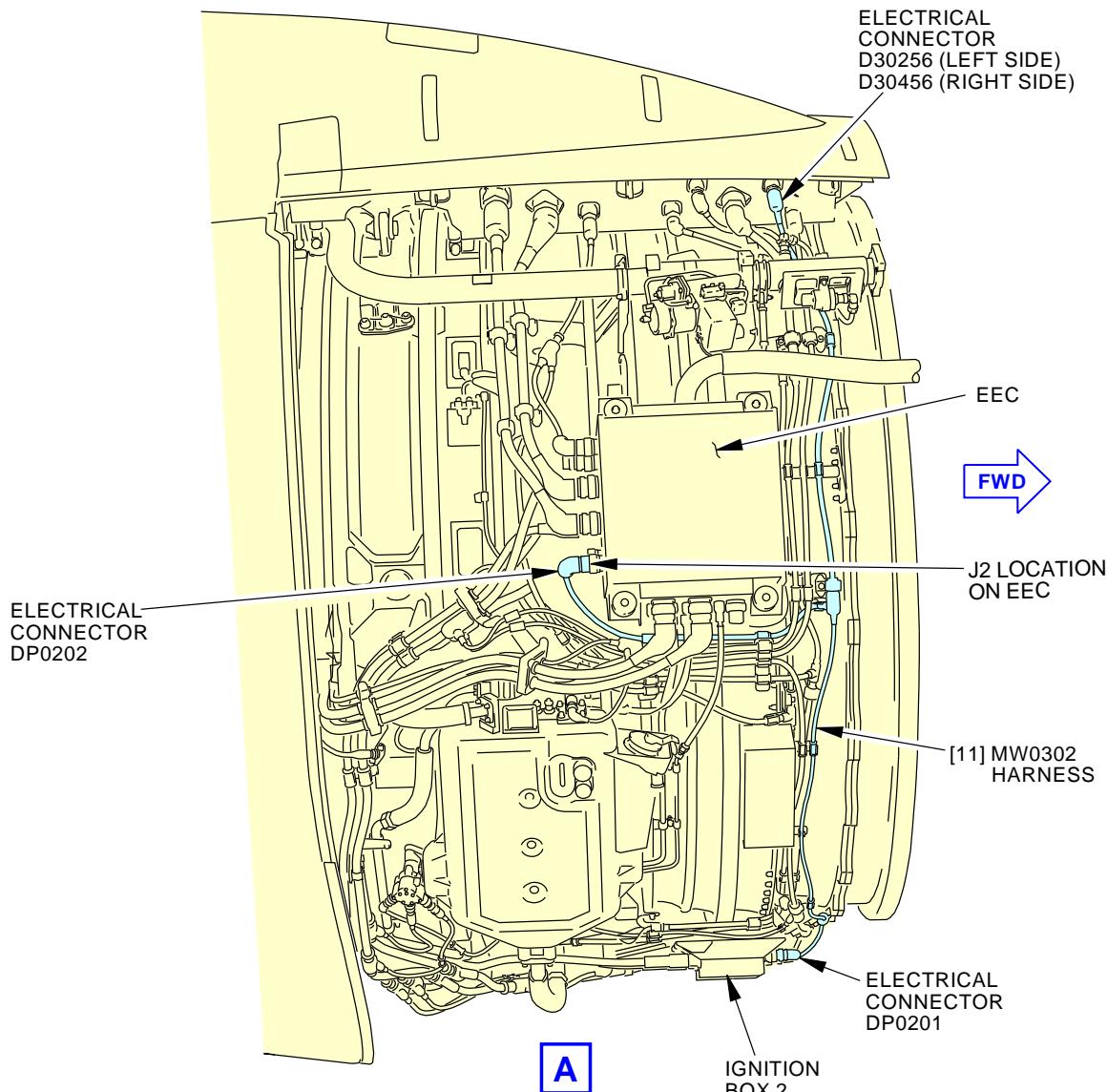
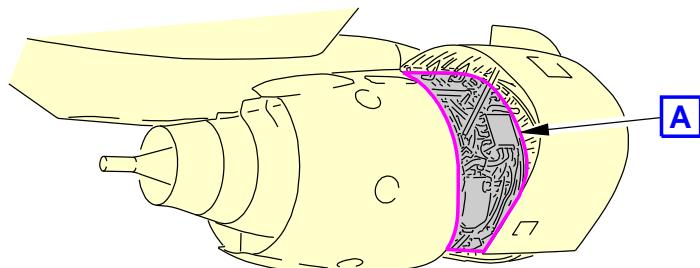
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

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**High Intensity Radiated Fields (HIRF) Inspection (MW0302 Nacelle Wiring Harness)
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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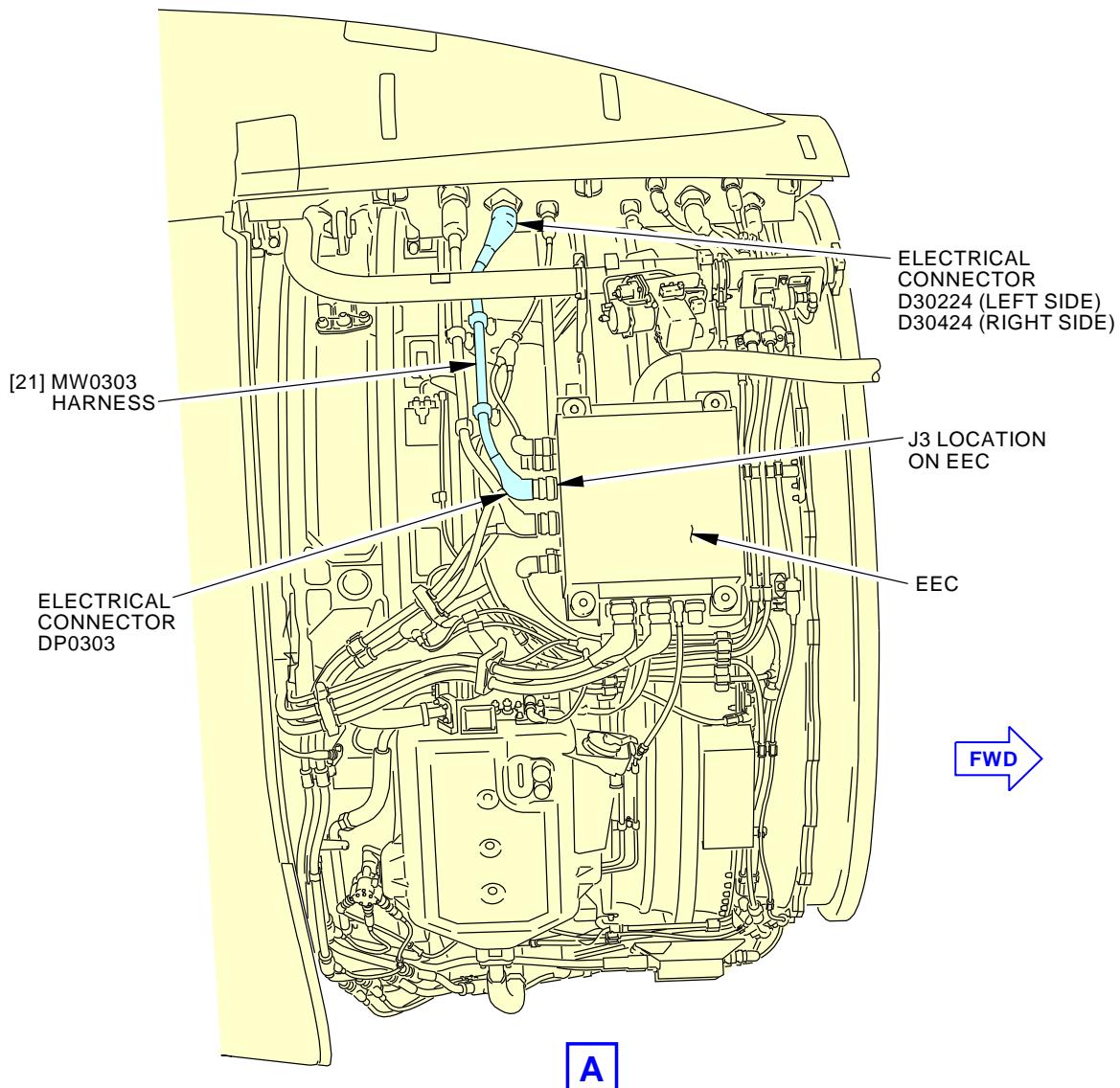
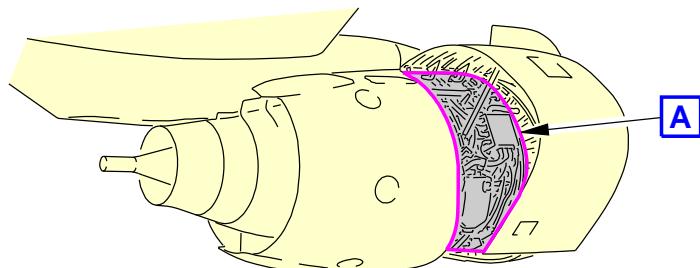
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

High Intensity Radiated Fields (HIRF) Inspection (MW0303 Nacelle Wiring Harness)
Figure 3

H01645 S0006558001_V4

EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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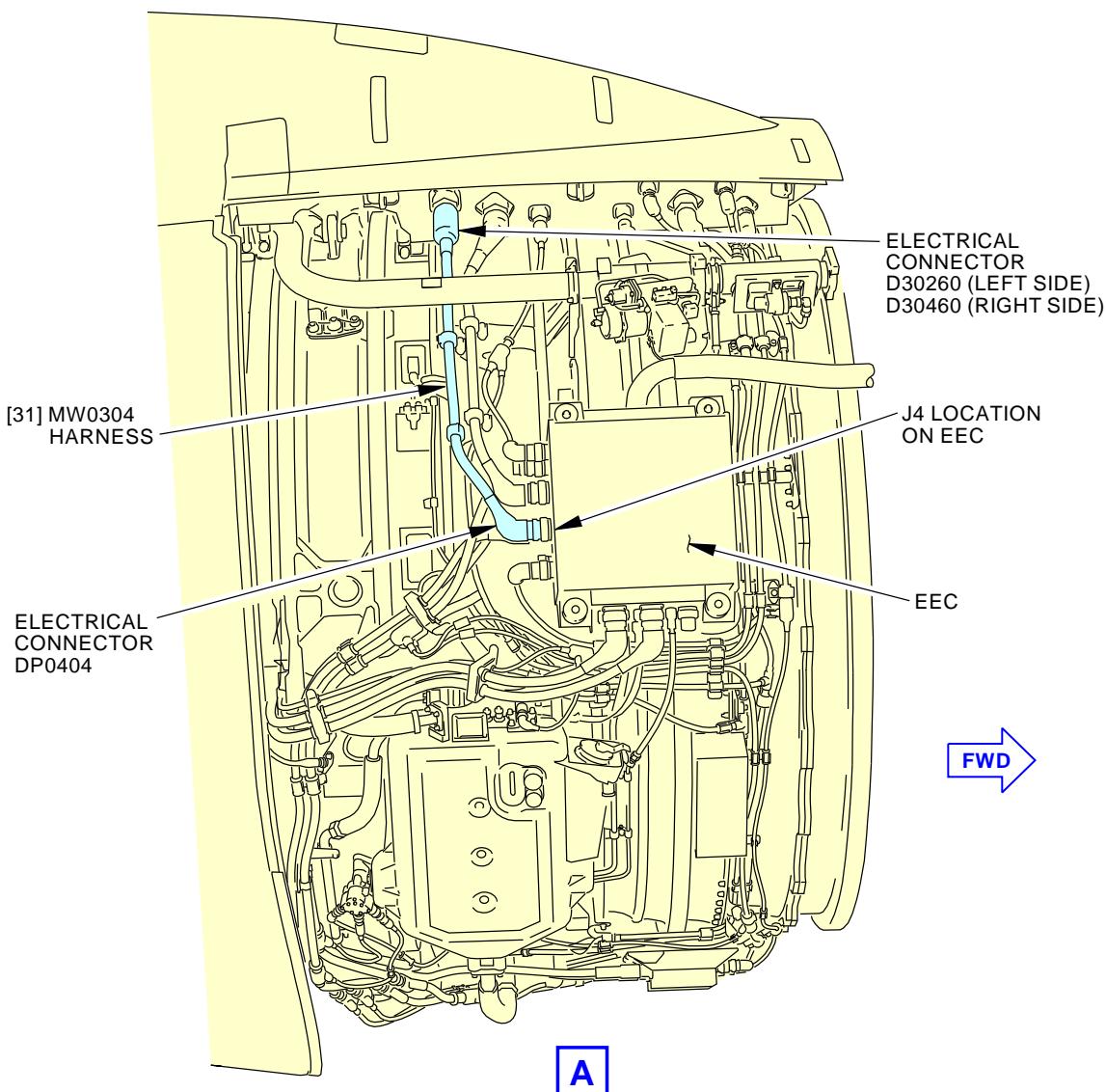
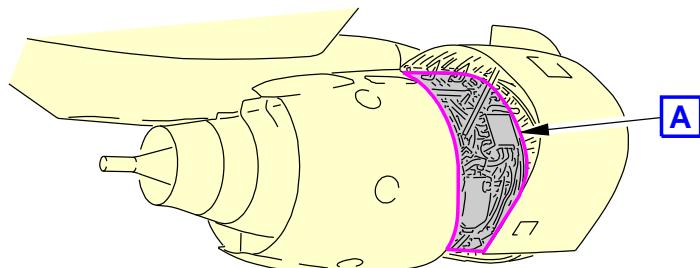
AKS**BOEING****737-600/700/800/900
TASK CARDS**

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TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

H01647 S0006558002_V4

**High Intensity Radiated Fields (HIRF) Inspection (MW0304 Nacelle Wiring Harness)
Figure 4**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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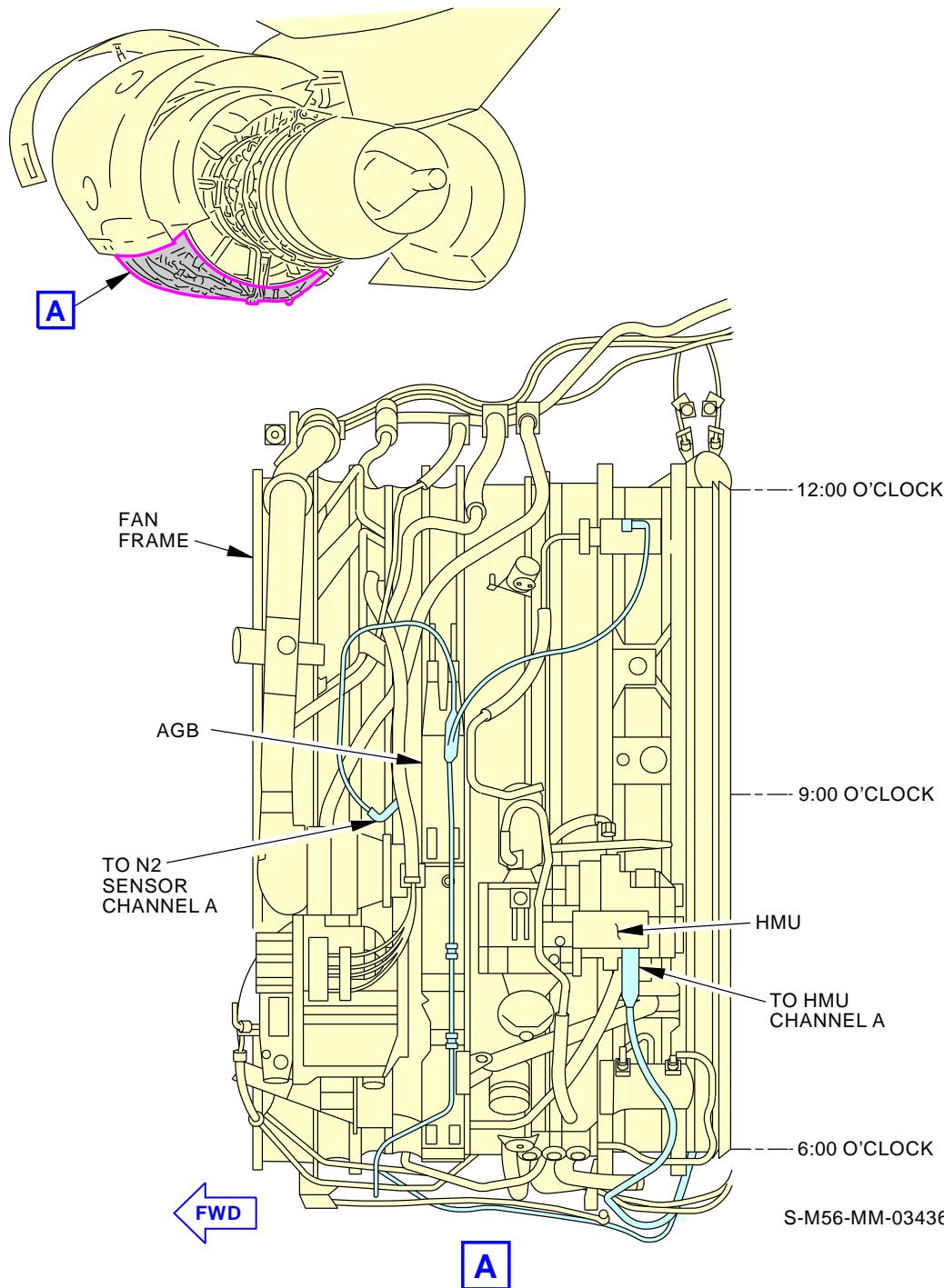
AKS**737-600/700/800/900
TASK CARDS**

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20-120-02-01

High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 1 of 2)

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EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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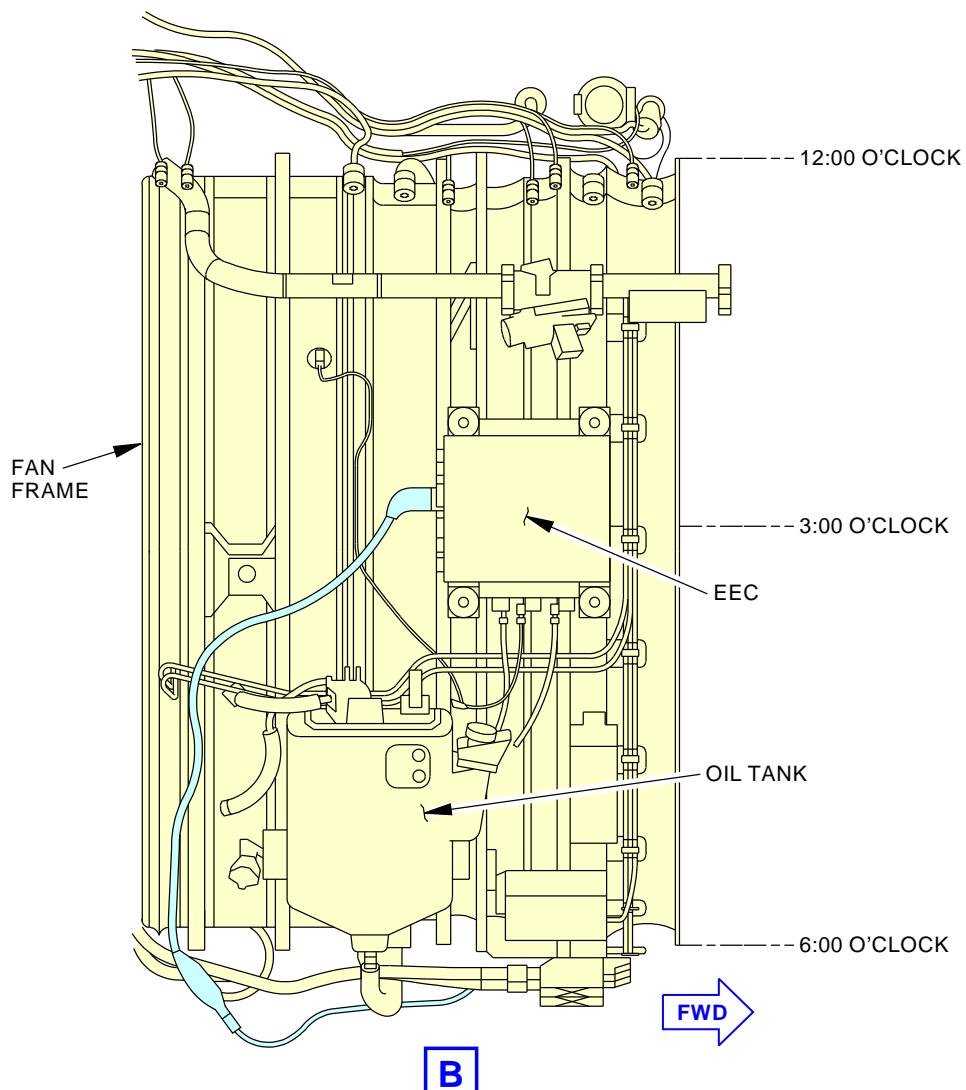
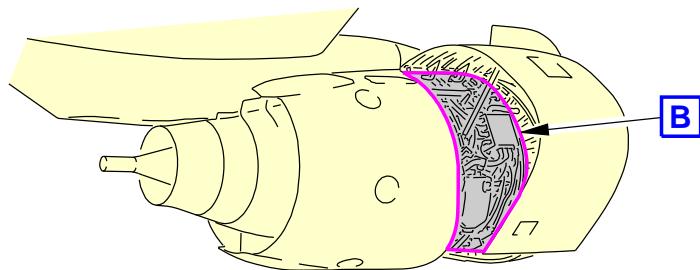
AKS**BOEING****737-600/700/800/900
TASK CARDS**

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TAIL NUMBER

STATION

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BOEING CARD NO.
20-120-02-01

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H01660 S0006558004_V3

**High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 5 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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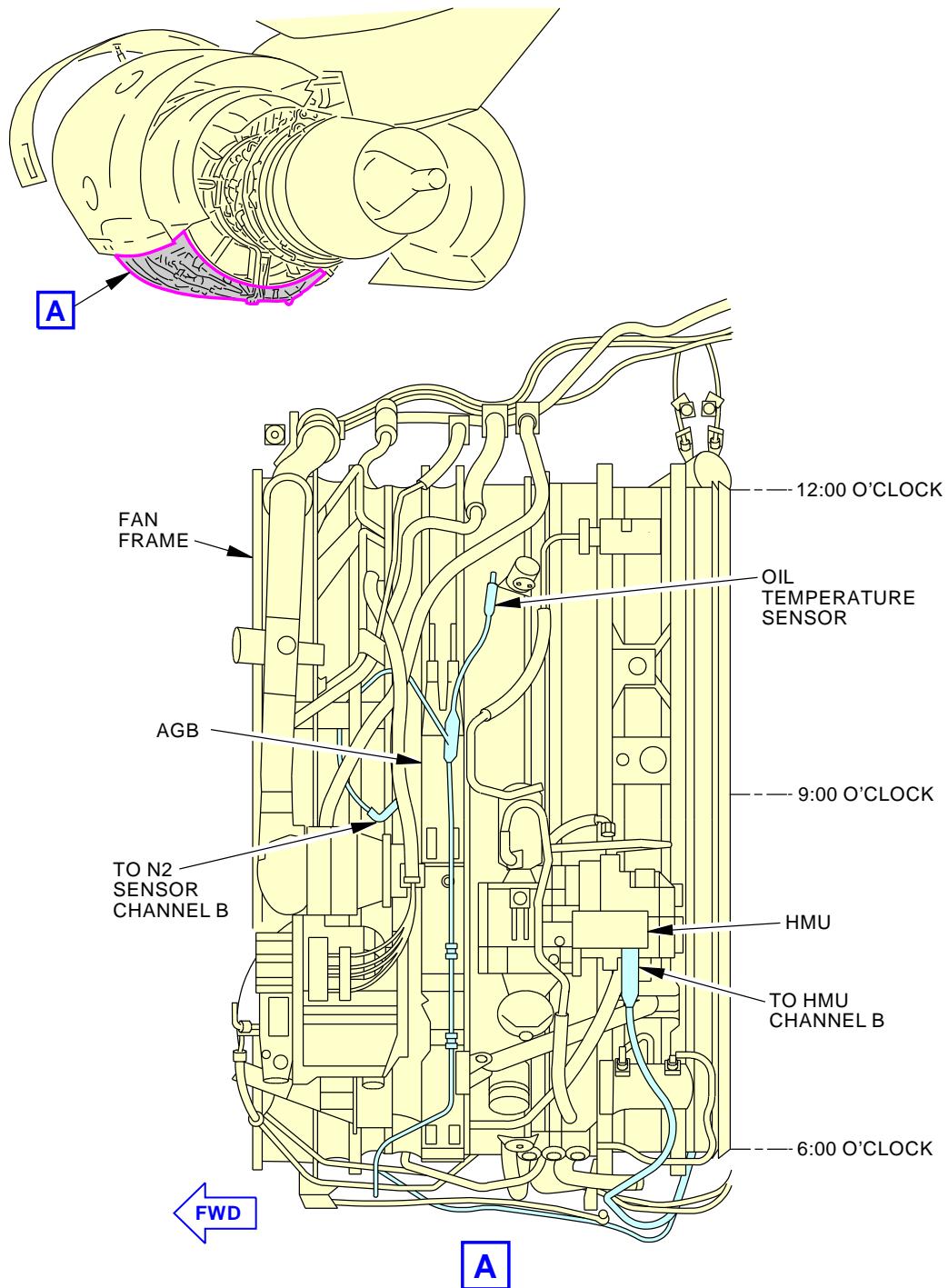
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

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**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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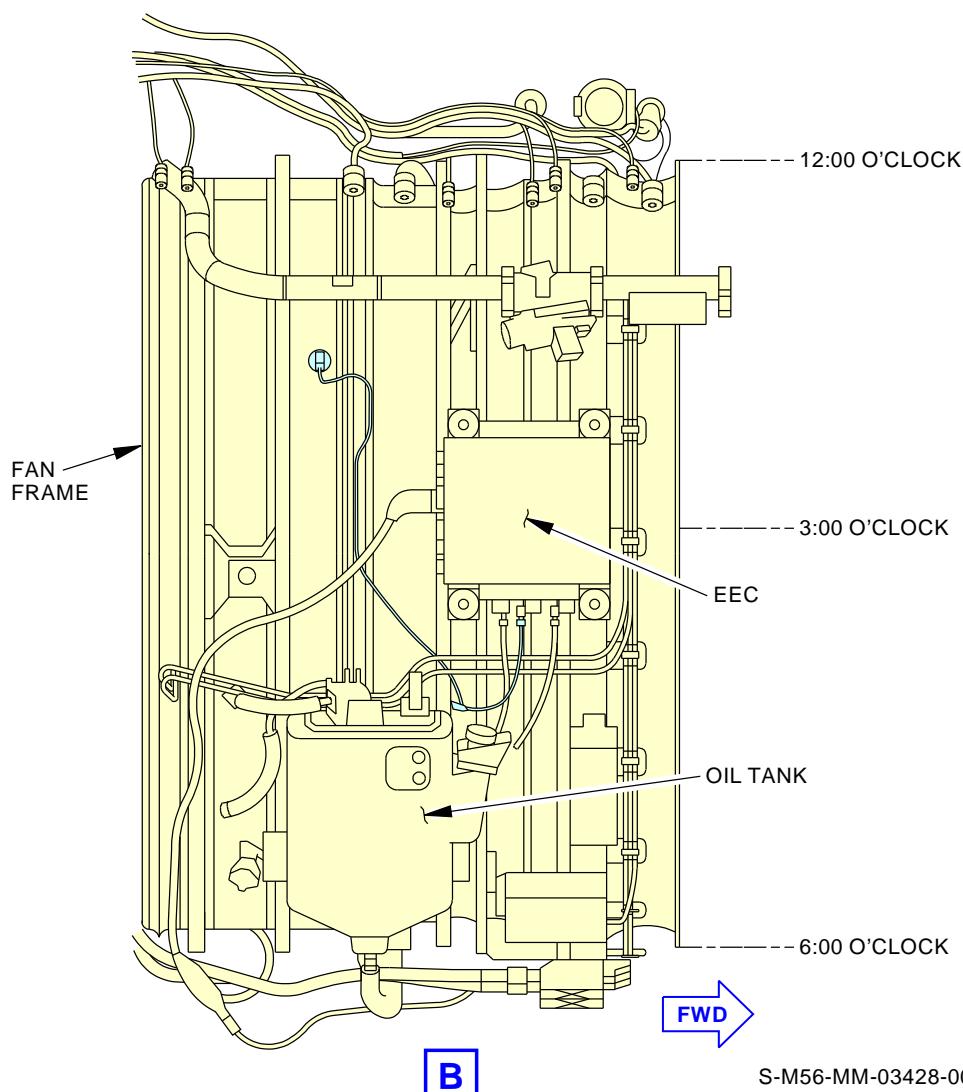
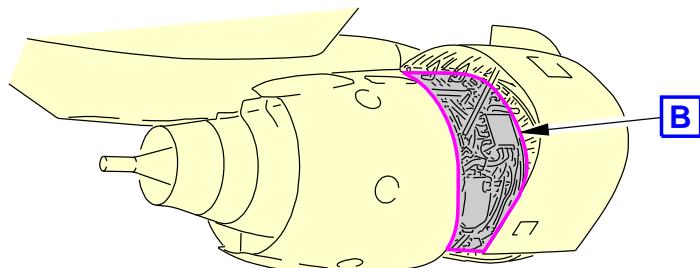
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01**S-M56-MM-03428-00-B**

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**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 2 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MRB****CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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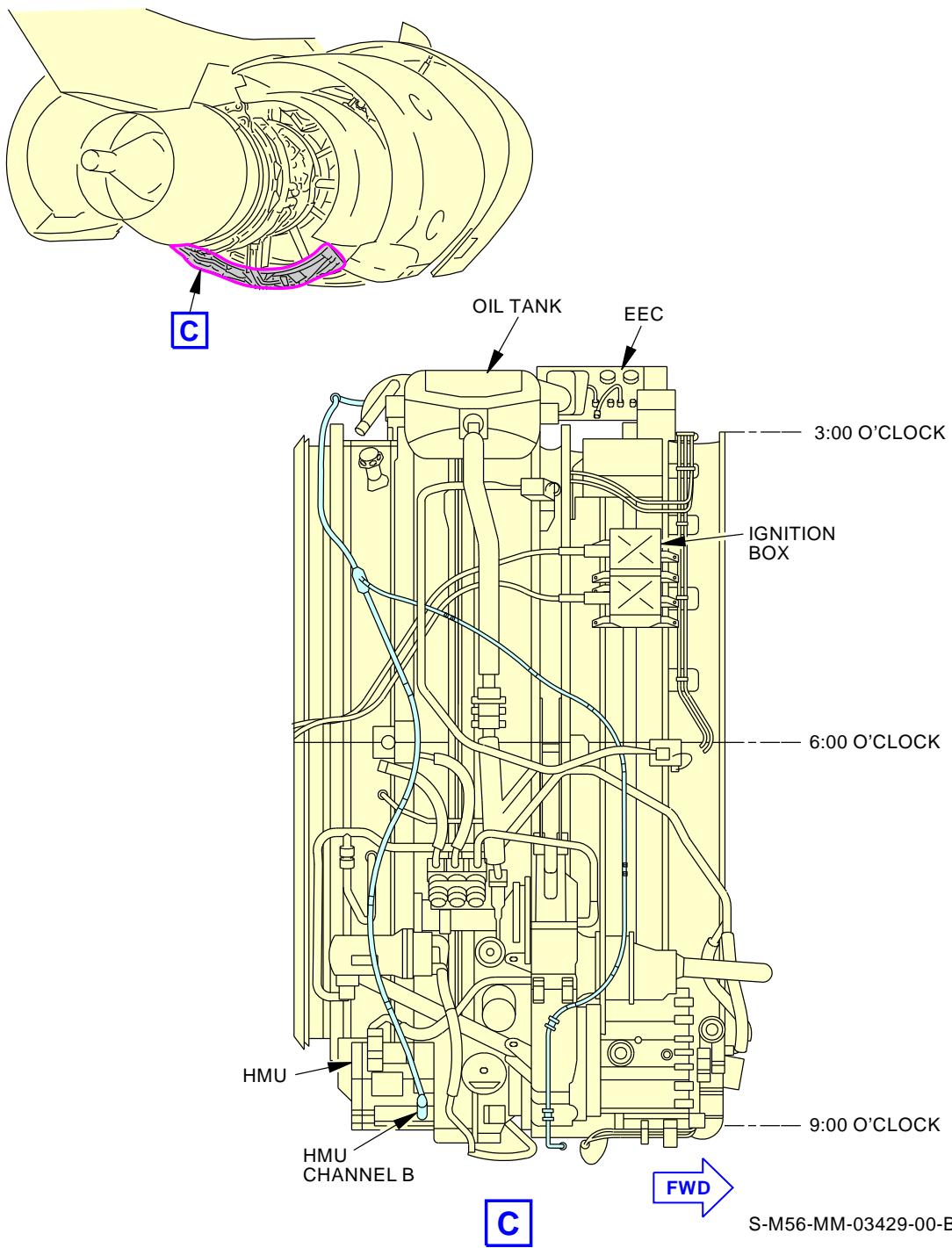
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DATE

TAIL NUMBER

STATION

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BOEING CARD NO.
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**High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 6 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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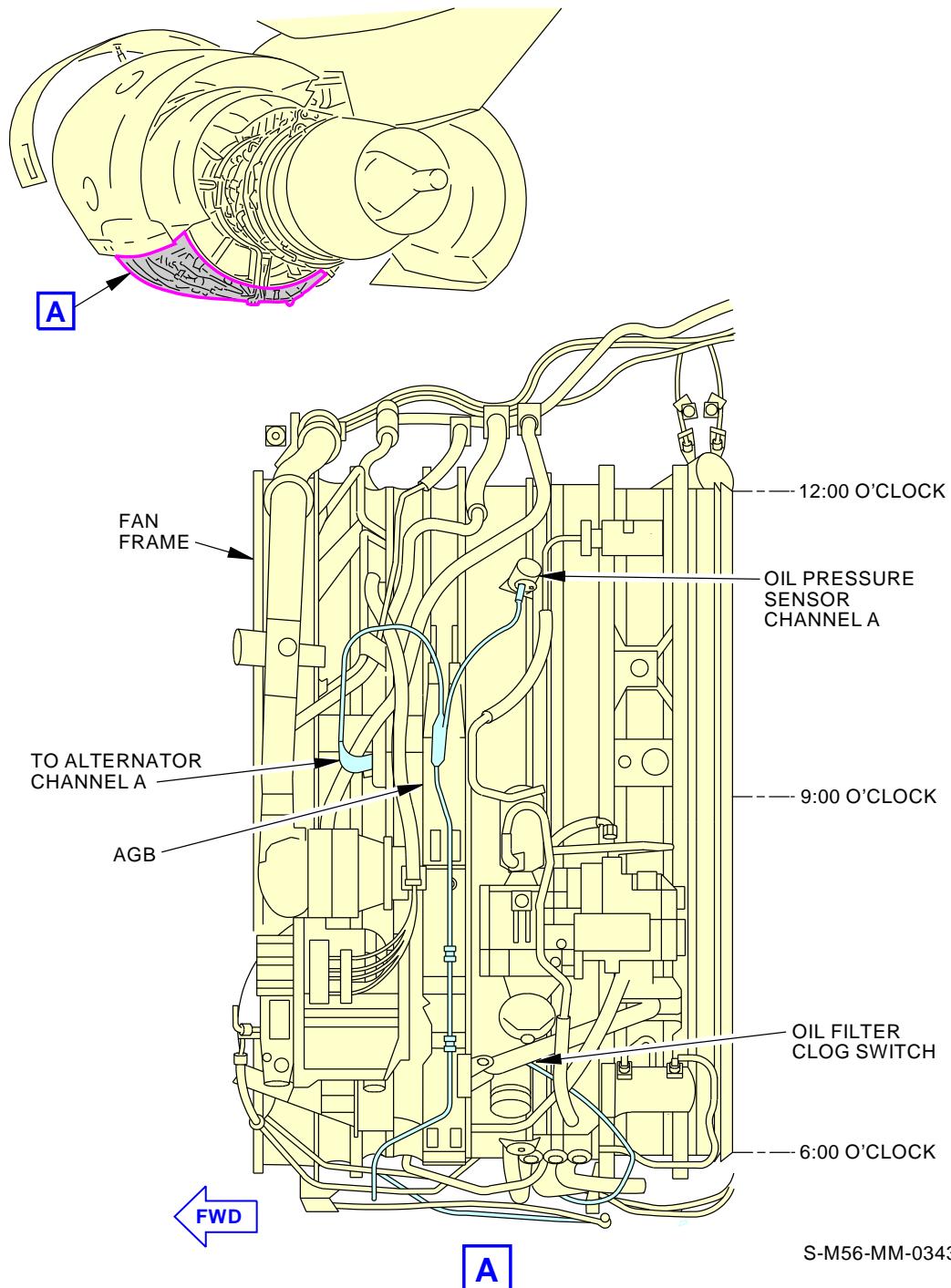
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE
		D633A109-AKS 20-120-02-01

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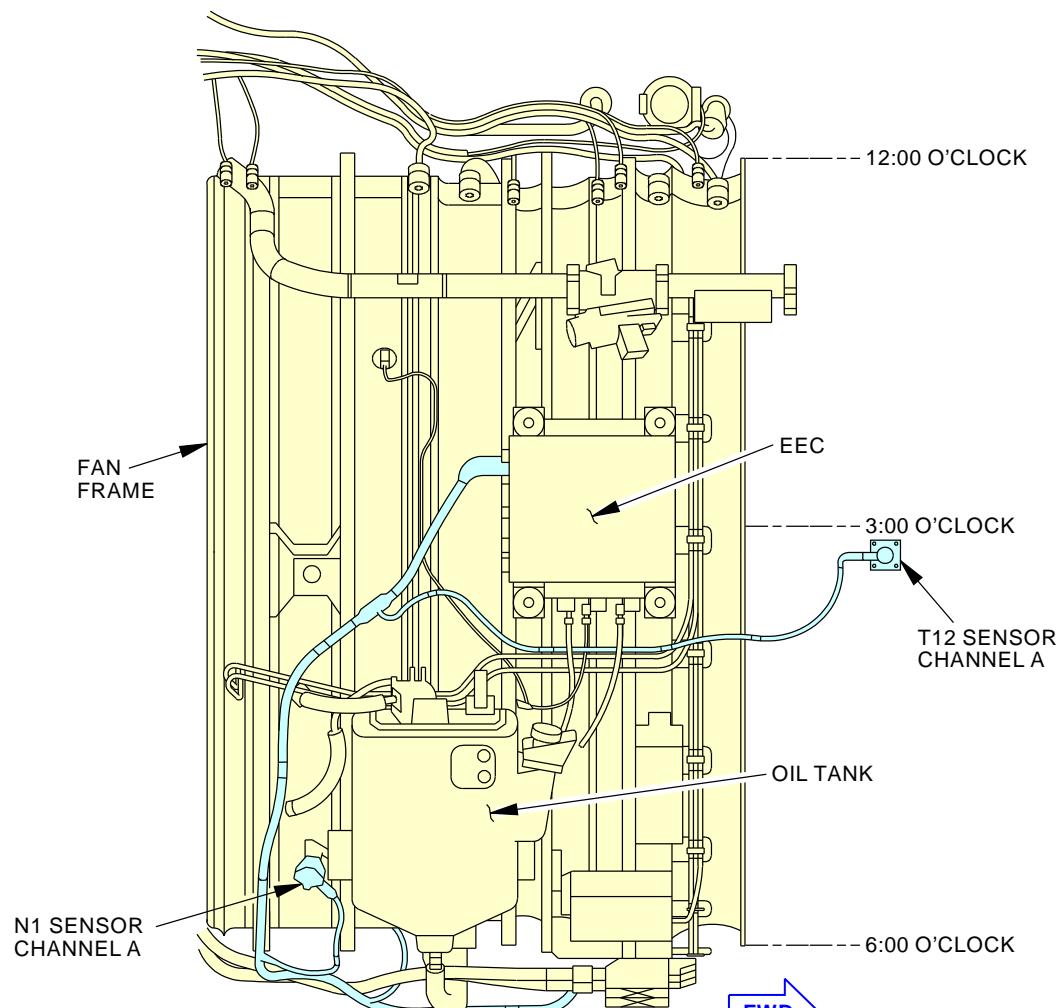
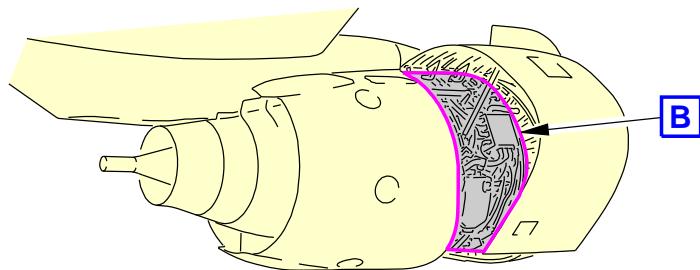
AKS**737-600/700/800/900
TASK CARDS**

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TAIL NUMBER

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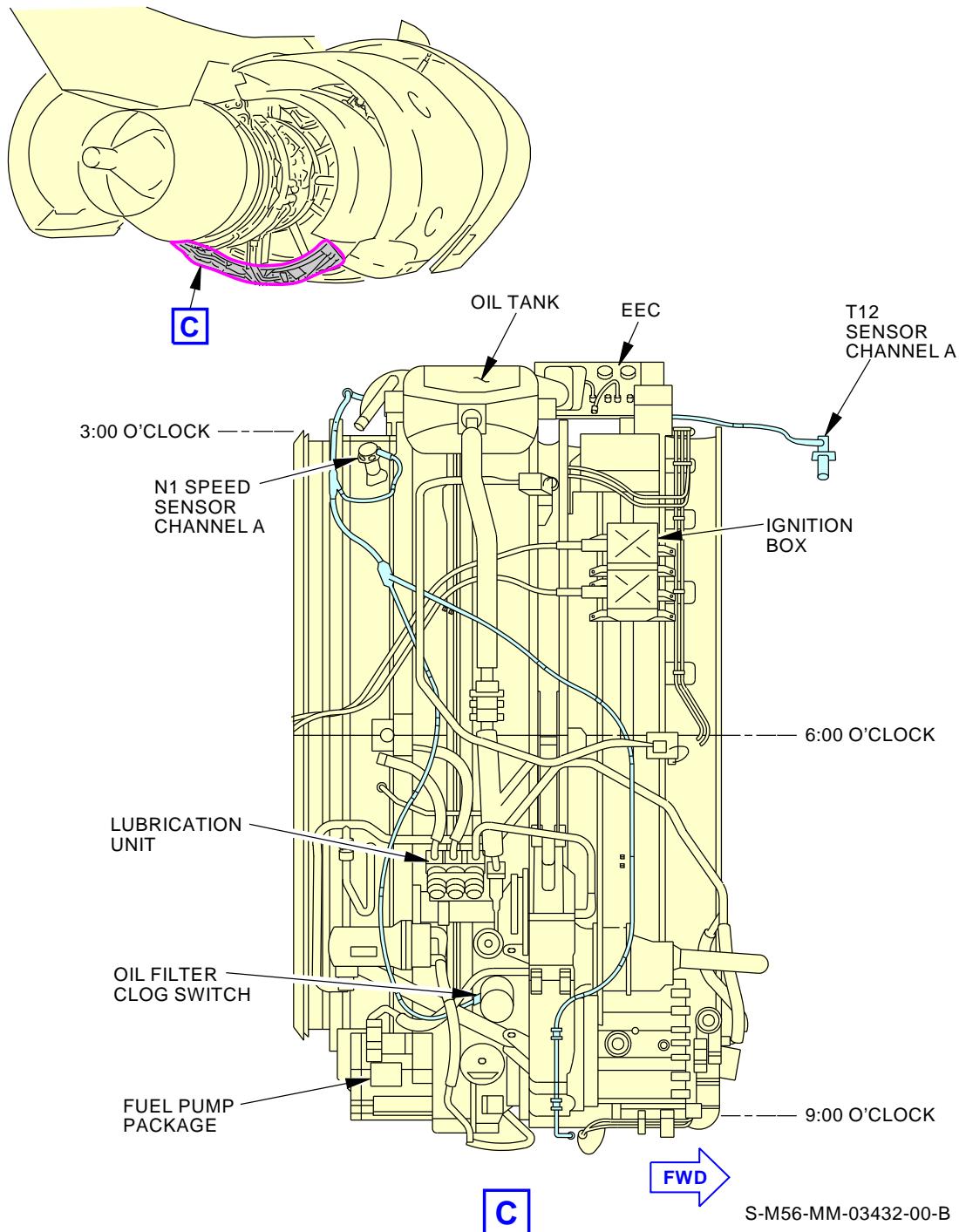
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**High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-120-02-01
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S-M56-MM-03432-00-B

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High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 7 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE
		D633A109-AKS 20-120-02-01

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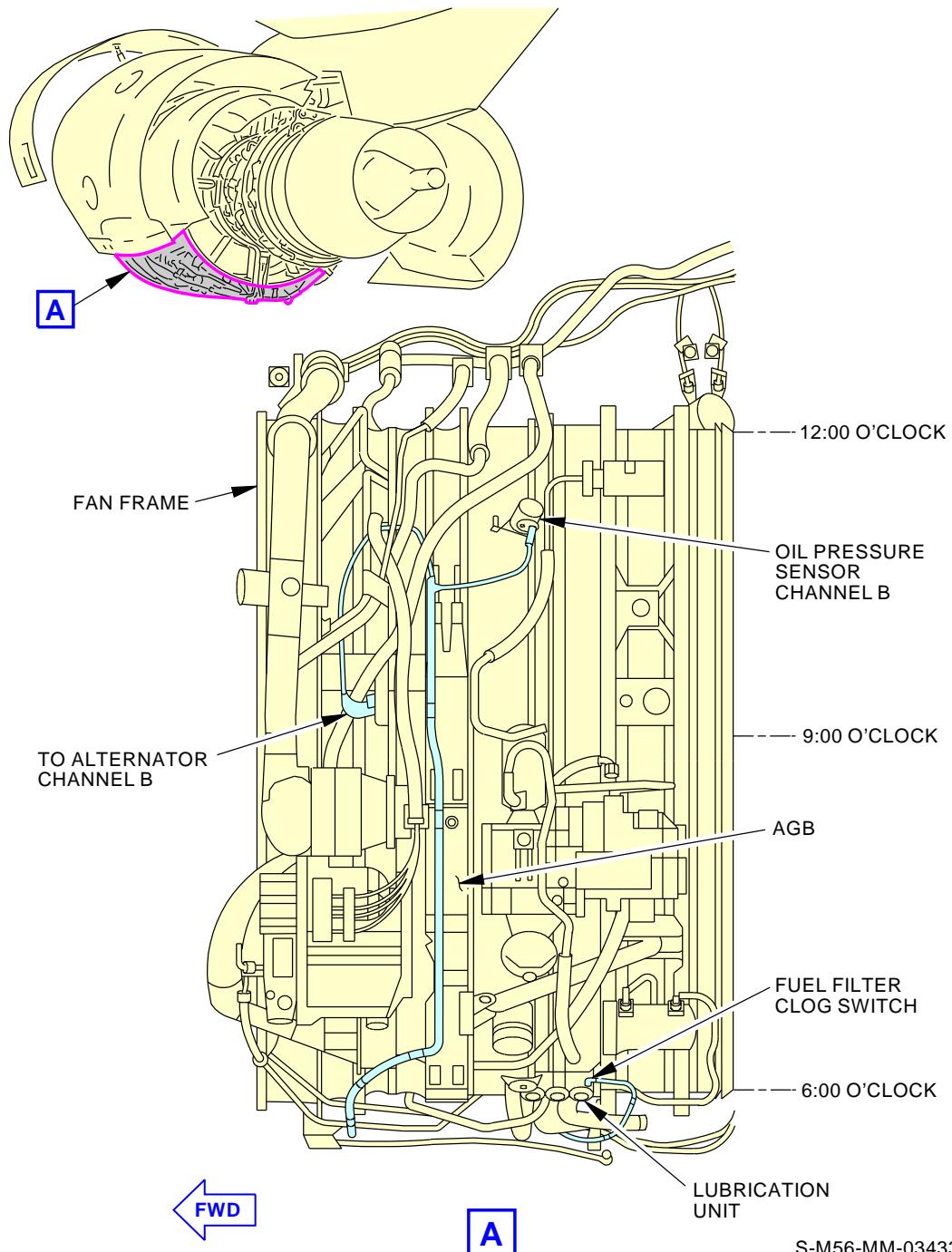
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

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H01692 S0006558011_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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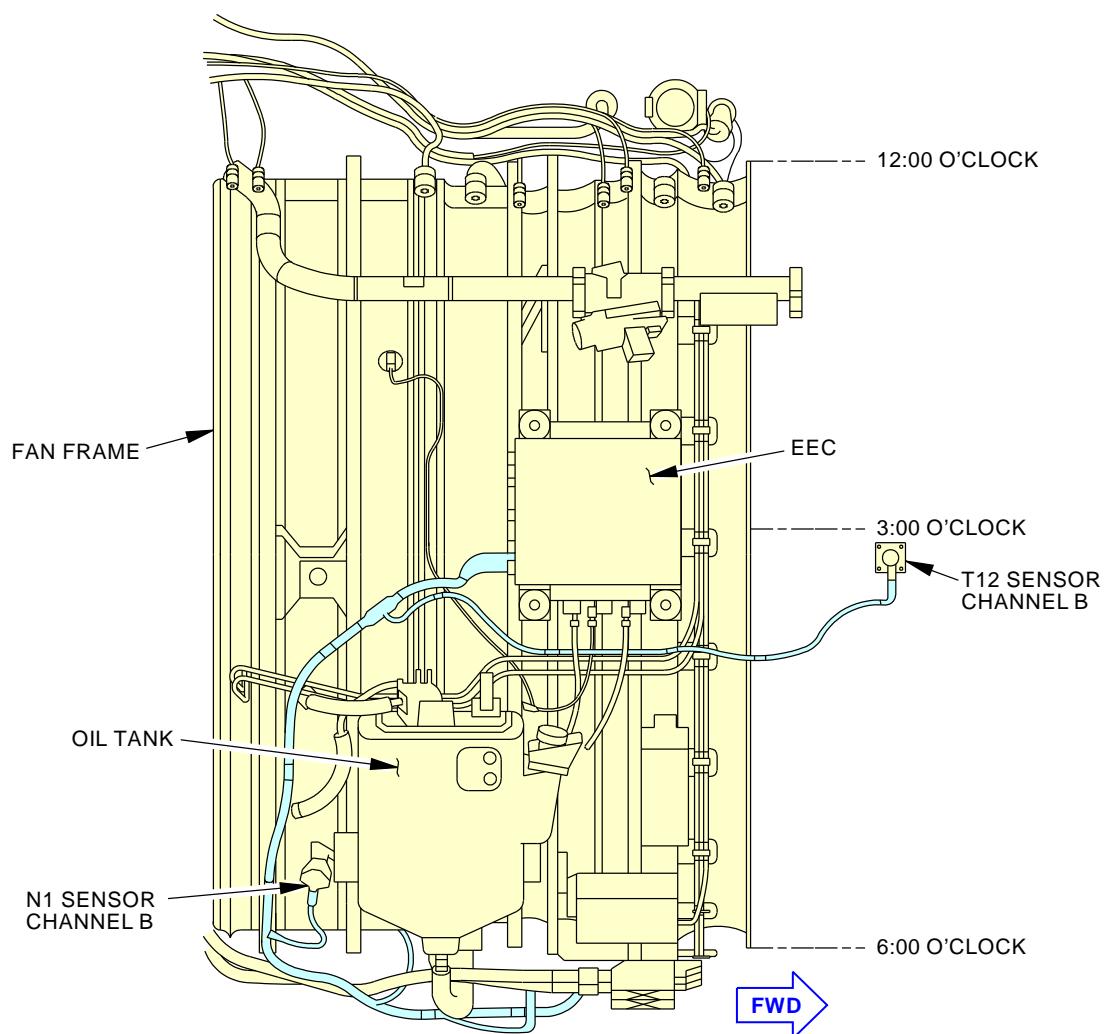
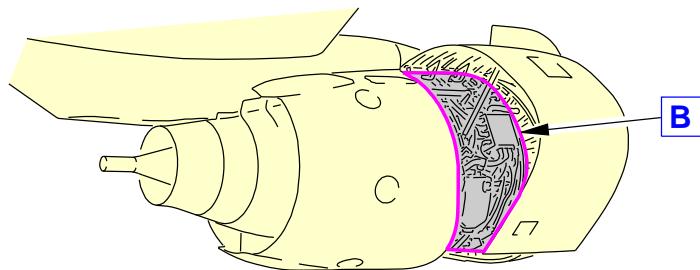
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

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H01693 S0006558012_V3

**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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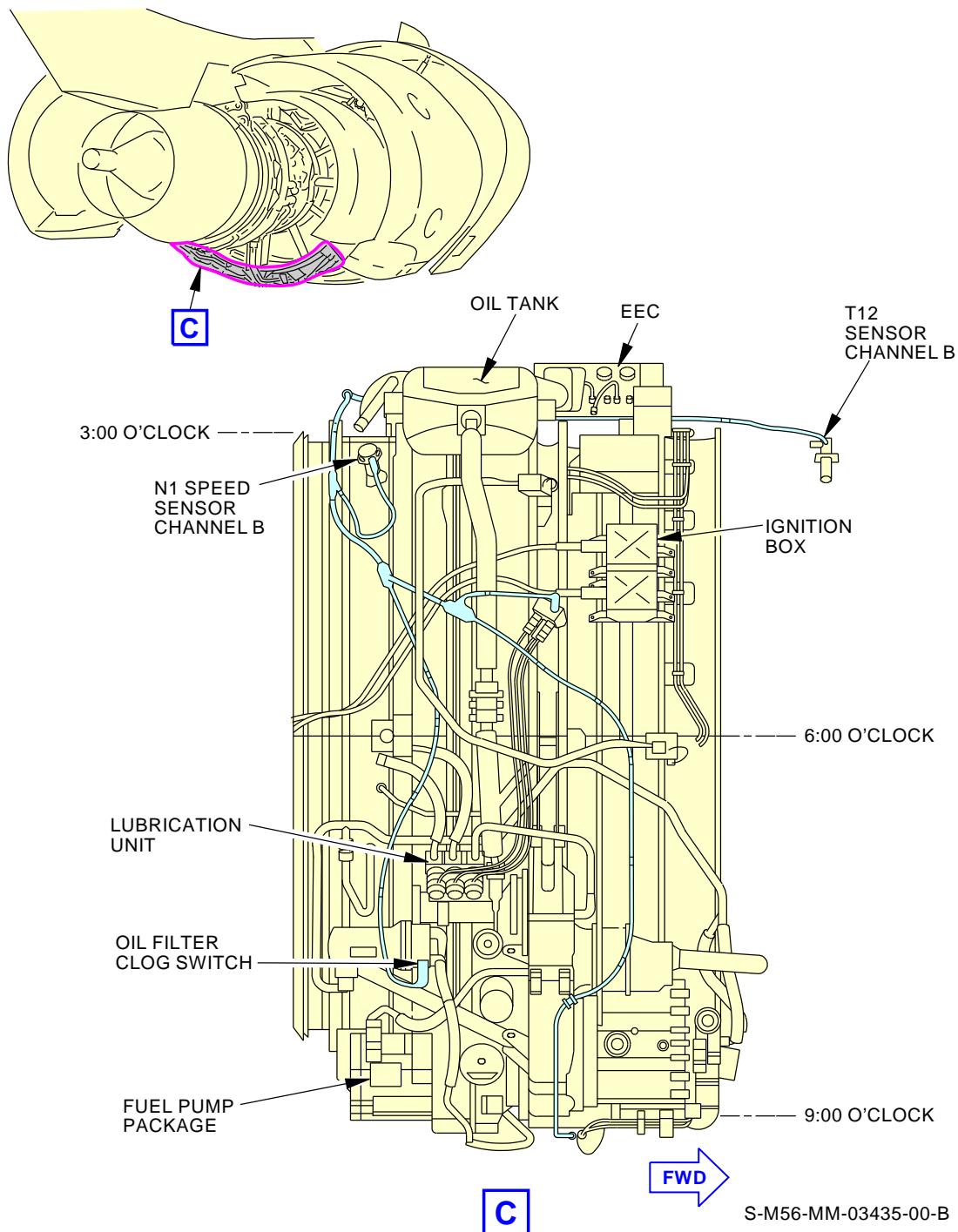
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

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**High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 8 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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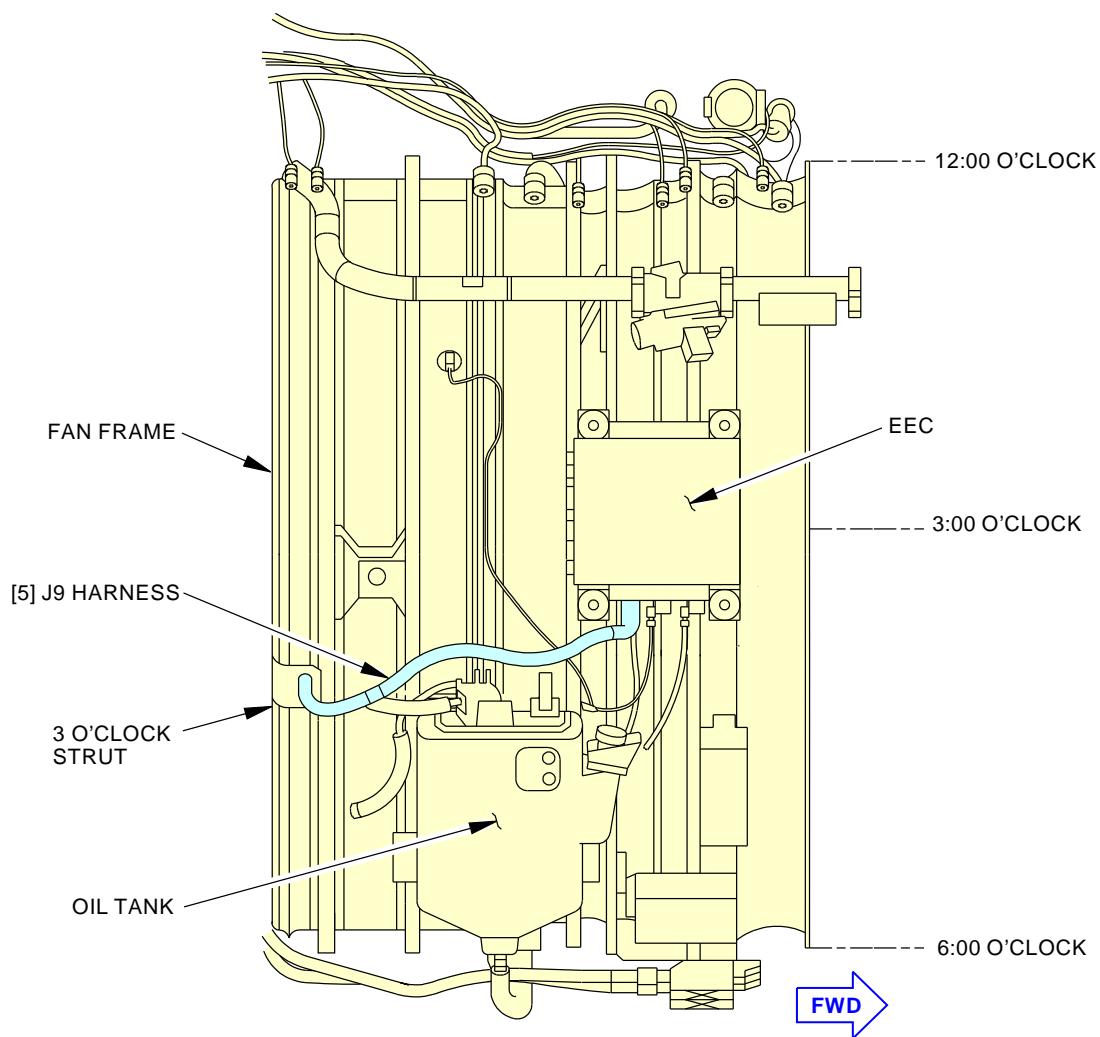
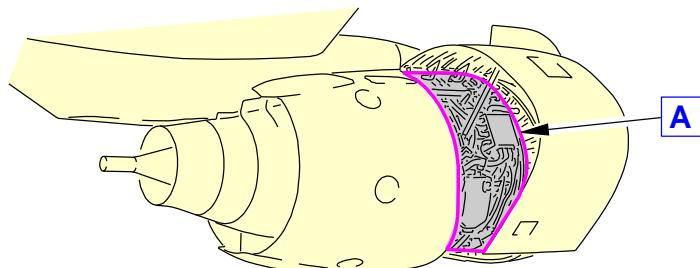
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

S-M56-MM-03440-00-B

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**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 1 of 3)****CONNECTOR TIGHTNESS - RIGHT ENGINE****EFFECTIVITY
AKS ALL****SOURCE
MRB****D633A109-AKS
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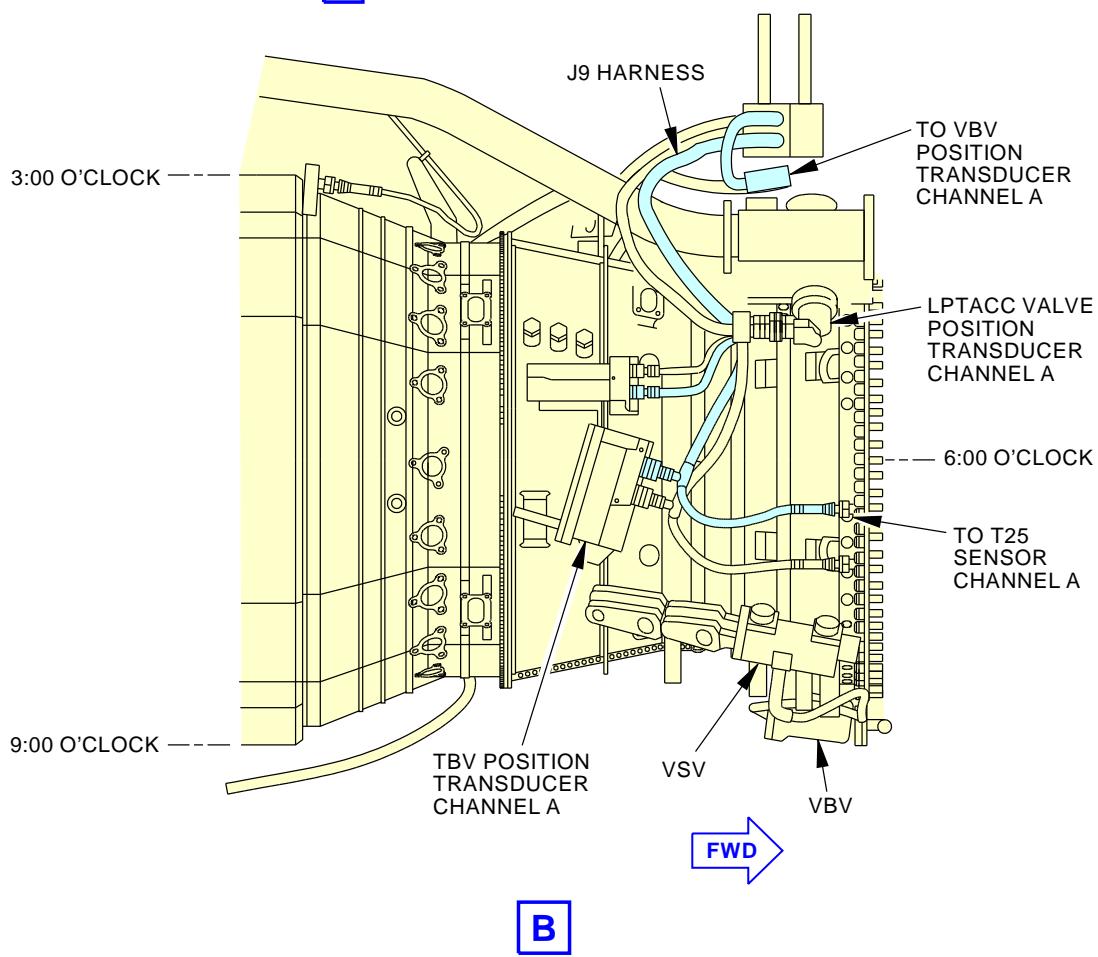
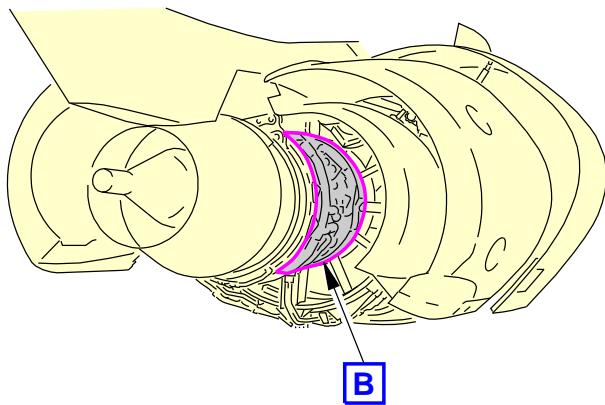
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

S-M56-MM-03441-00-B

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**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
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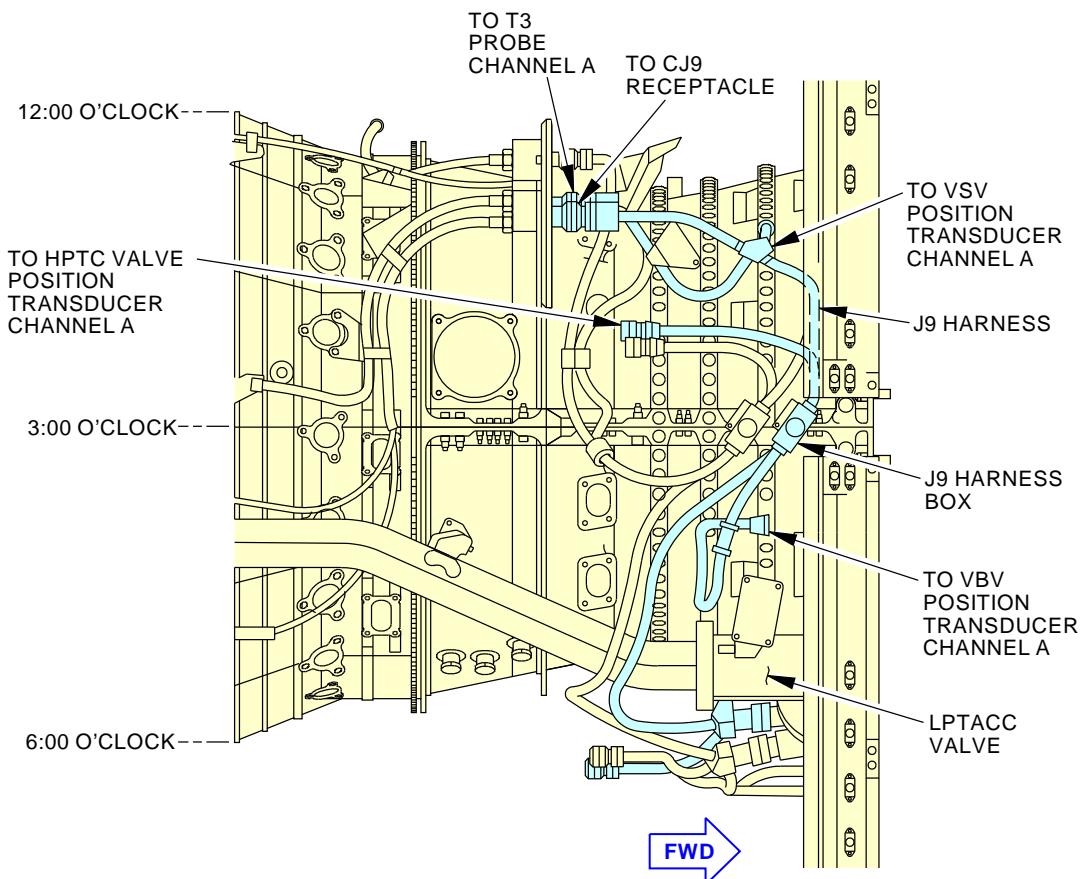
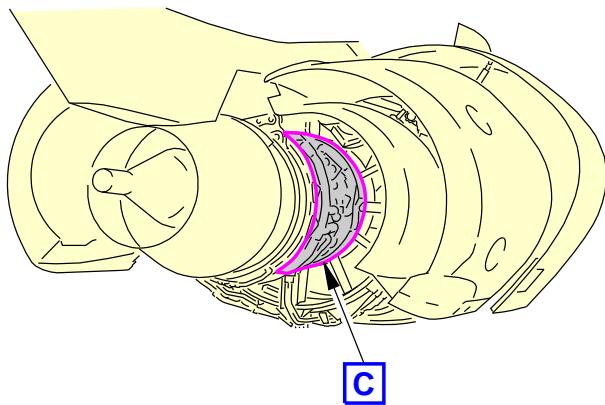
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

S-M56-MM-03442-00-B

H01732 S0006558016_V3

**High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 9 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
20-120-02-01****Page 22 of 29
Feb 15/2015**

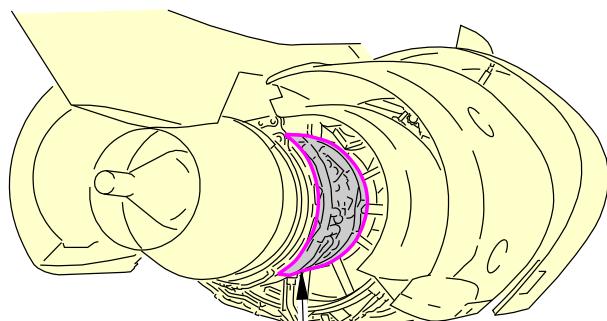
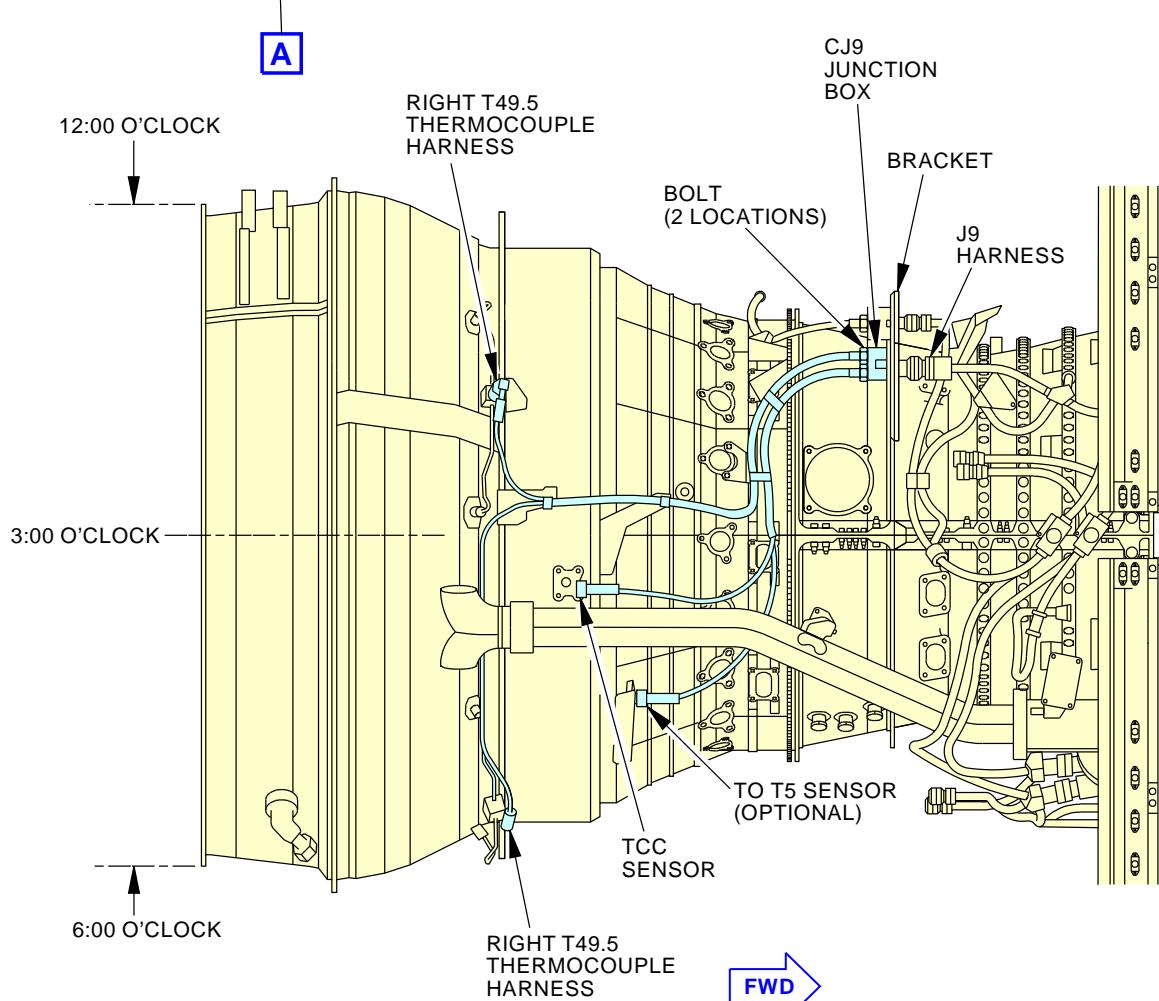
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01**A**

S-M56-MM-03449-00-B

H01733 S0006558017_V3

**High Intensity Radiated Fields (HIRF) Inspection (CJ9 Harness)
Figure 10**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
20-120-02-01****Page 23 of 29
Feb 15/2015**

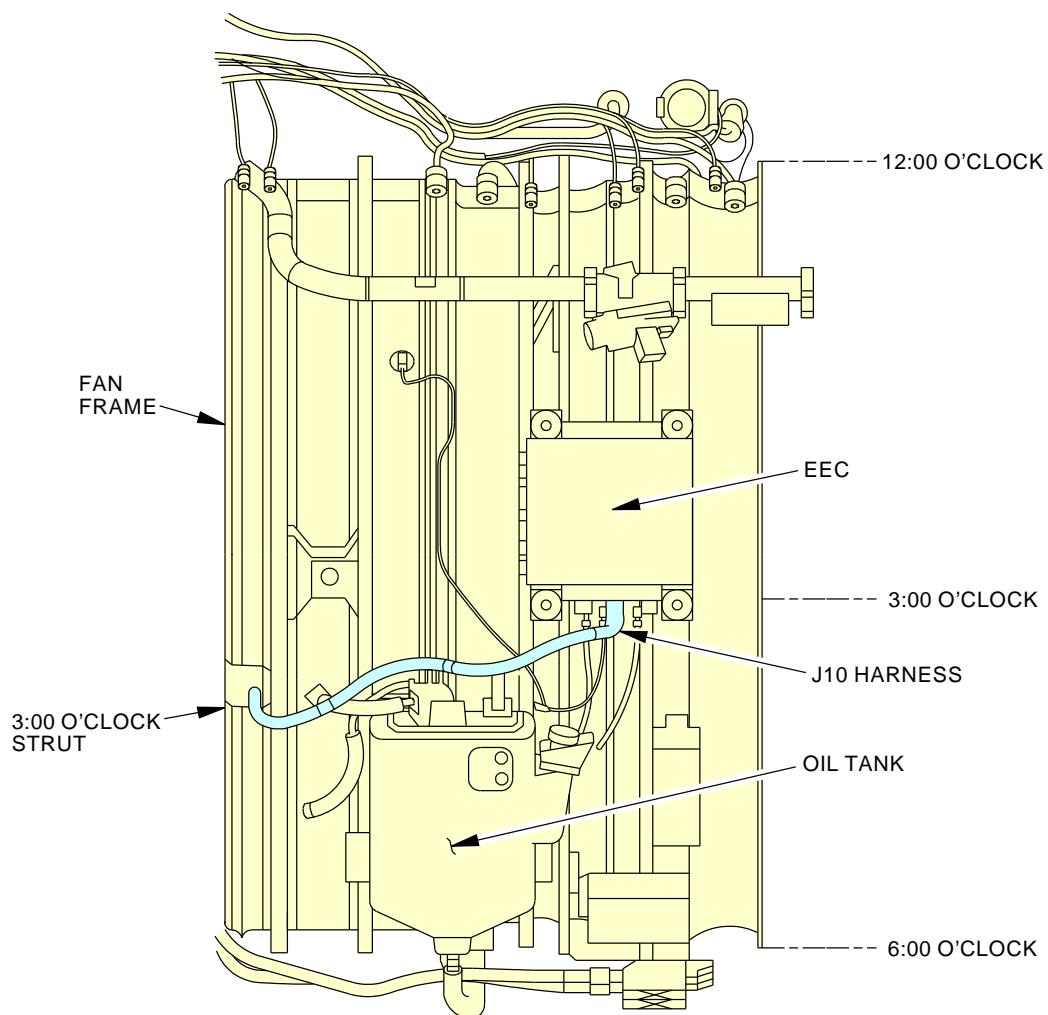
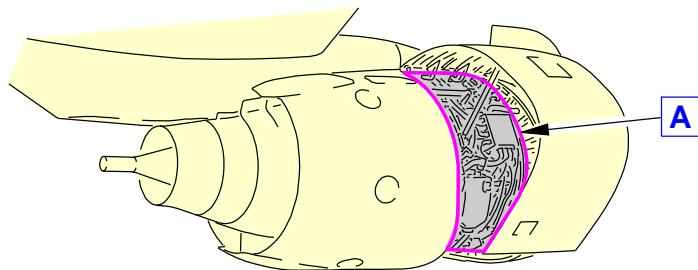
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

S-M56-MM-03443-00-B

A

H01735 S0006558018_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 1 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
20-120-02-01****Page 24 of 29
Feb 15/2015**

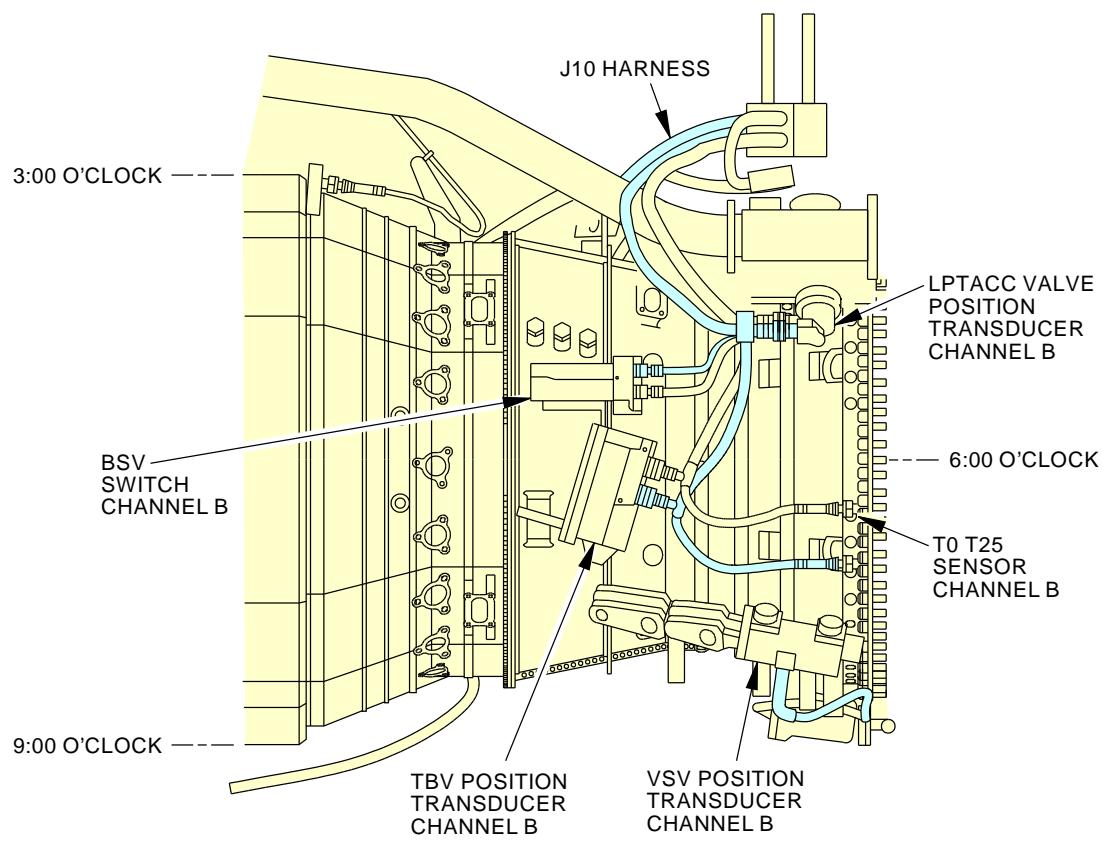
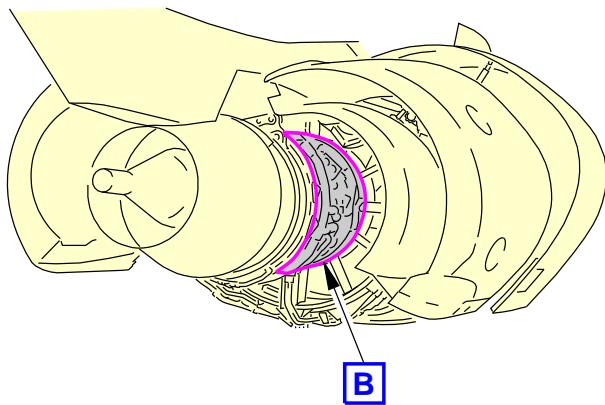
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

S-M56-MM-03444-00-B

H01736 S0006558019_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 2 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE**D633A109-AKS
20-120-02-01Page 25 of 29
Feb 15/2015

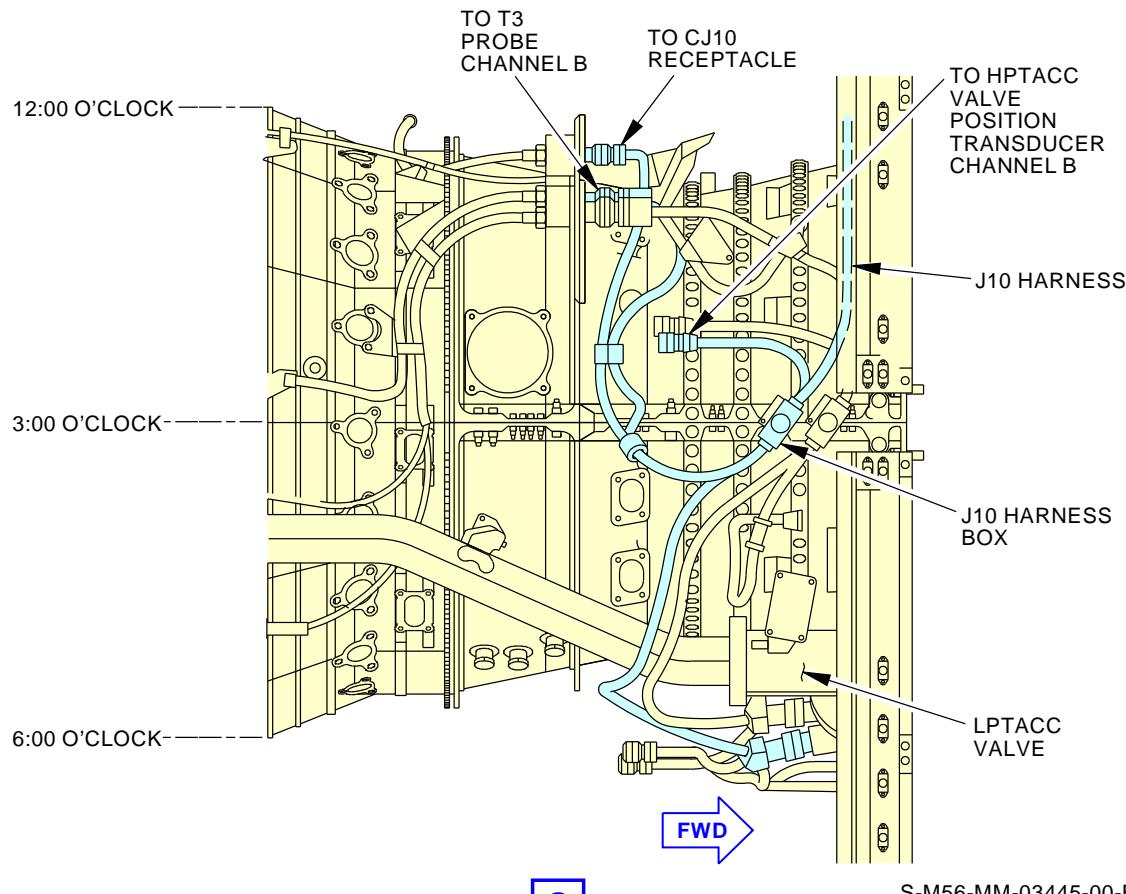
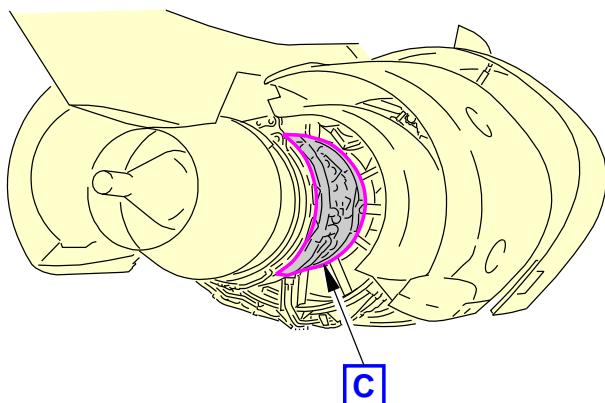
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

H01739 S0006558020_V3

High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 3 of 4)EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE**D633A109-AKS
20-120-02-01**Page 26 of 29**
Feb 15/2015

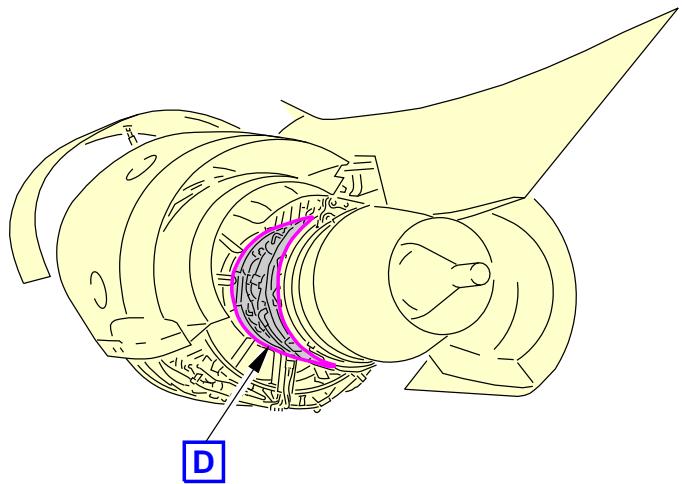
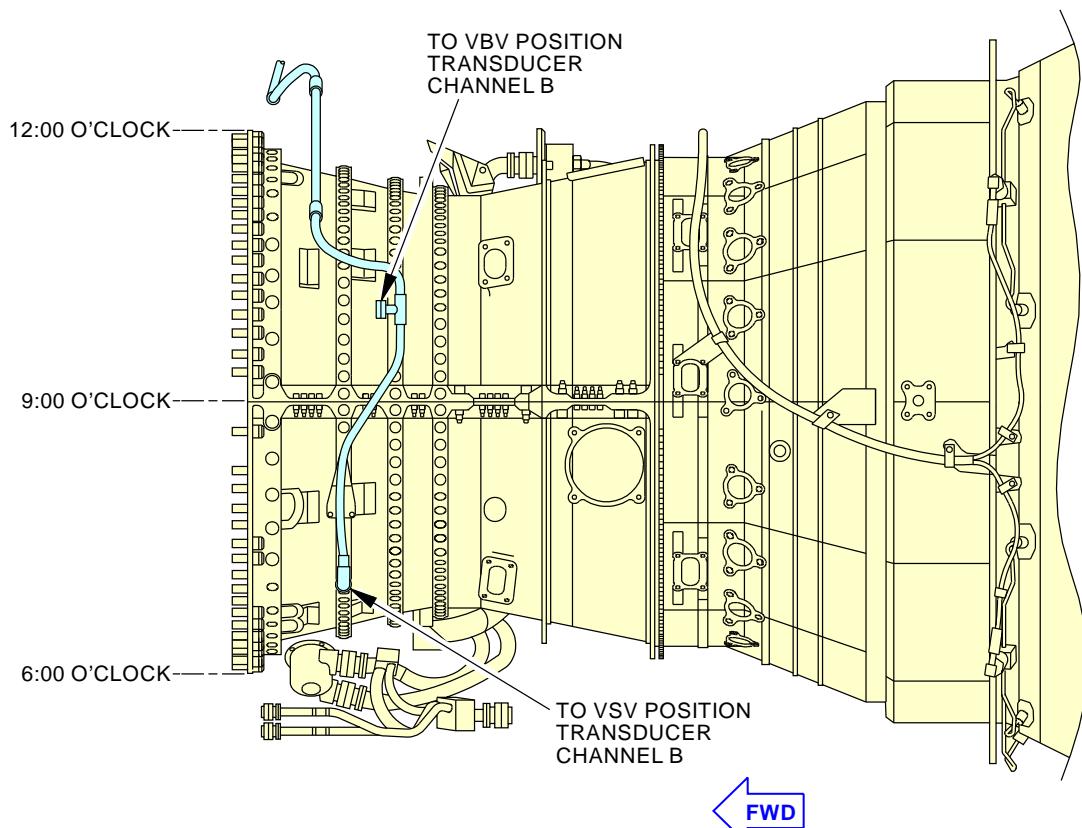
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01**D****D**

S-M56-MM-03446-00-B

H01742 S0006558021_V3

**High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 11 (Sheet 4 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
20-120-02-01****Page 27 of 29
Feb 15/2015**

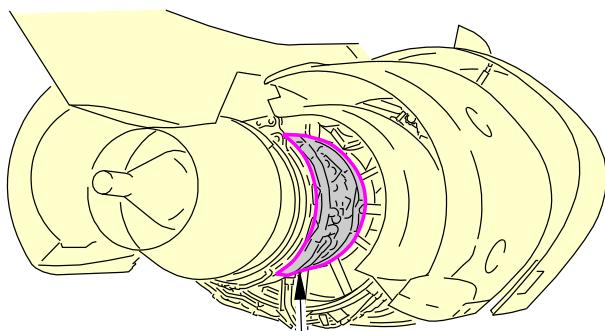
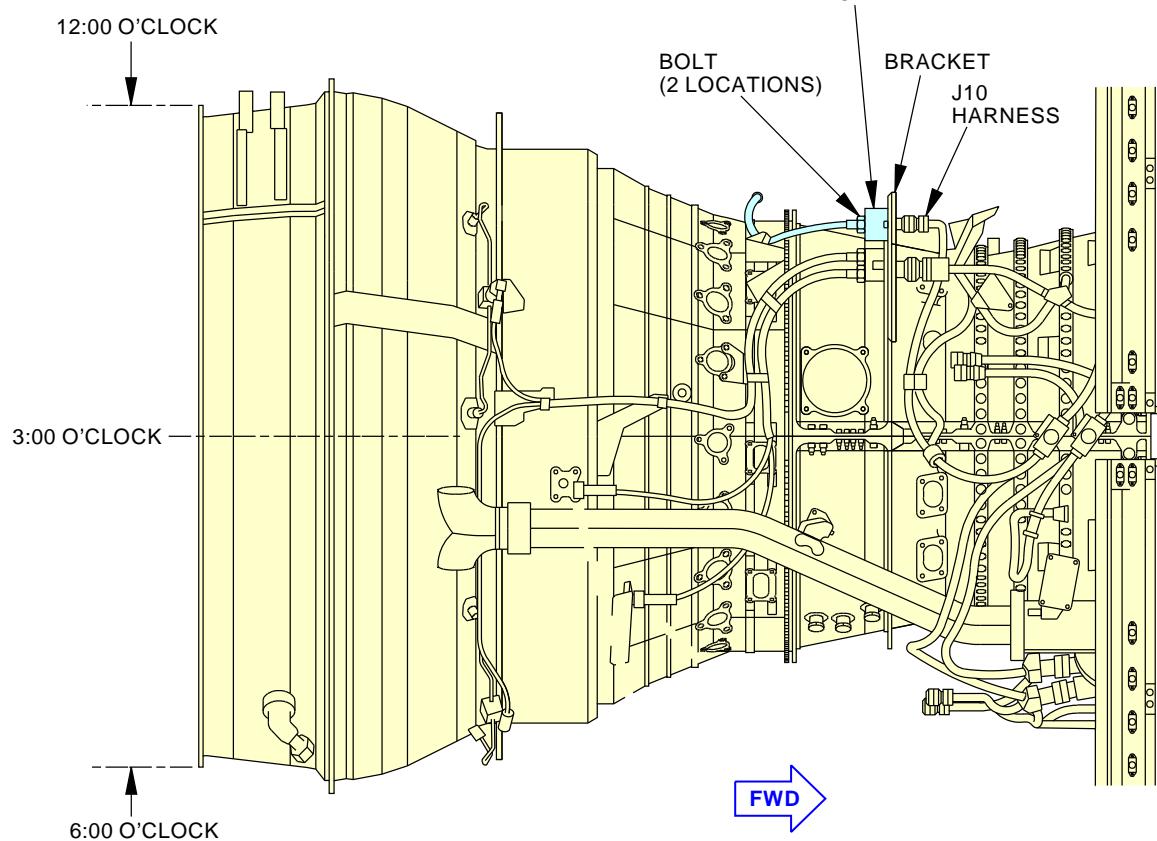
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01**A**

S-M56-MM-03450-00-B

H01747 S0006558022_V3

High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**CONNECTOR TIGHTNESS - RIGHT ENGINE****D633A109-AKS
20-120-02-01****Page 28 of 29
Feb 15/2015**

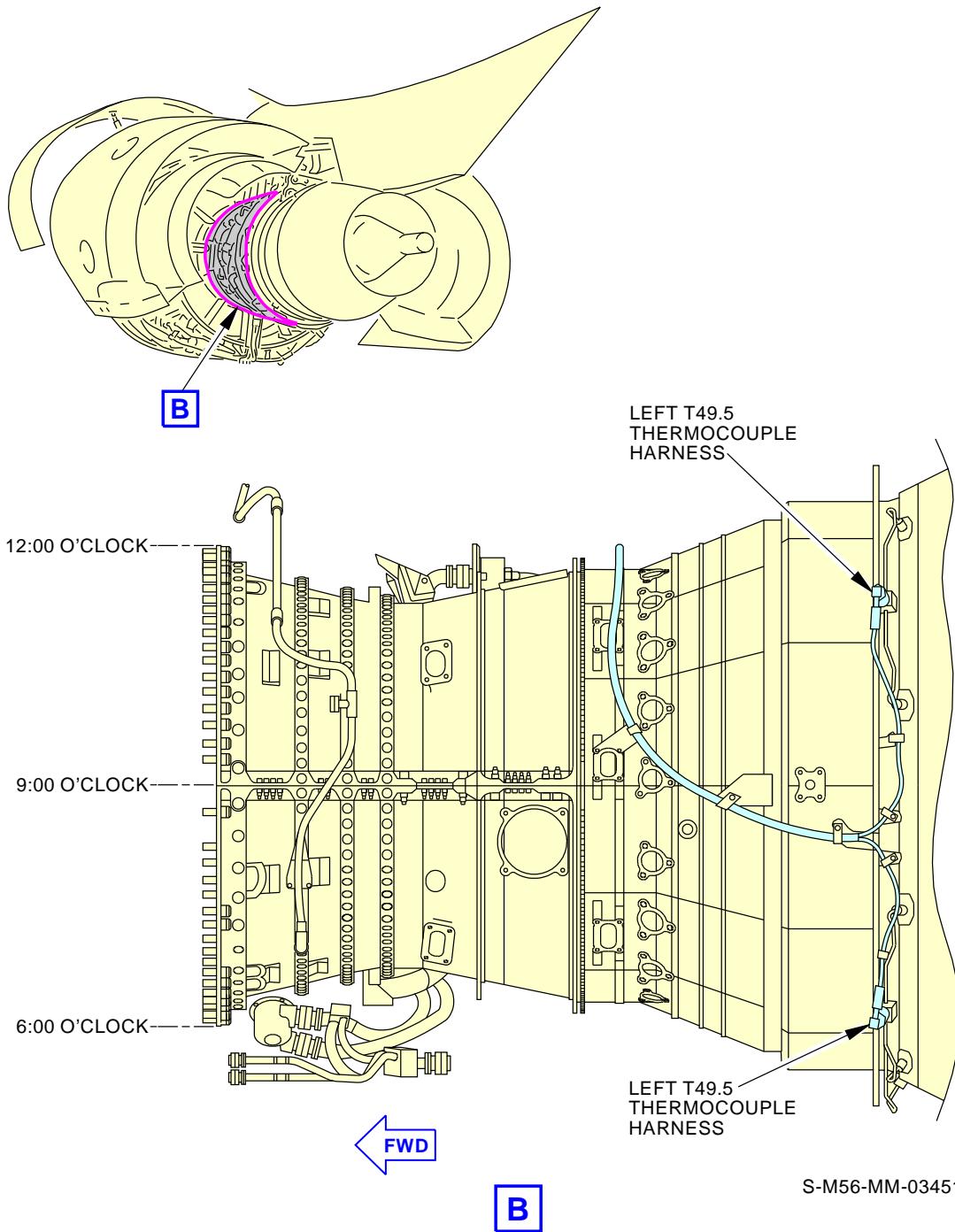
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-120-02-01

High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 12 (Sheet 2 of 2)

H01752 S0006558023_V3

EFFECTIVITY AKS ALL	SOURCE MRB	CONNECTOR TIGHTNESS - RIGHT ENGINE
		D633A109-AKS 20-120-02-01

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Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE BONDING STRAPS GVI - LEFT ENGINE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-130-01-01
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 415AL 416AR			ZONE 415 416 433

General visual inspection of the two engine bonding straps related to HIRF/Lightning for condition and security on left engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
AMM 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - LEFT ENGINE
		D633A109-AKS 20-130-01-01

Page 1 of 4
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-130-01-01																								
				MECH INSP																								
TASK 05-55-11-200-801																												
1. Engine Bonding Straps HIRF/Lightning Inspection (Figure 1)																												
A. General (1) Do not remove system LRUs when you do this task.																												
B. Procedure SUBTASK 05-55-11-210-001 (1) Do the following steps to inspect the engine bond straps.																												
<p>WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAPS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND DEACTIVATE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(a) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.</p> <p>(b) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.</p> <p>(c) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00.</p> <p>(d) Remove the following panels to gain visual access to the bond straps on both sides of both engines:</p> <p>NOTE: Boeing recommends removal of the Forward Strut Fairing/Left and Right Mid Strut Fairing panels to avoid possible interference damage when removing the T/R Hinge Fairings below.</p> <p>1) For Engine 1, remove the following panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>415AL</td><td>Left Forward Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>416AR</td><td>Right Forward Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>416CR</td><td>Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>431BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 1</td></tr><tr><td>431BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 1</td></tr></tbody></table> <p>2) For Engine 2, remove the following panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>425AL</td><td>Left Forward Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>425CL</td><td>Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>426AR</td><td>Right Forward Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>441BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 2</td></tr><tr><td>441BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 2</td></tr></tbody></table> <p>(e) Do a visual inspection of the bond straps shown in the illustration, (Figure 1).</p>				Number	Name/Location	415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1	416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1	416CR	Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1	431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1	431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1	Number	Name/Location	425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2	425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2	426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2	441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2	441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2	
Number	Name/Location																											
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416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1																											
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441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2																											
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2																											

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - LEFT ENGINE	
		D633A109-AKS 20-130-01-01	Page 2 of 4 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-130-01-01		
					MECH	INSP
				1) Inspect the bond strap in accordance with criteria contained in (SWPM Chapter 20). <u>NOTE:</u> If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task (f) Return the airplane to normal. 1) Install these access panels that follow for Engine 1: Number Name/Location 415AL Left Forward Thrust Reverser Hinge Fairing, Engine 1 416AR Right Forward Thrust Reverser Hinge Fairing, Engine 1 416CR Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1 431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1 431BR Forward Strut Fairing, Right Mid Strut Fairing, Strut 1 2) Install the access panels that follow for Engine 2: Number Name/Location 425AL Left Forward Thrust Reverser Hinge Fairing, Engine 2 425CL Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2 426AR Right Forward Thrust Reverser Hinge Fairing, Engine 2 441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2 441BR Forward Strut Fairing, Right Mid Strut Fairing, Strut 2 (g) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801 (h) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00		
				— END OF TASK —		

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - LEFT ENGINE
		D633A109-AKS 20-130-01-01

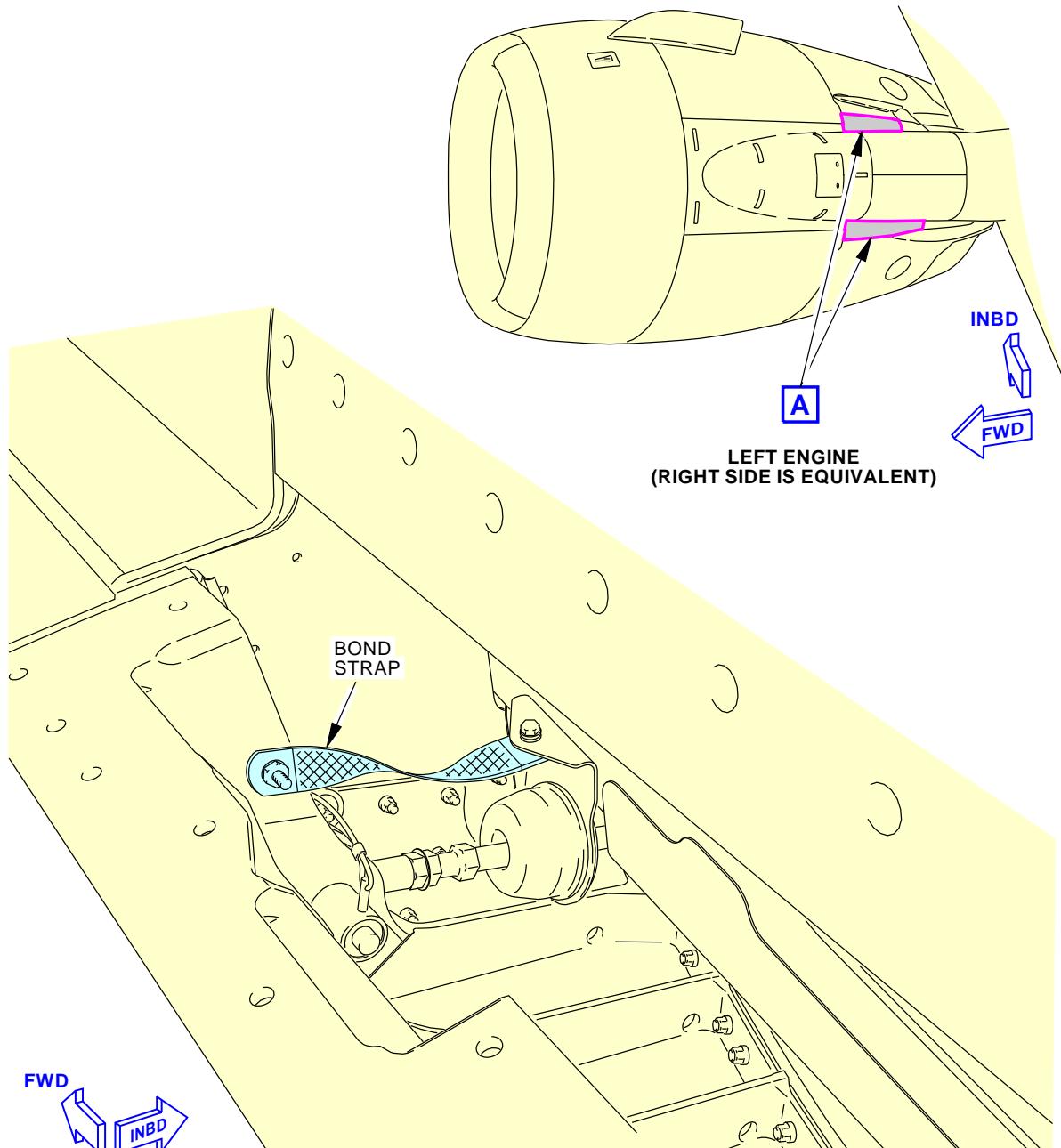
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-130-01-01

(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

H00115 S0006558033_V4

**High Intensity Radiated Fields (HIRF) Inspection (Engine Bond Straps)
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - LEFT ENGINE
		D633A109-AKS 20-130-01-01

Page 4 of 4
Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE BONDING STRAPS GVI - RIGHT ENGINE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-130-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL AIRPL				APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 425AL 426AR			ZONE 425 426 443

General visual inspection of the two engine bonding straps related to HIRF/Lightning for condition and security on right engine.

A. References

Reference	Title
AMM 27-81-00-040-801	Leading Edge Flaps and Slats - Deactivation (P/B 201)
AMM 27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
AMM 27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
AMM 78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
AMM 78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - RIGHT ENGINE
		D633A109-AKS 20-130-02-01

Page 1 of 4
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-130-02-01																								
				MECH INSP																								
TASK 05-55-11-200-801																												
1. Engine Bonding Straps HIRF/Lightning Inspection (Figure 1)																												
A. General (1) Do not remove system LRUs when you do this task.																												
B. Procedure SUBTASK 05-55-11-210-001 (1) Do the following steps to inspect the engine bond straps.																												
<p>WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAPS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND DEACTIVATE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(a) Do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804.</p> <p>(b) Do this task: Leading Edge Flaps and Slats - Deactivation, AMM TASK 27-81-00-040-801.</p> <p>(c) Do this task: Thrust Reverser Deactivation For Ground Maintenance, AMM TASK 78-31-00-040-802-F00.</p> <p>(d) Remove the following panels to gain visual access to the bond straps on both sides of both engines:</p> <p>NOTE: Boeing recommends removal of the Forward Strut Fairing/Left and Right Mid Strut Fairing panels to avoid possible interference damage when removing the T/R Hinge Fairings below.</p> <p>1) For Engine 1, remove the following panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>415AL</td><td>Left Forward Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>416AR</td><td>Right Forward Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>416CR</td><td>Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1</td></tr><tr><td>431BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 1</td></tr><tr><td>431BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 1</td></tr></tbody></table> <p>2) For Engine 2, remove the following panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>425AL</td><td>Left Forward Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>425CL</td><td>Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>426AR</td><td>Right Forward Thrust Reverser Hinge Fairing, Engine 2</td></tr><tr><td>441BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 2</td></tr><tr><td>441BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 2</td></tr></tbody></table> <p>(e) Do a visual inspection of the bond straps shown in the illustration, (Figure 1).</p>				Number	Name/Location	415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1	416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1	416CR	Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1	431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1	431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1	Number	Name/Location	425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2	425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2	426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2	441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2	441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2	
Number	Name/Location																											
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441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2																											
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2																											

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - RIGHT ENGINE	
		D633A109-AKS 20-130-02-01	Page 2 of 4 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-130-02-01		
					MECH	INSP
				1) Inspect the bond strap in accordance with criteria contained in (SWPM Chapter 20). <u>NOTE:</u> If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task (f) Return the airplane to normal. 1) Install these access panels that follow for Engine 1: Number Name/Location 415AL Left Forward Thrust Reverser Hinge Fairing, Engine 1 416AR Right Forward Thrust Reverser Hinge Fairing, Engine 1 416CR Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1 431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1 431BR Forward Strut Fairing, Right Mid Strut Fairing, Strut 1 2) Install the access panels that follow for Engine 2: Number Name/Location 425AL Left Forward Thrust Reverser Hinge Fairing, Engine 2 425CL Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2 426AR Right Forward Thrust Reverser Hinge Fairing, Engine 2 441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2 441BR Forward Strut Fairing, Right Mid Strut Fairing, Strut 2 (g) Do this task: Leading Edge Flaps and Slats - Activation, AMM TASK 27-81-00-440-801 (h) Do this task: Thrust Reverser Activation After Ground Maintenance, AMM TASK 78-31-00-440-803-F00		
				— END OF TASK —		

EFFECTIVITY AKS ALL	SOURCE MRB	BONDING STRAPS GVI - RIGHT ENGINE
		D633A109-AKS 20-130-02-01

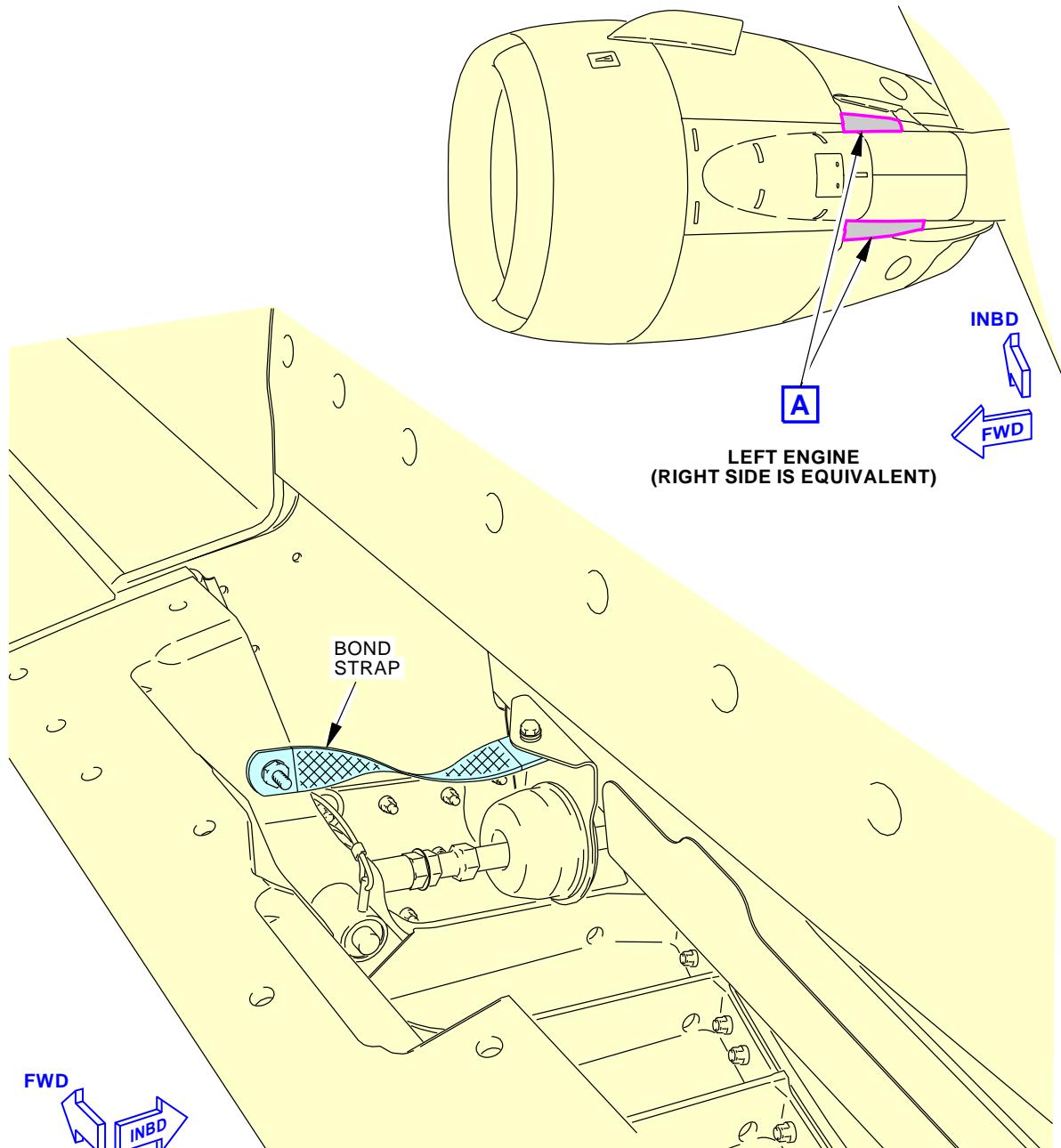
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-130-02-01

(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

H00115 S0006558033_V4

**High Intensity Radiated Fields (HIRF) Inspection (Engine Bond Straps)
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**BONDING STRAPS GVI - RIGHT ENGINE****D633A109-AKS
20-130-02-01****Page 4 of 4
Feb 15/2015**

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

AIRLINE CARD NO		TITLE H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-140-00-01
TAIL NUMBER	WORK AREA EMPPENNAGE	VERSION 1.1	THRESHOLD 15000 FH	REPEAT 15000 FH	RELATED CARD
STATION	SKILL ELEC				APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE
		ACCESS 311BL			ZONE 310

Perform a functional check of the HIRF/L sensitive connectors inside the empennage.

NOTE: An alternate intrusive procedure (05-55-42-200-XXX) is provided for operators choosing to utilize the approved bonding meter method.

AIRPLANE NOTE: Functional check using the Loop Resistance Test in AMM 05-55-46-200-803 is the Boeing preferred method. An alternate Bond Resistance Test is provided for operators in lieu of a Loop Resistance Test for operators choosing to utilize the approved Bond Resistance Test method. Please complete this functional check using a Loop Resistance Test or a Bond Resistance Test.

A. References

Reference	Title
AMM 05-55-42-810-801	Empennage - Troubleshooting (P/B 601)
AMM 05-56-01-760-801	Joint Resistance Measurement (P/B 201)
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 22-11-40-400-801	Hydraulic Pressure Switch - Installation (P/B 401)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
(Continued)				
Reference		Description		
SPL-1636		Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2		
SPL-8965		LRT Jumper Cable Kit (12-ft cable IA2401-1 & 42-ft cable IA2402-1) Part #: 906-10281-1 Supplier: 3X2T2		
EFFECTIVITY AKS ALL		SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE D633A109-AKS 20-140-00-01	
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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TASK 05-55-46-200-801

MECH

INSP

1. Loop Resistance Test of Wire Bundle - Stabilizer Trim Compartment

(Figure 1, Figure 2)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the procedure**SUBTASK 05-55-46-200-005**

- (1) The (loop resistance tester, SPL-1636) is required for this task.
(2) Make copy of the data sheet (Figure 1) to record data during the task.

SUBTASK 05-55-46-200-016

- (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.
(4) Send the data to one of the following addresses:
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".
(c) By Fax: 425-717-1960.

NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.

SUBTASK 05-55-46-010-001

- (5) Open this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

C. Procedure**SUBTASK 05-55-46-200-006**

- (1) Procedure to do the Functional Check of the wire bundle shielding:

NOTE: This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.

- (a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:

NOTE: In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.

- 1) Record the measured value to the datasheet.
- 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.
- 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
				MECH INSP
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-46-810-003				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
<u>NOTE:</u> Record all the measurement data to the data sheet. This should include both initial and final values. Also record the troubleshooting steps taken to the RETEST MEASURED VALUE/COMMENTS column.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
<u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the ground terminal to primary structure.				
a) If joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).				
b) If joint value measured is not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.				
(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.				
SUBTASK 05-55-46-200-008				
(3) Connectors listed in this Table are used for the task(s) above.				

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	MECH	INSP
W4724	D10434	49-41-11, 49-52-31, 49-62-12, 49-62-51, 49-94-21	APU ECU		
W4724	D10436	49-52-31, 49-62-12	APU ECU		
W4726	D10912	49-52-31, 49-62-12, 49-71-21, 49-94-21	APU ECU		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-001

- (1) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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TASK 05-55-42-200-804

MECH

INSP

2. Bond Resistance Test of Connector - Stabilizer Trim Compartment

(Figure 3, Figure 4)

A. General

- (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.

B. Prepare for the procedure**SUBTASK 05-55-42-200-001**

- (1) Make copy of the data sheet (Figure 3).

SUBTASK 05-55-42-200-014

- (2) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.
- (3) Send the data to one of the following addresses:
 - (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com
 - (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".
 - (c) By Fax: 425-717-1960.

NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.

SUBTASK 05-55-42-010-001

- (4) Open this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

C. Procedure**SUBTASK 05-55-42-200-008**

- (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550):
 - (a) Follow the "INSPECTION NOTES" column in the Table for instructions.
 - (b) Record resistance value on the data sheet.
 - (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet.

NOTE: If the data sheet shows only MAX VALUE, the MIN VALUE is zero.

- 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Empennage - Troubleshooting, AMM TASK 05-55-42-810-801.

- (d) Re-connect the connector if it was disconnected during the test.

SUBTASK 05-55-42-200-009

- (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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SUBTASK 05-55-42-220-001

- (3) Connector listed in this Table is used for the task above.

Table 2

WIRE BUNDLE	CONNECTOR	Disconnect Bracket	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W3397	D43397J	AB1050L	SMYD/FCC	Standard Measurement, backshell to structure	N/A
W3399	D43399J	AB1050R	SMYD	Standard Measurement, backshell to structure	N/A
W4724	D10434	AB1088	APU ECU	Standard Measurement, backshell to structure	N/A
W4724	D10436	AB1088	APU ECU	Standard Measurement, backshell to structure	N/A
W4726	D10912	AB1088	APU ECU	Standard Measurement, backshell to structure	N/A
W7381	D45501P	AB1050L	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure	N/A
W7383	D45503P	AB1050R	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure	N/A

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-42-410-001

- (1) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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TASK 05-55-46-200-802

MECH

INSP

3. Loop Resistance Test of Wire Bundle - Tailcone Access Compartment

(Figure 5, Figure 6)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the procedure**SUBTASK 05-55-46-200-010**

- (1) The (loop resistance tester, SPL-1636) is required for this task.
(2) Make copy of the data sheet (Figure 5) to record data during the task.

SUBTASK 05-55-46-200-015

- (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.
(4) Send the data to one of the following addresses:
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".
(c) By Fax: 425-717-1960.

NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.

SUBTASK 05-55-46-010-004

- (5) Open this access panel:

Number Name/Location

318BR Tailcone Access Door

C. Procedure**SUBTASK 05-55-46-280-005**

- (1) Do this task to test W3399-D1857:
(a) Connect one end of the 12 foot jumper, (jumper cable assembly, LRT (loop resistance tester), SPL-8965) to the housing of switch S773 (NOT the switch connector itself) to ground terminal GD4811-ST.
(b) Connect the other end of the 12 foot jumper, (jumper cable assembly, LRT (loop resistance tester), SPL-8965) to ground terminal GD4811-ST.
(c) Place the LRT Drive coupler around the 12-foot jumper installed above.
(d) Place the LRT Sense coupler around W3399 at connector D1857.
(e) Do the Modified Loop Resistance Measurement (AMM TASK 05-56-03-200-801) for this setup loop. Make sure the loop resistance value is between 10 - 75 milliohms.
NOTE: The loop resistance value is for reference only (do not record).
(f) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 from the S773 housing near D1857 to airplane structure.
1) Record joint measurement value to the data sheet.

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01	
<p>2) Make sure the joint measurement value is within the MIN/MAX value listed in the data sheet.</p> <p>3) If the joint measurement value is not within the MIN/MAX value, repair according to SWPM Chapter 20.</p> <p>(2) Do this task to test other ground points listed in Table below:</p> <p>(a) Place the LRT couplers around the ground wire near ground terminal.</p> <p>(b) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801. <u>NOTE:</u> The loop resistance value is for reference only (do not record).</p> <p>(c) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 from the ground terminal washer to airplane structure.</p> <p>1) Record measured joint resistance value to the data sheet.</p> <p>2) Make sure the joint measurement value is within the MIN/MAX value listed in the data sheet.</p> <p>3) If the joint measurement value is not within the MIN/MAX value, repair according to SWPM Chapter 20.</p>					<div style="display: flex; justify-content: space-between;"> MECH INSP </div>
Table 3					
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE		
W3399	D01857	22-11-12	FCC-DFS, Elevator		
W3397	GD949-ST	22-12-31	FCC-DFS, Elevator		
W3397	GD973-ST	22-11-12	FCC-DFS, Elevator		
W3399	GD973-ST	22-12-41	FCC-DFS, Elevator		
W3399	GD4811-ST	22-12-41	FCC-DFS, Stab Position Sensor		

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-002

(1) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
318BR	Tailcone Access Door

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01				
				MECH INSP				
TASK 05-55-42-200-802								
4. Bond Resistance Test of Connector - Tailcone Access Compartment (Figure 7, Figure 8)								
A. General (1) As part of the AMM validation program, this procedure has been validated at a customer site for the June 15, 2012 revision.								
B. Prepare for the procedure SUBTASK 05-55-42-200-003 (1) Make copy of the data sheet (Figure 7). SUBTASK 05-55-42-200-015 (2) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. (3) Send the data to one of the following addresses: (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com (b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA". (c) By Fax: 425-717-1960. <u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program. SUBTASK 05-55-42-010-003 (4) Open this access panel: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>318BR</td><td>Tailcone Access Door</td></tr></tbody></table> C. Procedure SUBTASK 05-55-42-200-010 (1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-01-760-801 to measure the bond resistance for all connector listed in Table using the (intrinsically safe approved bonding meter, COM-1550): (a) Follow the "INSPECTION NOTES" column in the Table for instructions. (b) Record resistance value on the data sheet. (c) Make sure the measured resistance value is within the MIN/MAX value range indicated on the data sheet. <u>NOTE:</u> If the data sheet shows only MAX VALUE, the MIN VALUE is zero. 1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Empennage - Troubleshooting, AMM TASK 05-55-42-810-801. (d) Re-connect the connector if it was disconnected during the test. SUBTASK 05-55-42-200-011 (2) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.				<u>Number</u>	<u>Name/Location</u>	318BR	Tailcone Access Door	
<u>Number</u>	<u>Name/Location</u>							
318BR	Tailcone Access Door							

EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE****D633A109-AKS
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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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SUBTASK 05-55-42-220-003

- (3) Connector listed in this Table is used for the task above.

Table 4

WIRE BUNDLE	CONNECTOR	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W3399	D1677	FCC	Standard Measurement, backshell to structure	N/A
W3399	D1679	FCC	Standard Measurement, backshell to structure	N/A
W3399	D1857	FCC,FCC-DFS,Rudder Control	Disconnect the plug-measure from plug to station 1156 bulkhead	Installation Test listed in (Hydraulic Pressure Switch - Installation, AMM TASK 22-11-40-400-801)
W3397	GD949-DC	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A
W3397	GD973-ST	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A
W3399	GD4811-ST	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A
W3399	GD973-ST	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-42-410-003

- (1) Close this access panel:

Number Name/Location

318BR Tailcone Access Door

END OF TASK

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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DATA SHEET

U69760 S0000213852 V1

Loop Resistance Test of Wire Bundle - Stabilizer Trim Compartment - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

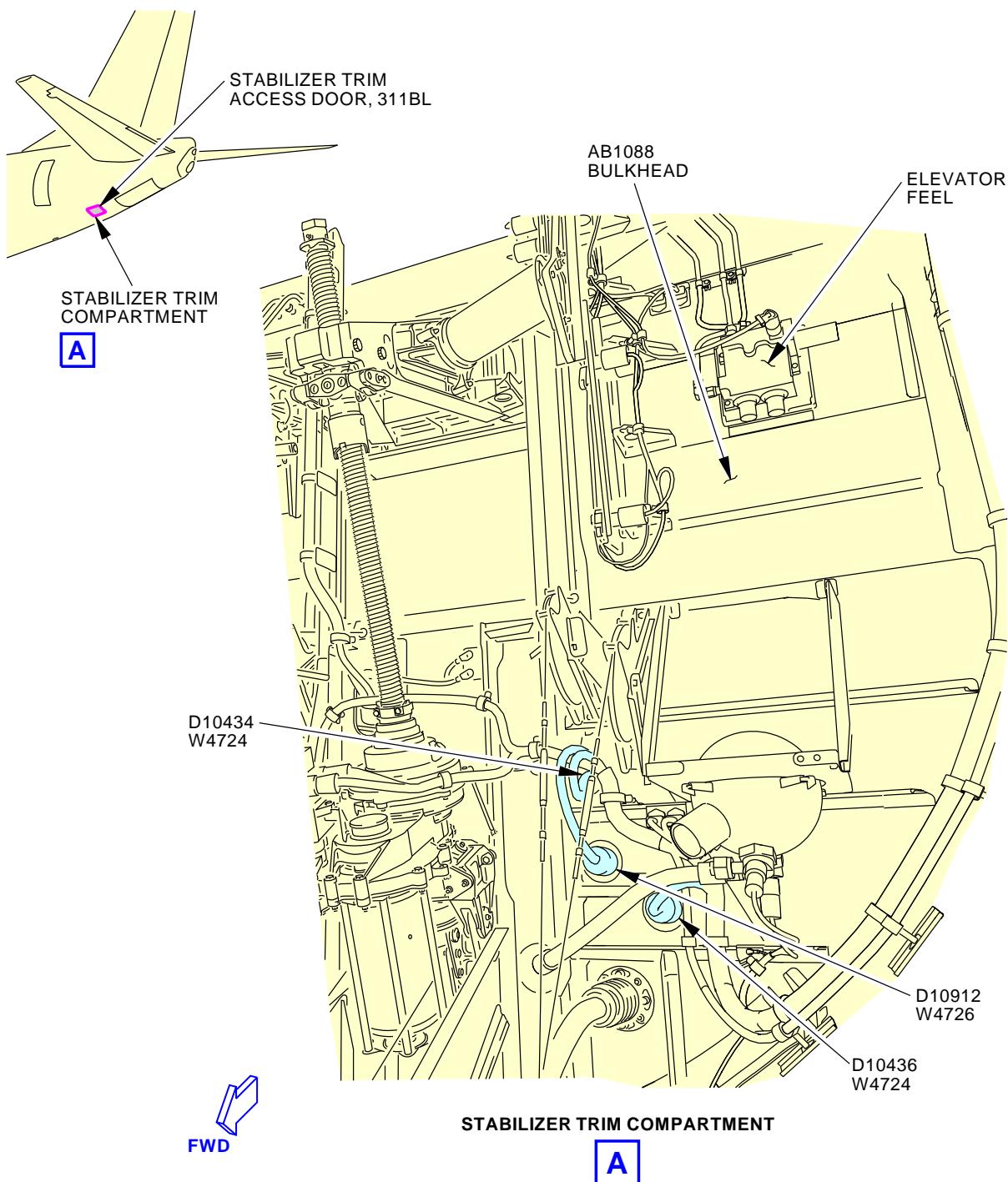
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01

U69612 S0000213850_V2

**Loop Resistance Test of Wire Bundle - Stabilizer Trim Compartment - Connector Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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DATA SHEET

481266 S0000142696 V6

Bond Resistance Test of Connector - Stabilizer Trim Compartment - Data Sheet
Figure 3 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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DATA SHEET

1966672 S0000377975 V1

Bond Resistance Test of Connector - Stabilizer Trim Compartment - Data Sheet

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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DATA SHEET

1966693 S0000377976_V2

Bond Resistance Test of Connector - Stabilizer Trim Compartment - Data Sheet
Figure 3 (Sheet 3 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

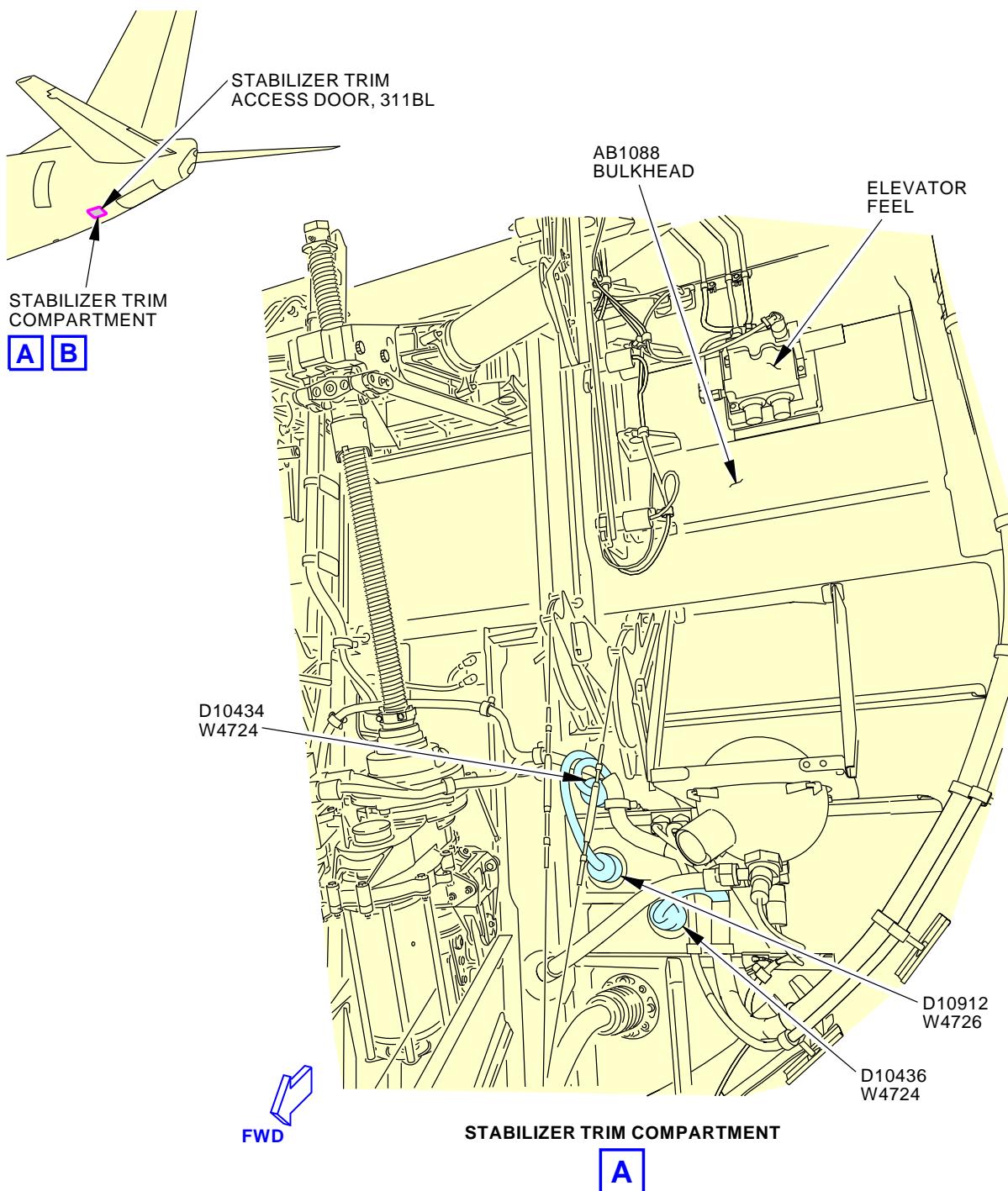
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01

481252 S0000143853_V3

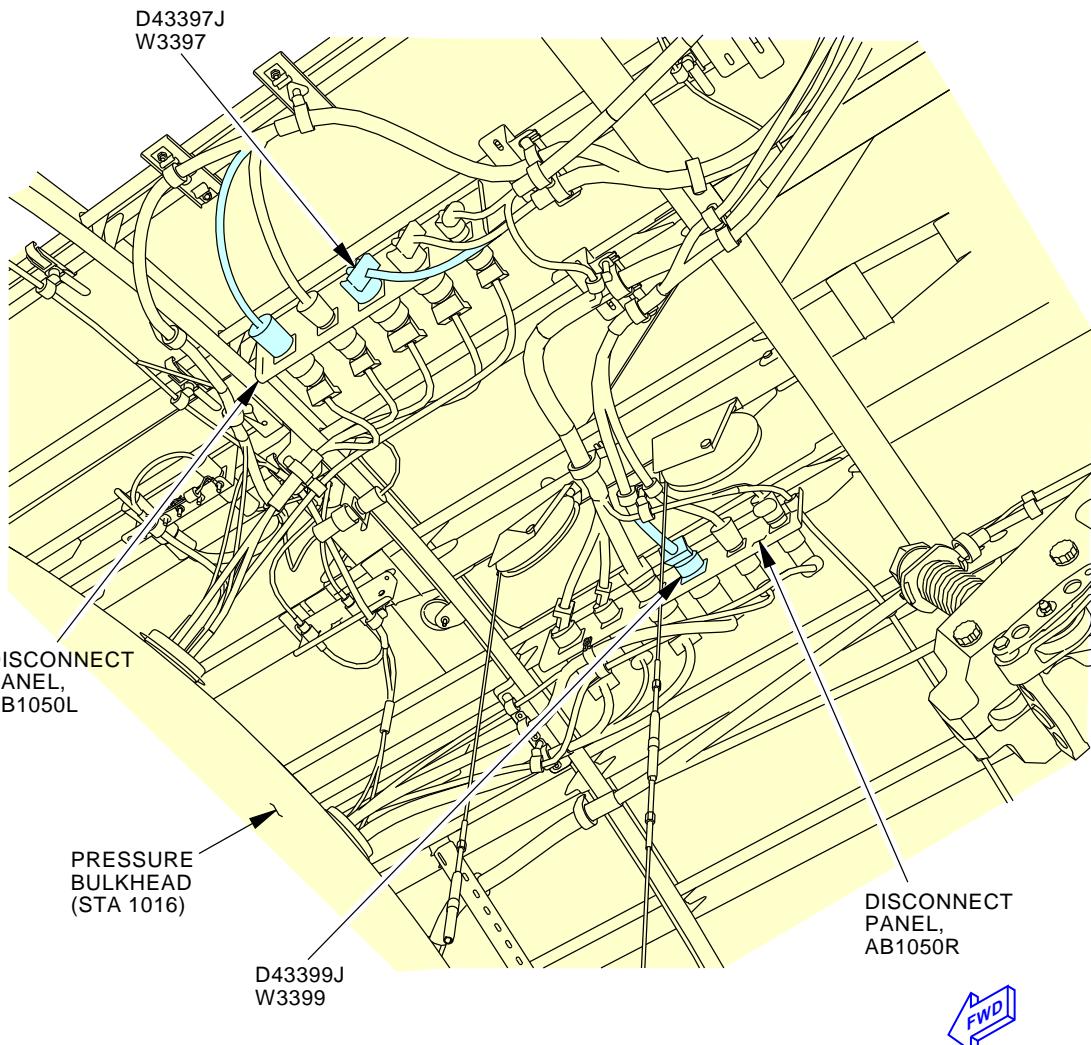
**Bond Resistance Test of Connector - Stabilizer Trim Compartment - Connector Location
Figure 4 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-140-00-01

**STABILIZER TRIM COMPARTMENT
(VIEW IN THE UP DIRECTION)****B**

481254 S0000143852_V5

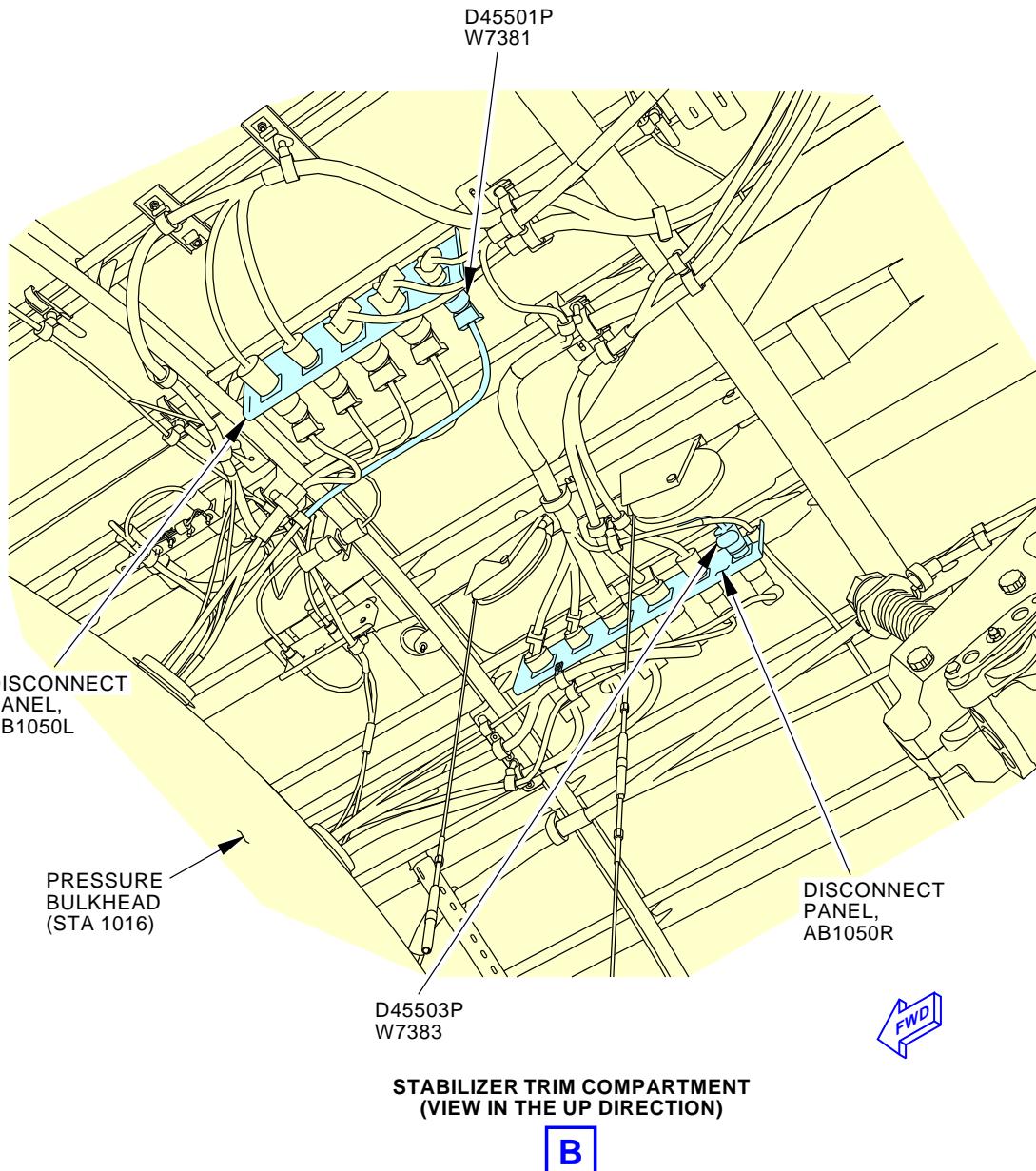
**Bond Resistance Test of Connector - Stabilizer Trim Compartment - Connector Location
Figure 4 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
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1965404 S0000377973_V3

**Bond Resistance Test of Connector - Stabilizer Trim Compartment - Connector Location
Figure 4 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900 TASK CARDS

DATA SHEET

1971725 S0000378055 V5

Loop Resistance Test of Wire Bundle - Tailcone Access Compartment - Data Sheet 19-1129-3000035
Figure 5

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

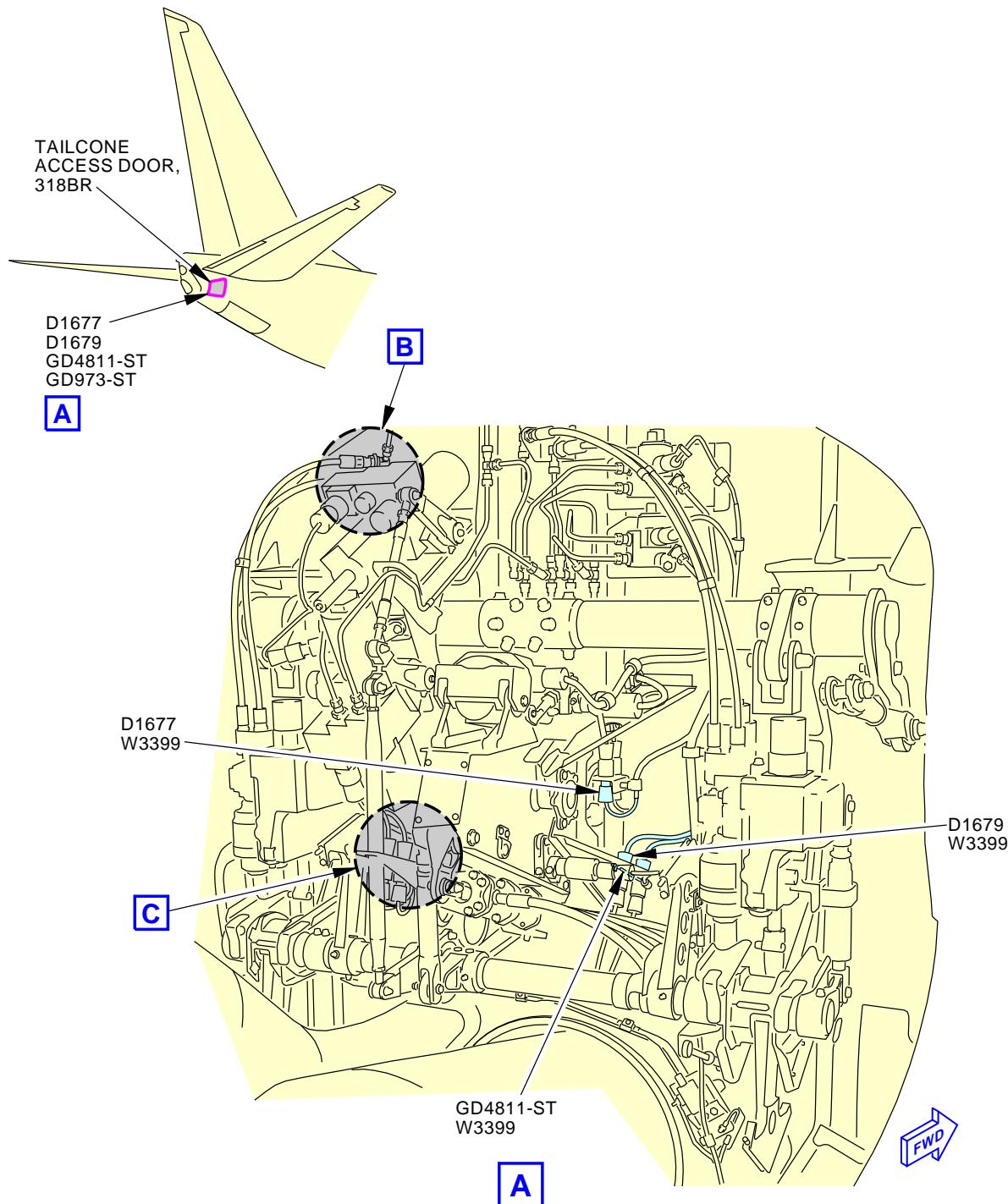
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01

481287 S0000143720_V4

**Loop Resistance Test of Wire Bundle - Tailcone Access Compartment - Connector Location
Figure 6 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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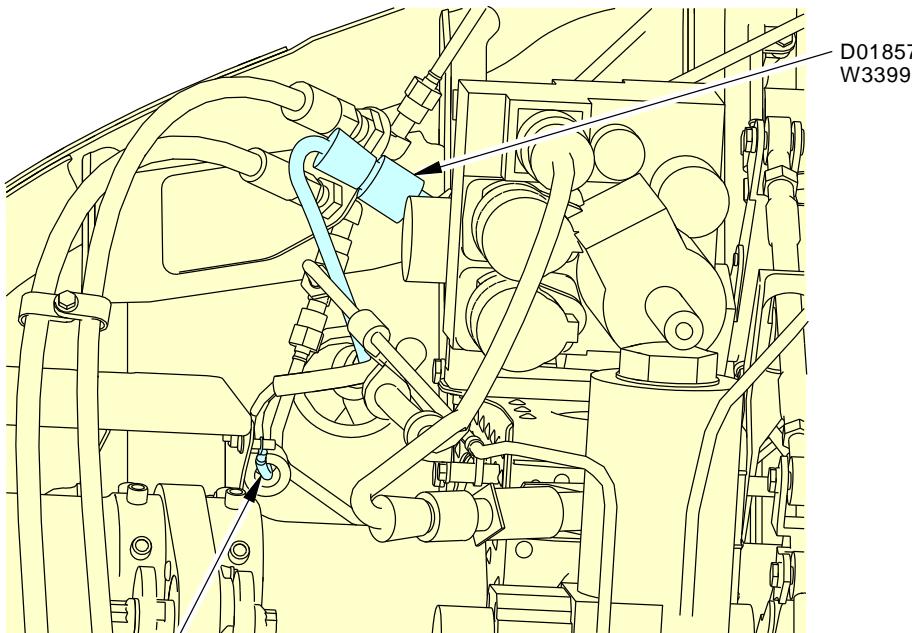
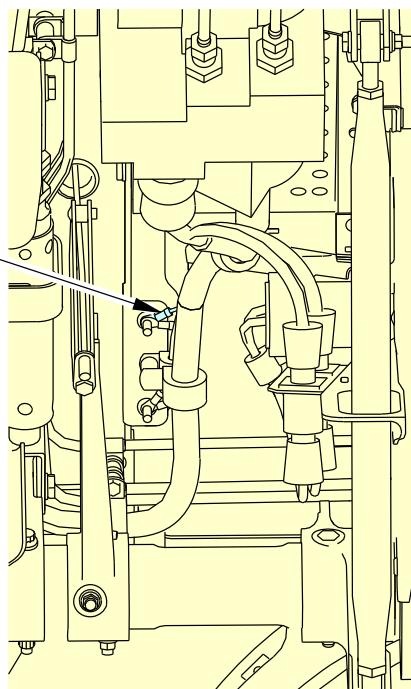
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01GD973-ST
W3399**B**GD949-ST
W3397**C**

481288 S0000143721_V5

**Loop Resistance Test of Wire Bundle - Tailcone Access Compartment - Connector Location
Figure 6 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE****D633A109-AKS
20-140-00-01****Page 22 of 25
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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-140-00-01
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DATA SHEET

481291 S0000138988 V6

Bond Resistance Test of Connector - Tailcone Access Compartment - Data Sheet
Figure 7

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

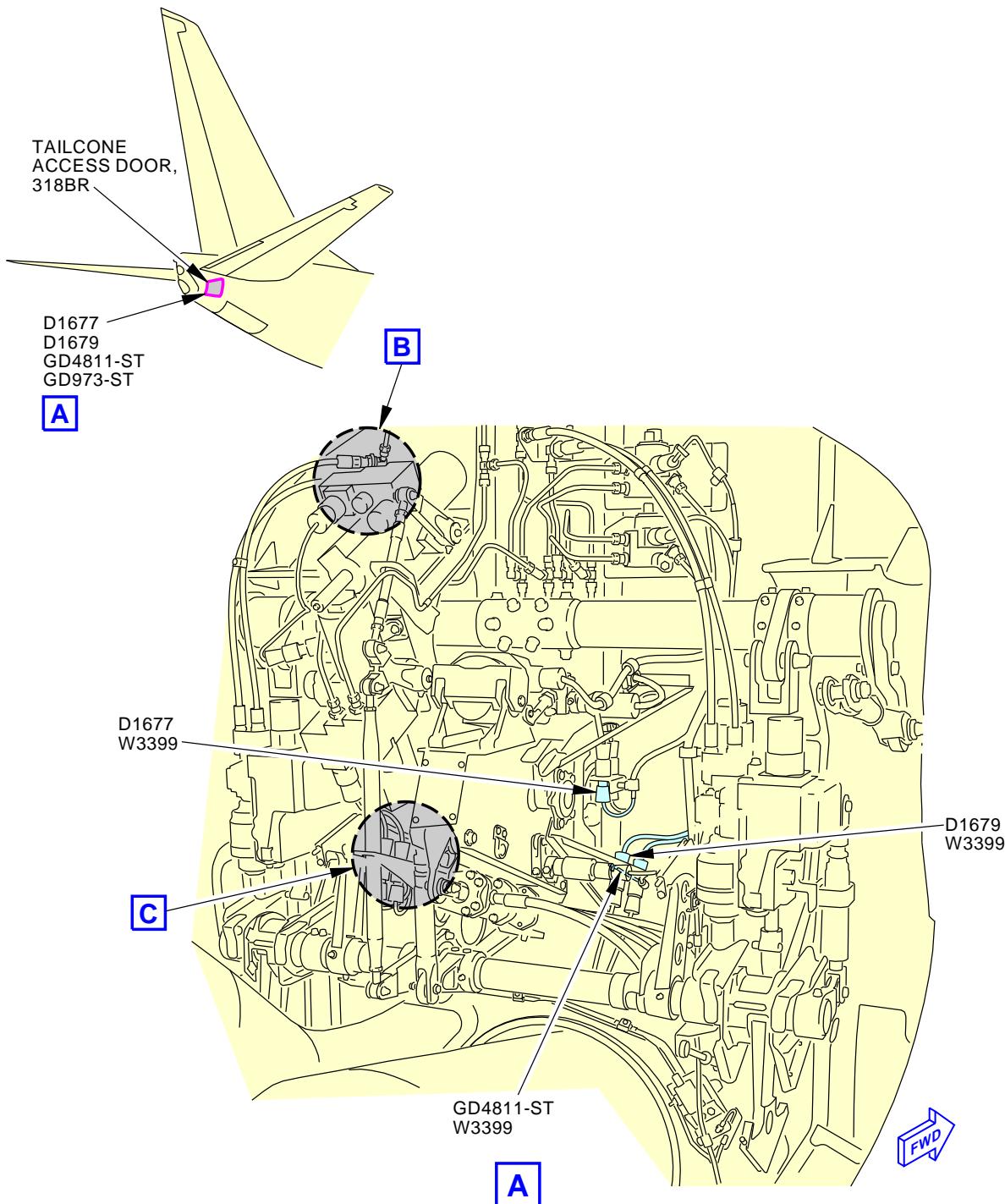
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01

481287 S0000143720_V4

**Bond Resistance Test of Connector - Tailcone Access Compartment - Connector Location
Figure 8 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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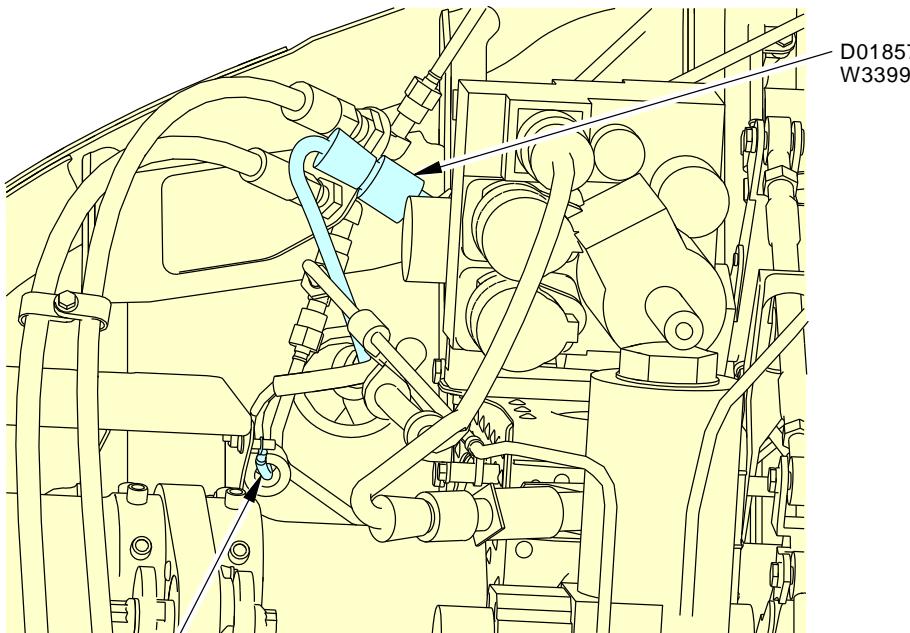
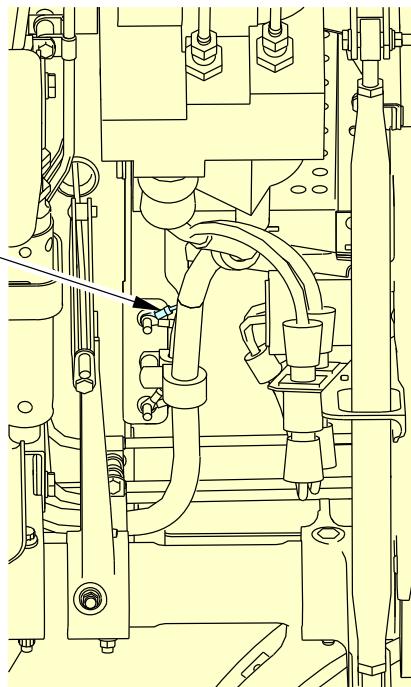
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-140-00-01GD973-ST
W3399**B**GD949-ST
W3397**C**

481288 S0000143721_V5

**Bond Resistance Test of Connector - Tailcone Access Compartment - Connector Location
Figure 8 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	H/L SENSITIVE CONNECTORS INSIDE THE EMPENNAGE
		D633A109-AKS 20-140-00-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE (L/HIRF)			BOEING CARD NO.
DATE	TASK FUNCTIONAL				20-141-00-01
TAIL NUMBER	WORK AREA TAIL CONE	VERSION 1.1	THRESHOLD 48000 FH	REPEAT 48000 FH	APPLICABILITY
STATION	SKILL ELEC				AIRPLANE ALL ENGINE ALL NOTE
		ACCESS 318BR			ZONE 317 318

Functional check of the Lightning/HIRF protection components in the tail cone for electrical bond degradation using the Loop Resistance Tester (LRT). (L/HIRF)

AIRPLANE NOTE: Applicable to airplanes line number 3470 and on or those airplanes that have incorporated SB 737-33-1146.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE (L/HIRF)
		D633A109-AKS 20-141-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-141-00-01	MECH	INSP
TASK 05-55-46-200-804						
1. Loop Resistance Test of Wire Bundle - Tailcone Strobe Light (Figure 1, Figure 2)						
A. General						
(1) This procedure is a Functional check of the Lightning/HIRF protection components in the tail cone for electrical bond degradation using the Loop Resistance Tester (LRT).						
B. Prepare for the procedure						
SUBTASK 05-55-46-200-001						
(1) The (loop resistance tester, SPL-1636) is required for this task.						
(2) Make copy of the data sheet (Figure 1) to record data during the task.						
SUBTASK 05-55-46-200-019						
(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis.						
(4) Send the data to one of the following addresses:						
(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com						
(b) By Mail : "The Boeing Company, Attention: Manager, Lightning / HIRF Maintenance Programs Engineering, P.O. Box 3707, MC 2J-10, Seattle, WA 98124-2207, USA".						
(c) By Fax: 425-717-1960.						
<u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.						
SUBTASK 05-55-46-010-005						
(5) Open this access panel:						
Number Name/Location						
318BR Tailcone Access Door						
C. Procedure						
SUBTASK 05-55-46-200-002						
(1) Procedure to do the Functional Check of the wire bundle shielding:						
<u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.						
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:						
<u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.						
1) Record the measured value to the datasheet.						
2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet.						
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE				
		D633A109-AKS				
		20-141-00-01				
						Page 2 of 6
						Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-141-00-01
				MECH INSP
3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure.				
4) This step is complete when all wire bundles listed in Table were tested and passed.				
SUBTASK 05-55-46-810-002				
(2) Procedure to do the Troubleshooting step for the wire bundle shielding:				
NOTE: Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.				
(a) If the wire bundle shield resistance is less than the MIN value, do the following:				
1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly.				
2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801.				
3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure.				
NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.				
a) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).				
4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.				
(b) If the wire bundle shield loop resistance is greater than the MAX value, at the tailstrobe light location, do the following:				
1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the tailstrobe light connector as the following:				
a) Make sure the joint resistance value from the braidsock to plug and plug to receptacle are not greater than maximum joint resistance values in data table listed in (AMM TASK 05-56-04-200-801).				
b) Make sure the joint resistance value from receptacle to LRU is not greater than 2.5 milliohms				
c) Make sure the joint resistance value from LRU to tailstrobe light housing is not greater than 5.0 milliohms				
d) If any joint measurement value is greater than the maximum value, repair in accordance with the (SWPM Chapter 20).				
e) If all joint measurement value are not greater than maximum joint resistance values, do the task below.				

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE D633A109-AKS 20-141-00-01	Page 3 of 6 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. 20-141-00-01
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- (c) At the other end connector of the wire bundle, do the following:
- 1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 across the connector from the backshell to primary structure.
 - a) If any joint value measured is greater than maximum joint resistance value in data table listed in (AMM TASK 05-56-04-200-801), repair in accordance with the (SWPM Chapter 20).
 - b) If joint value measured is still not greater than maximum joint resistance value in data table, record this value and contact Boeing for further support.
 - (d) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

SUBTASK 05-55-46-200-003

- (3) Connector listed in this Table are used for the task(s) above.

Table 1

WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE
W7152	D00148	33-44-12	Exterior Light

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-004

- (1) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
318BR	Tailcone Access Door

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE (L/HIRF)
		D633A109-AKS 20-141-00-01

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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-141-00-01
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PLANE:	
DATE:	
TECHNICIAN:	

DATA SHEET

2035779 S0000409761 V2

Loop Resistance Test of Wire Bundle - Tailcone Strobe Light - Data Sheet
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE (L/HIRF)	D633A109-AKS 20-141-00-01	Page 5 of 6 Oct 15/2014
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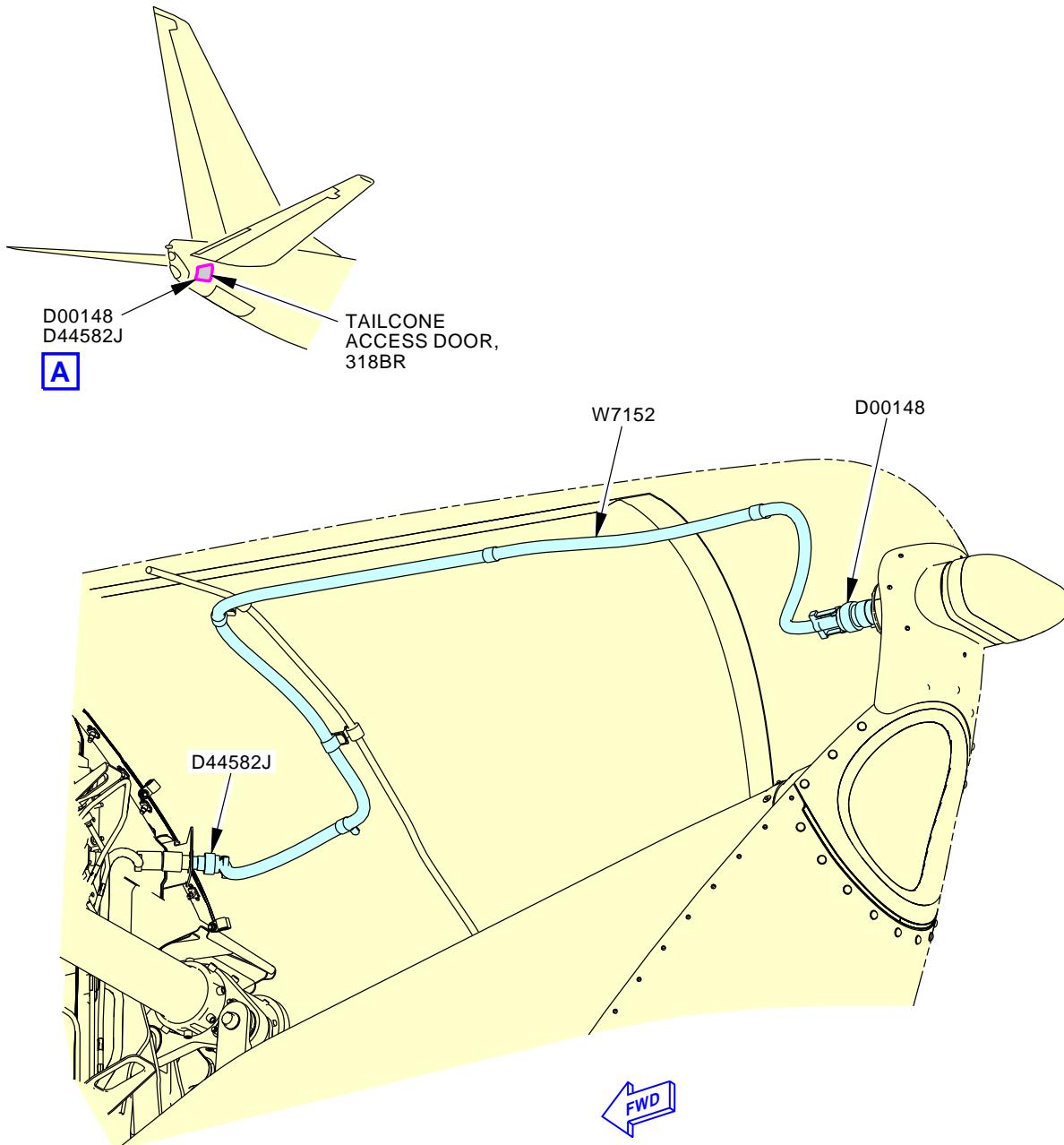
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-141-00-01**A**

2035766 S0000409762_V2

**Loop Resistance Test of Wire Bundle - Tailcone Strobe Light - Connector Location
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS - TAIL CONE (L/HIRF)
		D633A109-AKS 20-141-00-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT			BOEING CARD NO. 20-142-01-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1	THRESHOLD 18000 FH	REPEAT 18000 FH	APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE
STATION	SKILL ELEC	ACCESS 121KW 121LW			ZONE 121

Functionally check the Lightning/HIRF protection components in the LRRA Antenna installation for degradation of the bond between antenna to structure using the Loop Resistance Tester (LRT).

AIRPLANE NOTE: Applicable to airplanes with the S67-2002-18 LRRA antenna installed without Gasket AG723000-40. The production configuration for L/N 1 through 4306 is with LRRA antenna S67-2002-18 installed without Gasket AG723000-40.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 34-33-11 P/B 401	LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION
AMM 34-33-21-000-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal (P/B 401)
AMM 34-33-21-400-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation (P/B 401)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-01-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-01-01
(Continued)				
Reference	Description			
SPL-1636	<p>Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals)</p> <p>Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2</p>			

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-01-01
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TASK 05-55-47-200-801

MECH

INSP

1. Loop Resistance Test of Wire Bundle - LRRA

(Figure 1, Figure 2)

A. General

- (1) This procedure is a Functional check of the Lightning/HIRF protection components in the LRRA Antenna for electrical bond degradation using the Loop Resistance Tester (LRT).
- (2) For ease of access, perform the functional check of the LRRA wire bundles at the EE bay area.
- (3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. Send the data to one of the following addresses:
 - (a) Electronically: MTCProgLHIRFTaskCardData@boeing.com.
 - (b) By mail : "The Boeing Company, Attention: Manager, Lightning / HIRF, Mail Code: MC 2J-51, BLDG 11-14N, 2925 S. 112th St., Tukwila, WA 98108, USA".
 - (c) By Fax: 206-662-3672.

NOTE: Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.

B. Prepare for the Functional Test**SUBTASK 05-55-47-200-001**

- (1) The (loop resistance tester, SPL-1636) is required for this task.
- (2) The (intrinsically safe approved bonding meter, COM-1550) is required.
NOTE: Use this tool only if the troubleshooting task is required.
- (3) Make a copy of the data sheet (Figure 1) to record data during the task.
- (4) Open these access panels:

Number Name/Location

121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD
	BULKHEAD FILTER COVER
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD
	BULKHEAD FAN COVER

- (5) Open these access panels only when the troubleshooting task is required:

Number Name/Location

117A	Electronic Equipment Access Door
117AW	Equipment Access Door Cover

C. Functional Test Procedure**SUBTASK 05-55-47-200-002**

- (1) Procedure to do the Functional Check of the wire bundle shielding:

NOTE: This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT	D633A109-AKS 20-142-01-01	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. 20-142-01-01
				MECH INSP
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p> <ol style="list-style-type: none"> 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure. 4) This step is complete when all wire bundles listed in Table were tested and passed. 				
SUBTASK 05-55-47-200-004				
(2) Connectors listed in this Table are used for the task above.				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W5293	D3667B	34-33-11	M1735	
W5295	D3667A	34-33-11	M1735	
W5297	D3669B	34-33-21	M1736	
W5299	D3669A	34-33-21	M1736	
SUBTASK 05-55-47-200-003				
(3) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <ol style="list-style-type: none"> (a) If the wire bundle shield resistance is less than the MIN value, do the following: <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> 				
<ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with (SWPM Chapter 20). 				
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT		
		D633A109-AKS 20-142-01-01		
				Page 4 of 9 Oct 15/2014

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-01-01
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- 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.

(b) If the wire bundle shield loop resistance is greater than the MAX value, do the troubleshooting at the antenna end first.

NOTE: When the loop resistance is high, the failure likely is at the antenna end.

1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to airplane structure:

 - Make sure the joint resistance value is not greater than 8.5 milliohms.
 - If the joint resistance value is greater than 8.5 milliohms, do the following:
 - <1> Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to receptacle:
 - <2> Make sure the joint resistance value from plug to receptacle is not greater than 5 milliohms.
 - <3> If the joint resistance value is greater than 5 milliohms, repair in accordance with the (SWPM Chapter 20).
 - <4> If the joint resistance value is not greater than 5 milliohms, do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from receptacle to airplane structure. Verify that the joint resistance value is greater than 3.5 milliohms. Replace the antenna (LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION, AMM 34-33-11/401).

WIRE BUNDLE	CONNECTOR AT ANTENNA END	CONNECTOR AT LRRA END	WDM
W5293	D3667B	D3671	34-33-11
W5295	D3667A	D3675	34-33-11
W5297	D3669B	D3673	34-33-21
W5299	D3669A	D3677	34-33-21

- c) If the joint resistance value is not greater than 8.5 milliohms, move to connector at the LRRA Transceiver end of same wire bundle.
 - 2) At the LRRA Transceiver end of the wire bundle, do the following:
 - a) Remove the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal, AMM
TASK 34-33-21-000-801.
 - b) Using intrinsically safe approved bonding meter, COM-1550, measure the resistance from the RA coax connector shell to the case of the LRRA Transceiver.
 - <1> If the measured value is greater than 10 milliohms, replace the LRRA Transceiver.

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-01-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-01-01												
				MECH INSP												
				<p>c) Using an intrinsically safe approved bonding meter, COM-1550, make sure that the resistance from the LRU mating coax connector shell, in the rack, to the cable backshell on the other side of the connector block (the cable going to the antenna) is no greater than 5 milliohms.</p> <p><1> If the measured value is greater than 5 milliohms, troubleshoot the joint and either replace the coax connector block, repair the coax connector on the antenna cable, or replace the antenna cable connector.</p> <p><2> If any repair is done, repeat the bond resistance measurement to verify that the measured resistance is now 5 milliohms or less.</p> <p>d) Re-install the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation, AMM TASK 34-33-21-400-801.</p> <p>e) If all joint measurement values are not greater than maximum joint resistance values, record these values and contact Boeing for further support.</p> <p>(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.</p> <p>D. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 05-55-47-410-001</p> <p>(1) Close these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table> <p>(2) Close these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>117AW</td><td>Equipment Access Door Cover</td></tr></tbody></table> <p style="text-align: center;">— END OF TASK —</p>	<u>Number</u>	<u>Name/Location</u>	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	117AW	Equipment Access Door Cover
<u>Number</u>	<u>Name/Location</u>															
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER															
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
<u>Number</u>	<u>Name/Location</u>															
117A	Electronic Equipment Access Door															
117AW	Equipment Access Door Cover															

EFFECTIVITY
AKS ALLSOURCE
MRB**LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E
RACK IN THE FWD CARGO COMPARTMENT****D633A109-AKS
20-142-01-01****Page 6 of 9
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AKS



737-600/700/800/900

TASK CARDS

DATA SHEET

2185551 S0000369295 V1

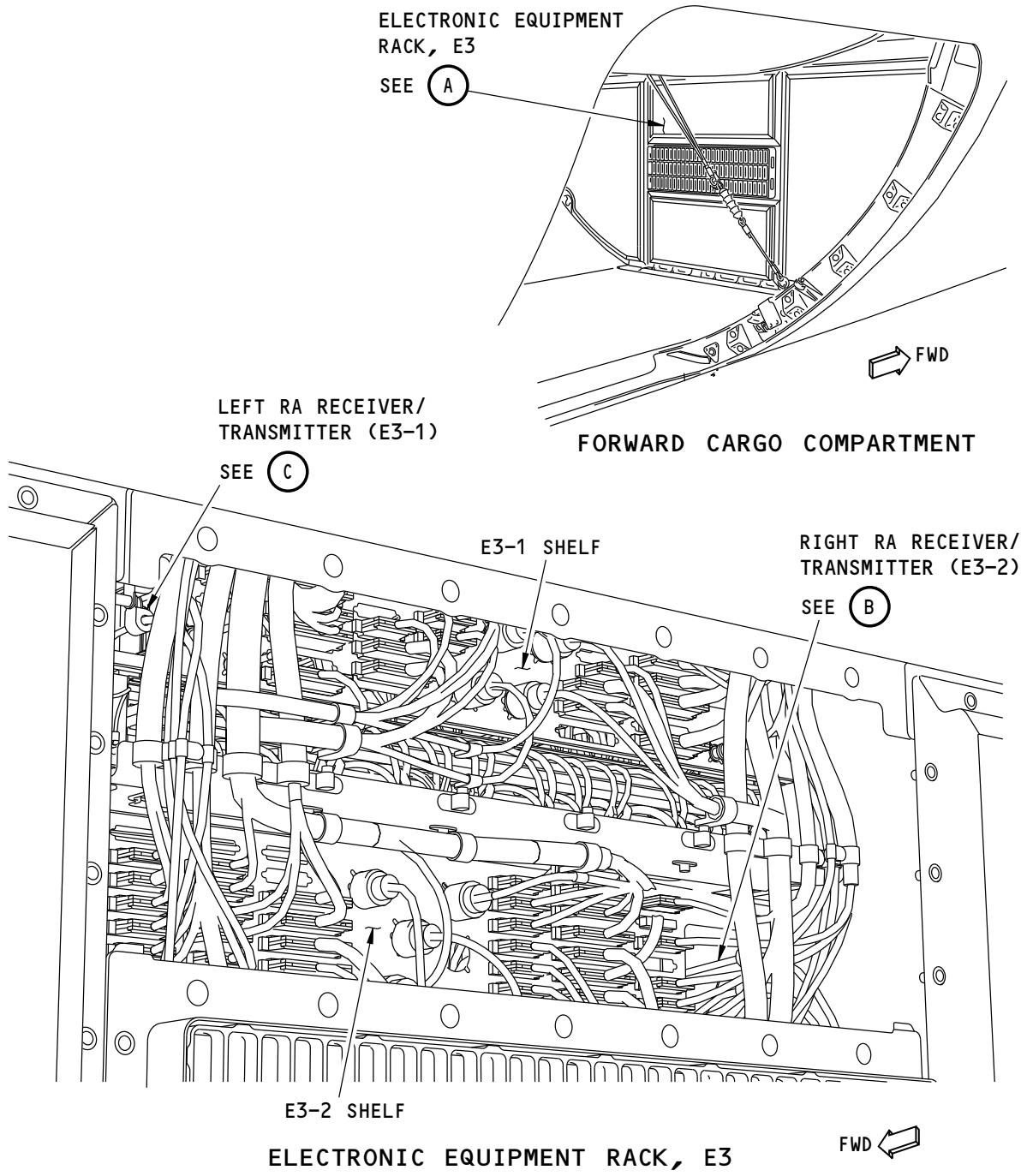
Loop Resistance Test of Wire Bundle - LRRA - Data Sheet

Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-142-01-01



Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 1 of 2)

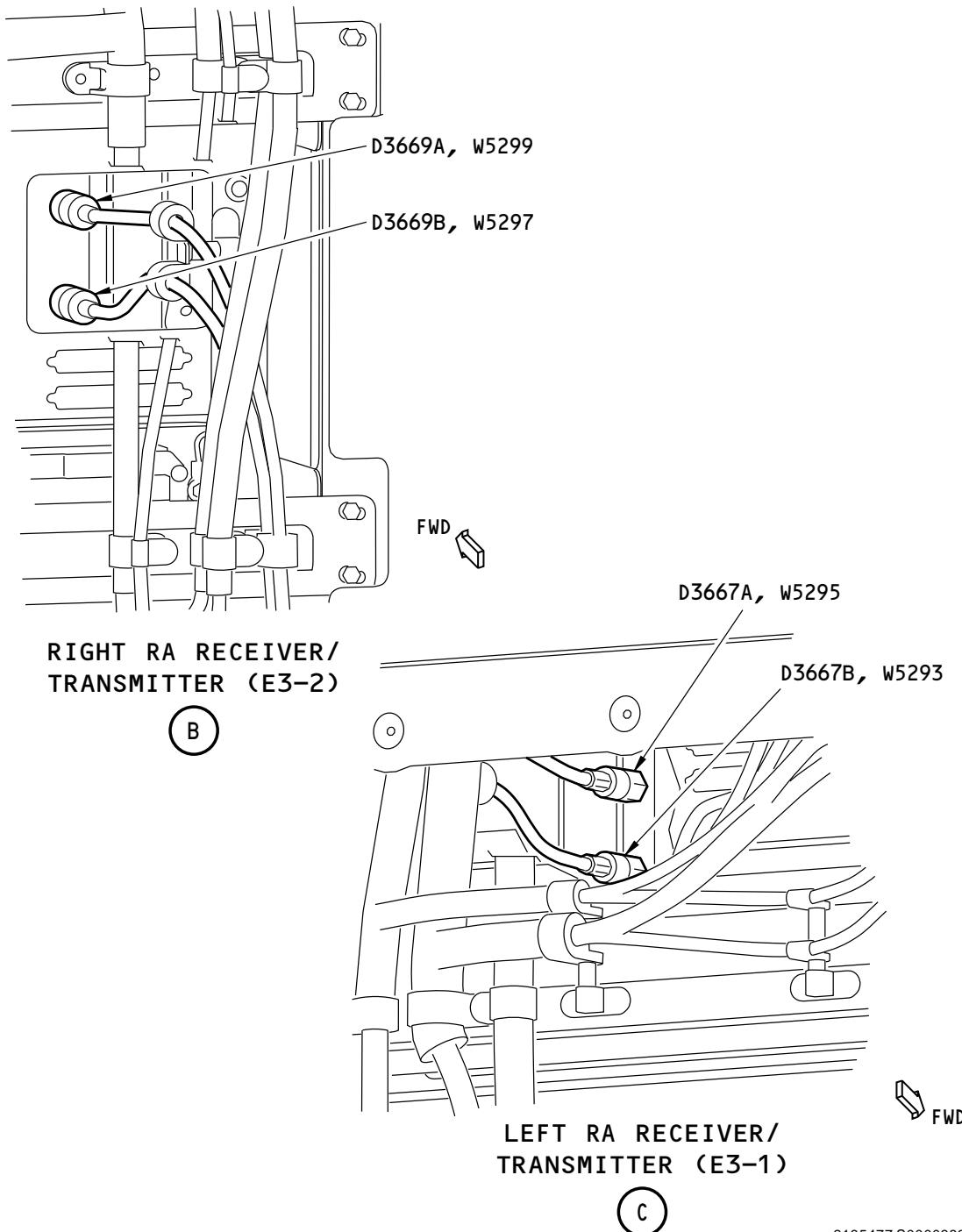
2185456 S0000382302_V1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-01-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-142-01-01



**Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 2 of 2)**

2185477 S0000383712_V1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-01-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT			BOEING CARD NO. 20-142-02-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE
STATION	SKILL ELEC	ACCESS 121KW 121LW			ZONE 121

Functionally check the Lightning/HIRF protection components in the LRRA Antenna installation for degradation of the bond between antenna to structure using the Loop Resistance Tester (LRT).

AIRPLANE NOTE: Applicable to airplanes with the S67-2002-18 LRRA antenna and Gasket AG723000-40 installed. The production configuration for L/N 1 through 4306 is with LRRA antenna S67-2002-18 installed without Gasket AG723000-40.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 34-33-11 P/B 401	LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION
AMM 34-33-21-000-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal (P/B 401)
AMM 34-33-21-400-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation (P/B 401)
SWPM Chapter 20	Standard Wiring Practices Manual

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-1550	Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-02-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-02-01
(Continued)				
Reference	Description			
SPL-1636	<p>Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals)</p> <p>Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2</p>			

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-02-01												
				MECH INSP												
TASK 05-55-47-200-801																
1. Loop Resistance Test of Wire Bundle - LRRA (Figure 1, Figure 2)																
A. General <ul style="list-style-type: none">(1) This procedure is a Functional check of the Lightning/HIRF protection components in the LRRA Antenna for electrical bond degradation using the Loop Resistance Tester (LRT).(2) For ease of access, perform the functional check of the LRRA wire bundles at the EE bay area.(3) Boeing requests that all data recorded while doing this procedure be submitted to the Boeing Company for engineering analysis. Send the data to one of the following addresses:<ul style="list-style-type: none">(a) Electronically: MTCProgLHIRFTaskCardData@boeing.com.(b) By mail : "The Boeing Company, Attention: Manager, Lightning / HIRF, Mail Code: MC 2J-51, BLDG 11-14N, 2925 S. 112th St., Tukwila, WA 98108, USA".(c) By Fax: 206-662-3672. <p><u>NOTE:</u> Data sent will help Boeing understand the reliability of the components and will be used to improve the maintenance program.</p>																
B. Prepare for the Functional Test SUBTASK 05-55-47-200-001 <ul style="list-style-type: none">(1) The (loop resistance tester, SPL-1636) is required for this task.(2) The (intrinsically safe approved bonding meter, COM-1550) is required. <u>NOTE:</u> Use this tool only if the troubleshooting task is required.(3) Make a copy of the data sheet (Figure 1) to record data during the task.(4) Open these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table>(5) Open these access panels only when the troubleshooting task is required: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>117AW</td><td>Equipment Access Door Cover</td></tr></tbody></table>					<u>Number</u>	<u>Name/Location</u>	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	117AW	Equipment Access Door Cover
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<u>Number</u>	<u>Name/Location</u>															
117A	Electronic Equipment Access Door															
117AW	Equipment Access Door Cover															
C. Functional Test Procedure SUBTASK 05-55-47-200-002 <ul style="list-style-type: none">(1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.																

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT	D633A109-AKS 20-142-02-01	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. 20-142-02-01
				MECH INSP
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p> <ol style="list-style-type: none"> 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure. 4) This step is complete when all wire bundles listed in Table were tested and passed. 				
SUBTASK 05-55-47-200-004				
(2) Connectors listed in this Table are used for the task above.				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W5293	D3667B	34-33-11	M1735	
W5295	D3667A	34-33-11	M1735	
W5297	D3669B	34-33-21	M1736	
W5299	D3669A	34-33-21	M1736	
SUBTASK 05-55-47-200-003				
(3) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <ol style="list-style-type: none"> (a) If the wire bundle shield resistance is less than the MIN value, do the following: <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> <ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with (SWPM Chapter 20). 				
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT		
		D633A109-AKS 20-142-02-01		
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-02-01
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- 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.

(b) If the wire bundle shield loop resistance is greater than the MAX value, do the troubleshooting at the antenna end first.

NOTE: When the loop resistance is high, the failure likely is at the antenna end.

1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to airplane structure:

 - a) Make sure the joint resistance value is not greater than 8.5 milliohms.
 - b) If the joint resistance value is greater than 8.5 milliohms, do the following:
 - <1> Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to receptacle:
 - <2> Make sure the joint resistance value from plug to receptacle is not greater than 5 milliohms.
 - <3> If the joint resistance value is greater than 5 milliohms, repair in accordance with the (SWPM Chapter 20).
 - <4> If the joint resistance value is not greater than 5 milliohms, do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from receptacle to airplane structure. Verify that the joint resistance value is greater than 3.5 milliohms. Replace the antenna (LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION, AMM 34-33-11/401).

WIRE BUNDLE	CONNECTOR AT ANTENNA END	CONNECTOR AT LRRA END	WDM
W5293	D3667B	D3671	34-33-11
W5295	D3667A	D3675	34-33-11
W5297	D3669B	D3673	34-33-21
W5299	D3669A	D3677	34-33-21

- c) If the joint resistance value is not greater than 8.5 milliohms, move to connector at the LRRA Transceiver end of same wire bundle.
 - 2) At the LRRA Transceiver end of the wire bundle, do the following:
 - a) Remove the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal, AMM
TASK 34-33-21-000-801.
 - b) Using intrinsically safe approved bonding meter, COM-1550, measure the resistance from the RA coax connector shell to the case of the LRRA Transceiver.
 - <1> If the measured value is greater than 10 milliohms, replace the LRRA Transceiver.

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-02-01

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737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-02-01												
				MECH INSP												
				<p>c) Using an intrinsically safe approved bonding meter, COM-1550, make sure that the resistance from the LRU mating coax connector shell, in the rack, to the cable backshell on the other side of the connector block (the cable going to the antenna) is no greater than 5 milliohms.</p> <p><1> If the measured value is greater than 5 milliohms, troubleshoot the joint and either replace the coax connector block, repair the coax connector on the antenna cable, or replace the antenna cable connector.</p> <p><2> If any repair is done, repeat the bond resistance measurement to verify that the measured resistance is now 5 milliohms or less.</p> <p>d) Re-install the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation, AMM TASK 34-33-21-400-801.</p> <p>e) If all joint measurement values are not greater than maximum joint resistance values, record these values and contact Boeing for further support.</p> <p>(c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.</p> <p>D. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 05-55-47-410-001</p> <p>(1) Close these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table> <p>(2) Close these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>117AW</td><td>Equipment Access Door Cover</td></tr></tbody></table> <p style="text-align: center;">— END OF TASK —</p>	<u>Number</u>	<u>Name/Location</u>	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	117AW	Equipment Access Door Cover
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EFFECTIVITY
AKS ALLSOURCE
MRB**LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E
RACK IN THE FWD CARGO COMPARTMENT****D633A109-AKS
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-02-01
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DATA SHEET

2185551 S0000369295 V1

Loop Resistance Test of Wire Bundle - LRRA - Data Sheet

Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-02-01

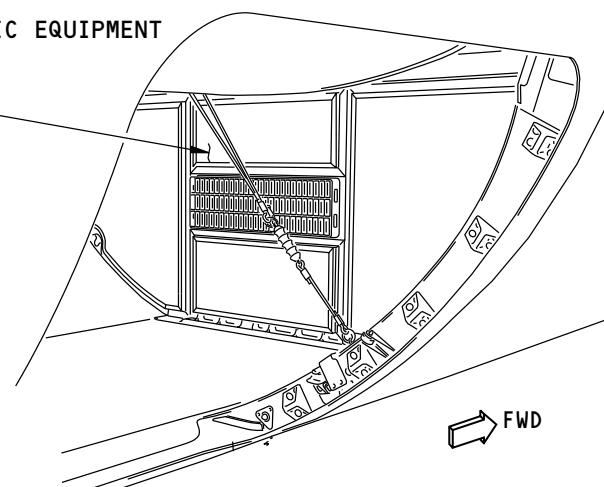
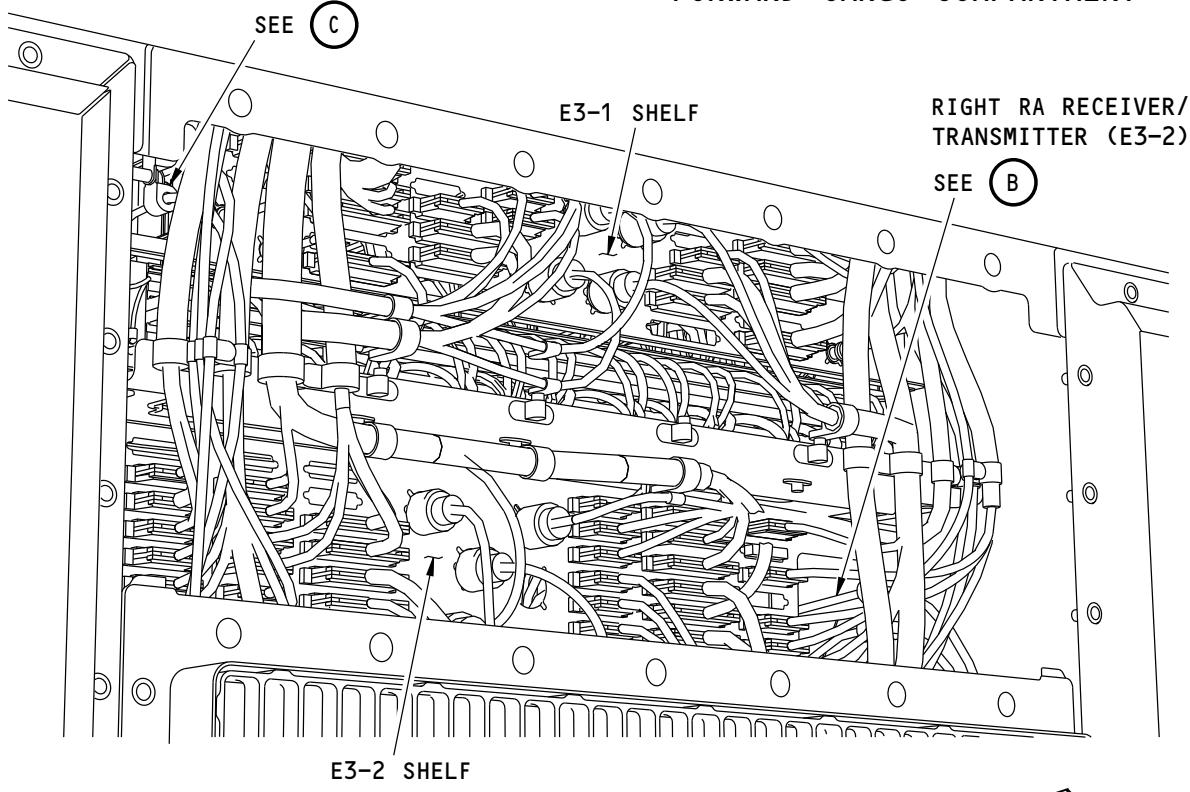
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-142-02-01**ELECTRONIC EQUIPMENT
RACK, E3**SEE **A****LEFT RA RECEIVER/
TRANSMITTER (E3-1)**SEE **C****FORWARD CARGO COMPARTMENT****E3-1 SHELF****RIGHT RA RECEIVER/
TRANSMITTER (E3-2)**SEE **B****ELECTRONIC EQUIPMENT RACK, E3**

FWD

A

2185456 S0000382302_V1

**Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E
RACK IN THE FWD CARGO COMPARTMENT****D633A109-AKS
20-142-02-01****Page 8 of 9
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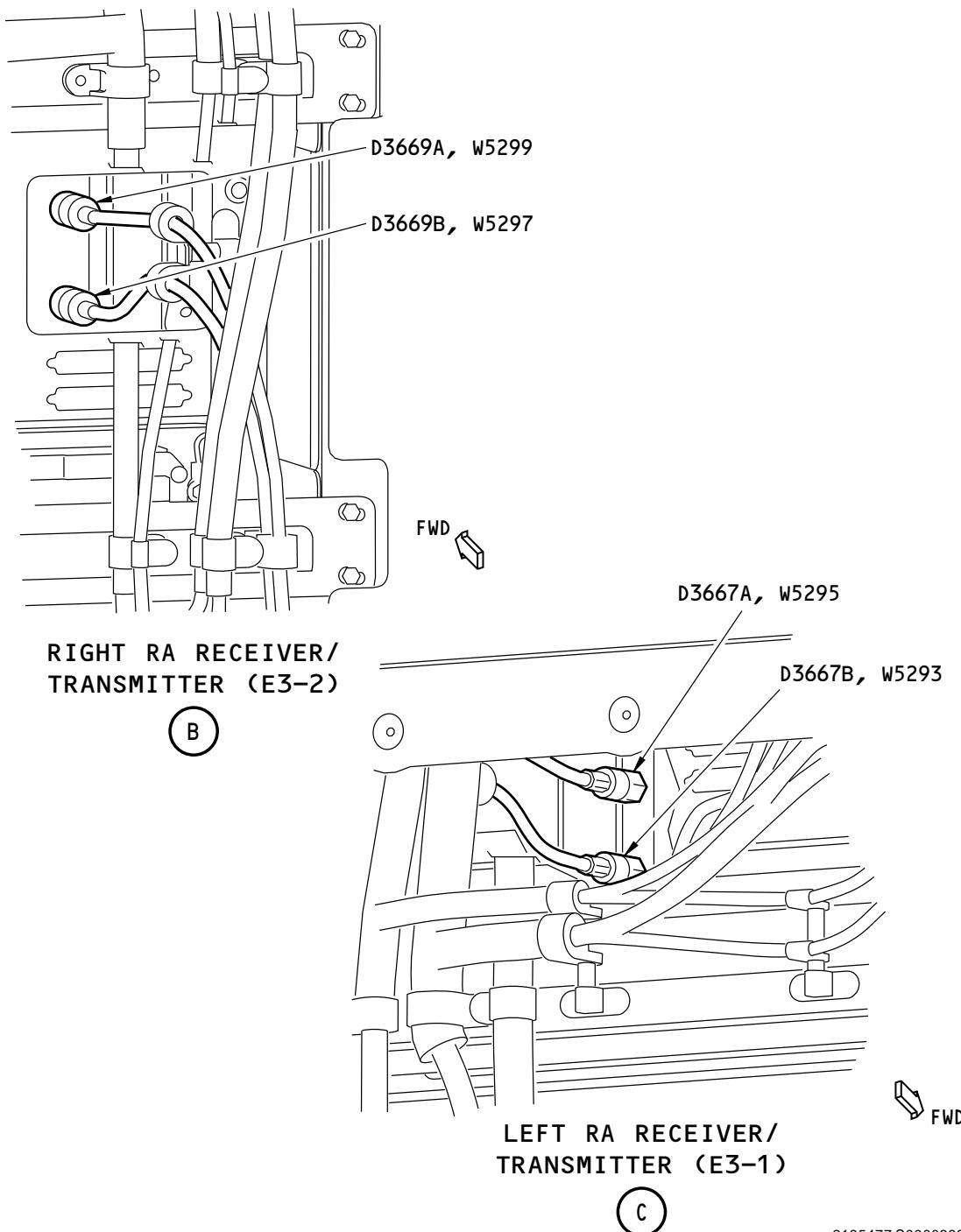
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-142-02-01

**Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 2 of 2)**

2185477 S0000383712_V1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-02-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT			BOEING CARD NO. 20-142-03-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1	THRESHOLD 40000 FH	REPEAT 40000 FH	APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE
STATION	SKILL ELEC	ACCESS 121KW 121LW			ZONE 121

Functionally check the Lightning/HIRF protection components in the LRRA Antenna installation for degradation of the bond between antenna to structure using the Loop Resistance Tester (LRT).

AIRPLANE NOTE: Applicable to airplanes with the S67-2002-28 LRRA antenna and Gasket AG723000-40 installed. The production configuration for L/N 4307 and on is with LRRA antenna S67-2002-28 and Gasket AG723000-40 installed.

A. References

Reference	Title
AMM 05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
AMM 05-56-03-200-801	Loop Resistance Measurement (P/B 201)
AMM 05-56-04-200-801	Joint Resistance Measurement (P/B 201)
AMM 34-33-11 P/B 401	LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION
AMM 34-33-21-000-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal (P/B 401)
AMM 34-33-21-400-801	Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation (P/B 401)
SWPM Chapter 20	Standard Wiring Practices Manual

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EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-03-01
(Continued)				
Reference	Description			
SPL-1636	<p>Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals)</p> <p>Part #: 906-10246-3 Supplier: 3X2T2 Opt Part #: 906-10246-1 Supplier: 3X2T2 Opt Part #: 906-10246-2 Supplier: 3X2T2</p>			

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-03-01												
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TASK 05-55-47-200-801																
1. Loop Resistance Test of Wire Bundle - LRRA (Figure 1, Figure 2)																
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117AW	Equipment Access Door Cover															
C. Functional Test Procedure SUBTASK 05-55-47-200-002 <ul style="list-style-type: none">(1) Procedure to do the Functional Check of the wire bundle shielding: <u>NOTE:</u> This step checks the wire bundle shielding for the scheduled maintenance check. This step also checks the wire bundle shielding after any repair is done with the wire bundle or connector.																

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT	D633A109-AKS 20-142-03-01	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. 20-142-03-01
				MECH INSP
(a) Do this task: Loop Resistance Measurement, AMM TASK 05-56-03-200-801 for each wire bundle listed in Table:				
<p><u>NOTE:</u> In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.</p> <ol style="list-style-type: none"> 1) Record the measured value to the datasheet. 2) Make sure the measured value is within the MIN/MAX value range listed in the data sheet. 3) If the measured value is not within the MIN/MAX value range, do the Troubleshooting step below for the wire bundle shielding failure. 4) This step is complete when all wire bundles listed in Table were tested and passed. 				
SUBTASK 05-55-47-200-004				
(2) Connectors listed in this Table are used for the task above.				
WIRE BUNDLE	CONNECTOR	WDM	PNL OR MODULE	
W5293	D3667B	34-33-11	M1735	
W5295	D3667A	34-33-11	M1735	
W5297	D3669B	34-33-21	M1736	
W5299	D3669A	34-33-21	M1736	
SUBTASK 05-55-47-200-003				
(3) Procedure to do the Troubleshooting step for the wire bundle shielding:				
<p><u>NOTE:</u> Perform this step only if the measured value of the Functional Check of the wire bundle shielding is not within the MIN/MAX value range.</p> <ol style="list-style-type: none"> (a) If the wire bundle shield resistance is less than the MIN value, do the following: <ol style="list-style-type: none"> 1) Check the test setup. Make sure the couplers are only around the desired wire bundle and closed properly. 2) If the test setup is OK, check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, AMM TASK 05-56-02-200-801. 3) If no problem is found, check the entire length of the wire bundle. Look for signs of chafing or damage to the wire bundle that can cause the shield to short to structure. <p><u>NOTE:</u> An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.</p> 				
<ol style="list-style-type: none"> a) If a problem is found, repair or replace in accordance with (SWPM Chapter 20). 				
EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT		
		D633A109-AKS 20-142-03-01		
				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. 20-142-03-01
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- 4) If no defects are found with the wire bundle and the loop resistance value is still less than the MIN value, record this value and contact Boeing for further support.

(b) If the wire bundle shield loop resistance is greater than the MAX value, do the troubleshooting at the antenna end first.

NOTE: When the loop resistance is high, the failure likely is at the antenna end.

1) Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to airplane structure:

 - Make sure the joint resistance value is not greater than 8.5 milliohms.
 - If the joint resistance value is greater than 8.5 milliohms, do the following:
 - <1> Do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from plug to receptacle:
 - <2> Make sure the joint resistance value from plug to receptacle is not greater than 5 milliohms.
 - <3> If the joint resistance value is greater than 5 milliohms, repair in accordance with the (SWPM Chapter 20).
 - <4> If the joint resistance value is not greater than 5 milliohms, do this task: Joint Resistance Measurement, AMM TASK 05-56-04-200-801 on the coax connector from receptacle to airplane structure. Verify that the joint resistance value is greater than 3.5 milliohms. Replace the antenna (LOW RANGE RADIO ALTIMETER ANTENNA - REMOVAL/INSTALLATION, AMM 34-33-11/401).

WIRE BUNDLE	CONNECTOR AT ANTENNA END	CONNECTOR AT LRRA END	WDM
W5293	D3667B	D3671	34-33-11
W5295	D3667A	D3675	34-33-11
W5297	D3669B	D3673	34-33-21
W5299	D3669A	D3677	34-33-21

- c) If the joint resistance value is not greater than 8.5 milliohms, move to connector at the LRRA Transceiver end of same wire bundle.
 - 2) At the LRRA Transceiver end of the wire bundle, do the following:
 - a) Remove the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Removal, AMM
TASK 34-33-21-000-801.
 - b) Using intrinsically safe approved bonding meter, COM-1550, measure the resistance from the RA coax connector shell to the case of the LRRA Transceiver.
 - <1> If the measured value is greater than 10 milliohms, replace the LRRA Transceiver.

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-03-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-03-01				
				<table border="1"><thead><tr><th>MECH</th><th>INSP</th></tr></thead><tbody><tr><td></td><td></td></tr></tbody></table>	MECH	INSP		
MECH	INSP							

- c) Using an intrinsically safe approved bonding meter, COM-1550, make sure that the resistance from the LRU mating coax connector shell, in the rack, to the cable backshell on the other side of the connector block (the cable going to the antenna) is no greater than 5 milliohms.
 - <1> If the measured value is greater than 5 milliohms, troubleshoot the joint and either replace the coax connector block, repair the coax connector on the antenna cable, or replace the antenna cable connector.
 - <2> If any repair is done, repeat the bond resistance measurement to verify that the measured resistance is now 5 milliohms or less.
 - d) Re-install the LRRA Transceiver, do this task: Low Range Radio Altimeter (LRRA) Receiver/Transmitter (R/T) Installation, AMM TASK 34-33-21-400-801.
 - e) If all joint measurement values are not greater than maximum joint resistance values, record these values and contact Boeing for further support.
- (c) After the wire bundle or connector is repaired, do the Functional Check of the wire bundle shielding again on this wire bundle.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-47-410-001

- (1) Close these access panels:

Number**Name/Location**

121KW PANEL ASSY - FORWARD CARGO COMPARTMENT FWD

BULKHEAD FILTER COVER

121LW

PANEL ASSY - FORWARD CARGO COMPARTMENT FWD

BULKHEAD FAN COVER

- (2) Close these access panels:

Number**Name/Location**

117A Electronic Equipment Access Door

117AW Equipment Access Door Cover

— END OF TASK —EFFECTIVITY
AKS ALLSOURCE
MRB**LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E
RACK IN THE FWD CARGO COMPARTMENT****D633A109-AKS
20-142-03-01****Page 6 of 9
Oct 15/2014**

AKS



737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-142-03-01
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PLANE:	
DATE:	
TECHNITSTAN:	

TECHNICIAN: _____ **MEASURER:** _____

BUNDLE	CONNECTOR	MEASURED LOOP RESISTANCE
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DATA SHEET

2185551 S0000369295 V1

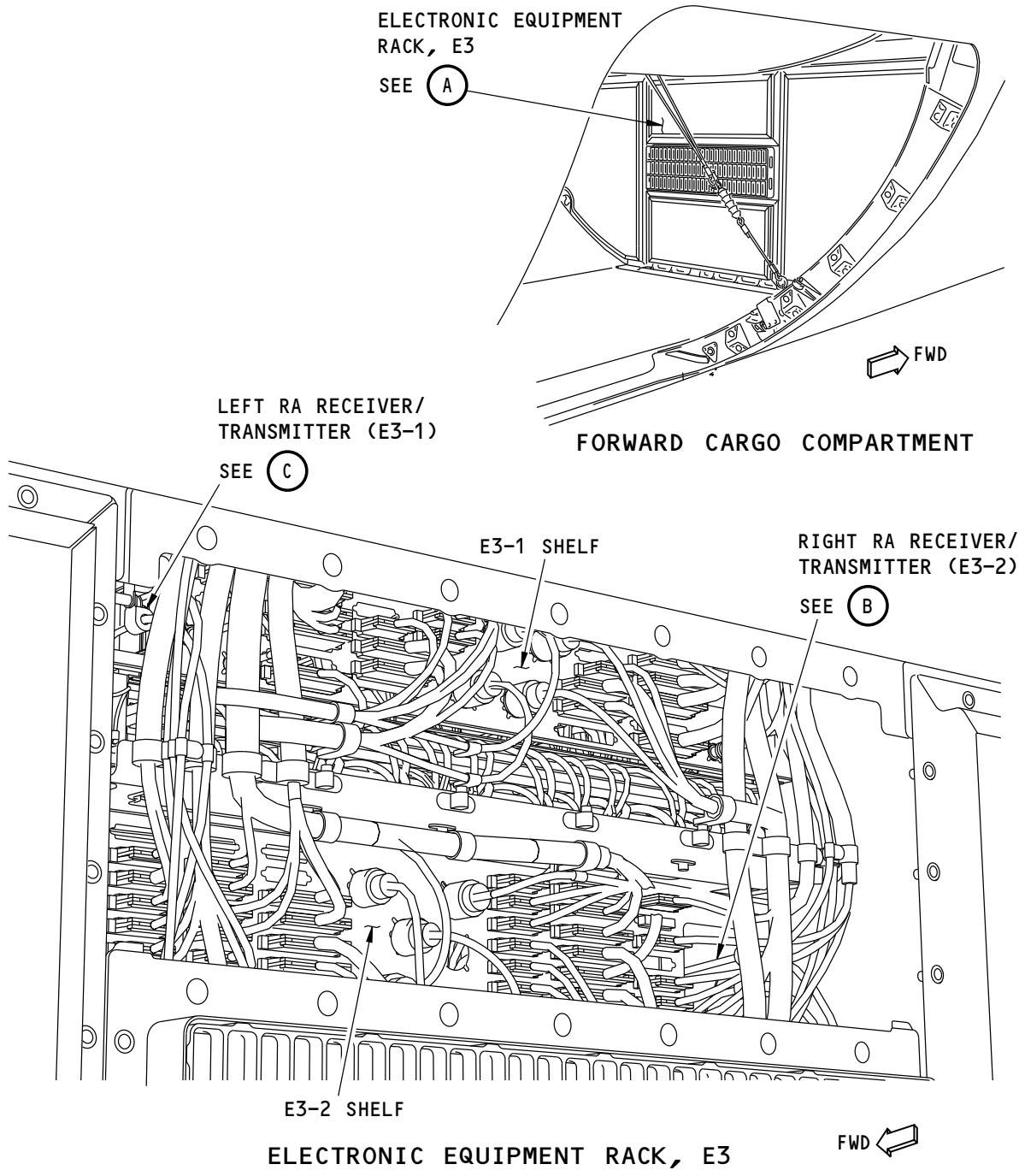
Loop Resistance Test of Wire Bundle - LRRA - Data Sheet

Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-03-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-142-03-01



Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 1 of 2)

2185456 S0000382302_V1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-03-01

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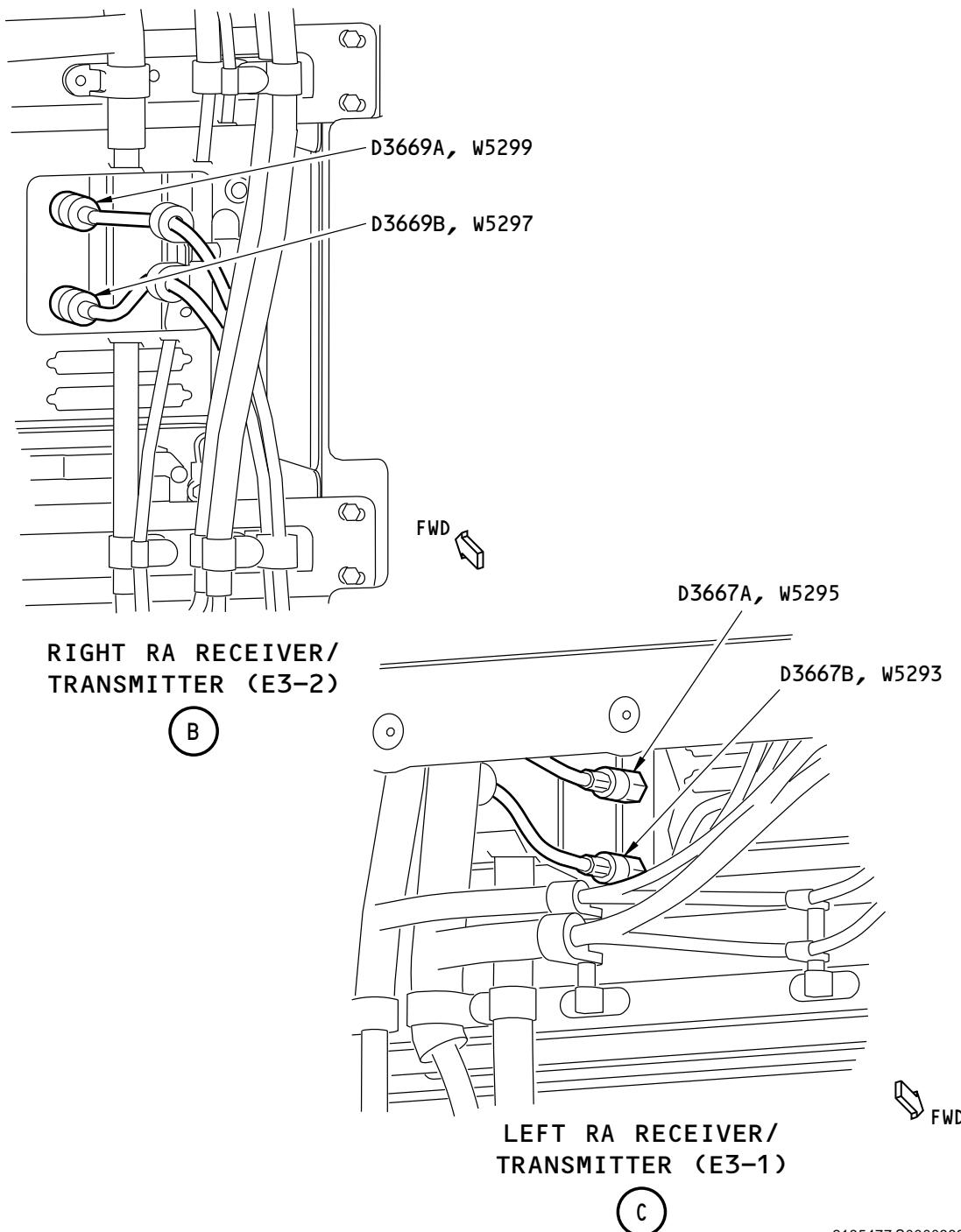
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-142-03-01

Loop Resistance Test of Wire Bundle - LRRA - Connector Location
Figure 2 (Sheet 2 of 2)

2185477 S0000383712_V1

EFFECTIVITY AKS ALL	SOURCE MRB	LIGHTNING/HIRF PROTECTION COMPONENTS AFT OF E/E RACK IN THE FWD CARGO COMPARTMENT
		D633A109-AKS 20-142-03-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA FORWARD OF NOSE WHEEL WELL			BOEING CARD NO.
DATE	TASK RESTORE				20-290-00-01
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1 1.2	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY
STATION	SKILL AIRPL	NOTE			AIRPLANE ALL ENGINE ALL
		ACCESS 112A			ZONE 112

Restore (Clean) area forward of Nose Wheel Well. (EZAP)

INTERVAL NOTE: Whichever comes first.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AREA FORWARD OF NOSE WHEEL WELL
		D633A109-AKS 20-290-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-290-00-01
				MECH INSP
► EWIS				
TASK 05-42-01-100-801				
1. Restore: Area Forward of Nose Wheel Well. (EZAP)				
Figure 1				
A. General				
(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Procedure				
SUBTASK 05-42-01-010-001				
(1) Open this access panel:				
Number Name/Location				
112A Forward Access Door				
SUBTASK 05-42-01-160-001				
(2) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.				
(3) Restore (Clean) area forward of Nose Wheel Well. (EZAP)				
SUBTASK 05-42-01-910-018				
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-01-410-001				
(5) Close this access panel:				
Number Name/Location				
112A Forward Access Door				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA FORWARD OF NOSE WHEEL WELL	
		D633A109-AKS 20-290-00-01	Page 2 of 6 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-290-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA FORWARD OF NOSE WHEEL WELL	
		D633A109-AKS 20-290-00-01	Page 3 of 6 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AREA FORWARD OF NOSE WHEEL WELL
		D633A109-AKS 20-290-00-01

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

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

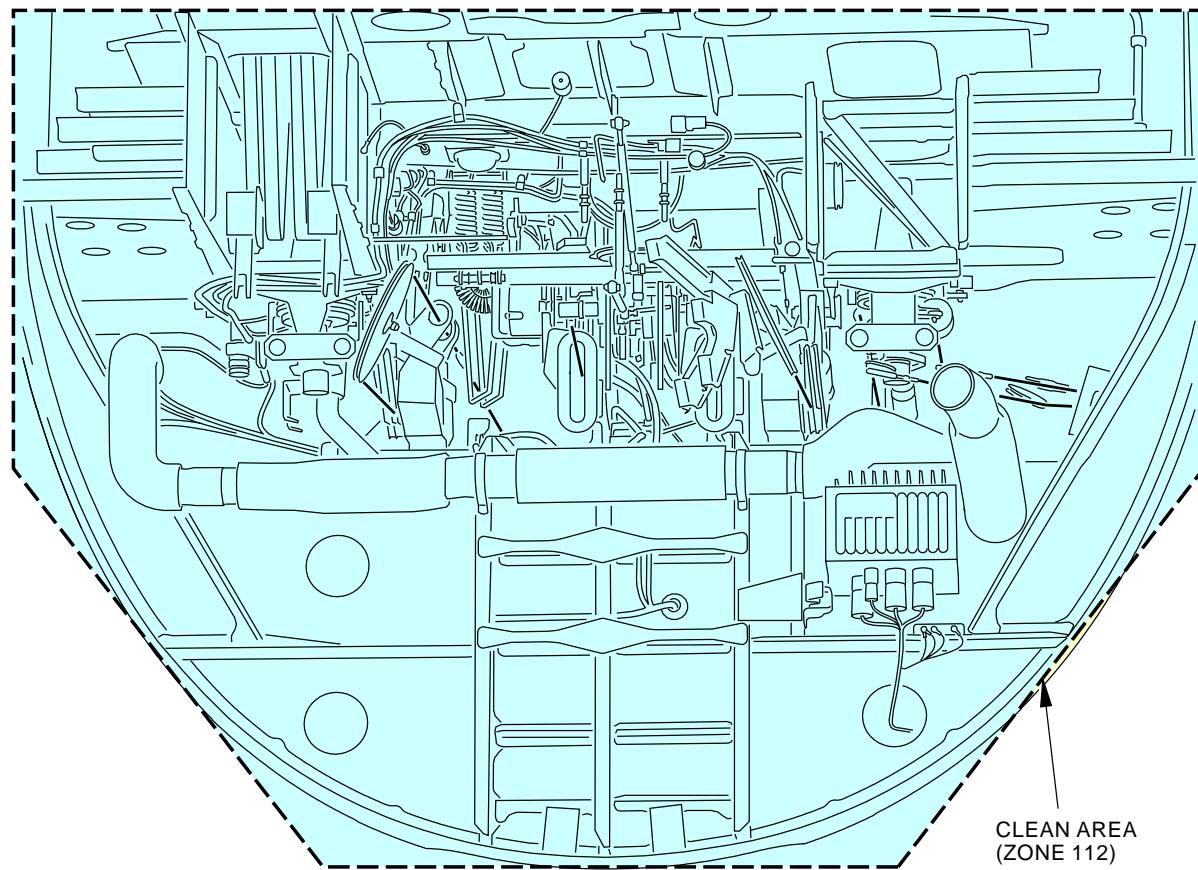
BOEING CARD NO.
20-290-00-01FORWARD OF NOSE LANDING
GEAR WHEEL WELL**A**ACCESS
DOOR, 112AFORWARD OF NOSE
LANDING GEAR WHEEL WELL
BULKHEAD (STA 224.8)**B**FORWARD OF NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE FORWARD DIRECTION)**A**MPD ITEM
20-290-00

1960464 S0000372832_V2

Area Forward of Nose Wheel Well
Figure 1 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**AREA FORWARD OF NOSE WHEEL WELL****D633A109-AKS**
20-290-00-01**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.
				20-290-00-01



**FORWARD OF NOSE LANDING GEAR WHEEL WELL BULKHEAD (STA 224.8)
(VIEW IN THE AFT DIRECTION)**

BMPD ITEM
20-290-00

1967232 S0000373019_V2

**Area Forward of Nose Wheel Well
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA FORWARD OF NOSE WHEEL WELL
		D633A109-AKS 20-290-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL			BOEING CARD NO.
DATE	TASK RESTORE				20-300-00-01
TAIL NUMBER	WORK AREA FUSELAGE	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS 113AC 113AW 113BW 114AC 114AW 114BW NOTE			ENGINE ALL
					ZONE 113 114

Restore (Clean) area above and outboard of Nose Wheel Well. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Remove/displace insulation blankets as required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL
		D633A109-AKS 20-300-00-01

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-300-00-01
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 EWIS

TASK 05-42-01-100-803

1. Restore: Area Above and Outboard of Nose Wheel Well. (EZAP)

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

SUBTASK 05-42-01-010-003

- (1) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel
114AC	Fwd Nose Wheel Well Upper Access Panel
114AW	Forward Nose Wheel Well Panel
114BW	Forward Nose Wheel Well Panel

NOTE: Remove/displace insulation blankets as required.

SUBTASK 05-42-01-160-002

- (2) Do the task Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
 - (3) Restore (Clean) area above and outboard of Nose Wheel Well. (EZAP)

SUBTASK 05-42-01-910-002

- (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during Maintenance.

SUBTASK 05-42-01-410-003

- (5) Close these access panels:

<u>Number</u>	<u>Name/Location</u>
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel
114AC	Fwd Nose Wheel Well Upper Access Panel
114AW	Forward Nose Wheel Well Panel
114BW	Forward Nose Wheel Well Panel

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL
		D633A109-AKS 20-300-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-300-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				
EFFECTIVITY AKS ALL	SOURCE MRB	AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL D633A109-AKS 20-300-00-01		
				Page 3 of 7 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL
		D633A109-AKS 20-300-00-01

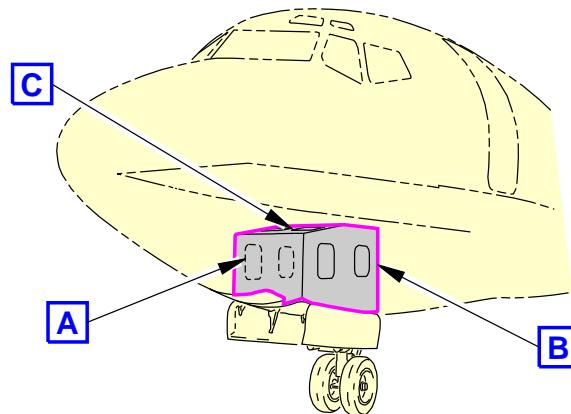
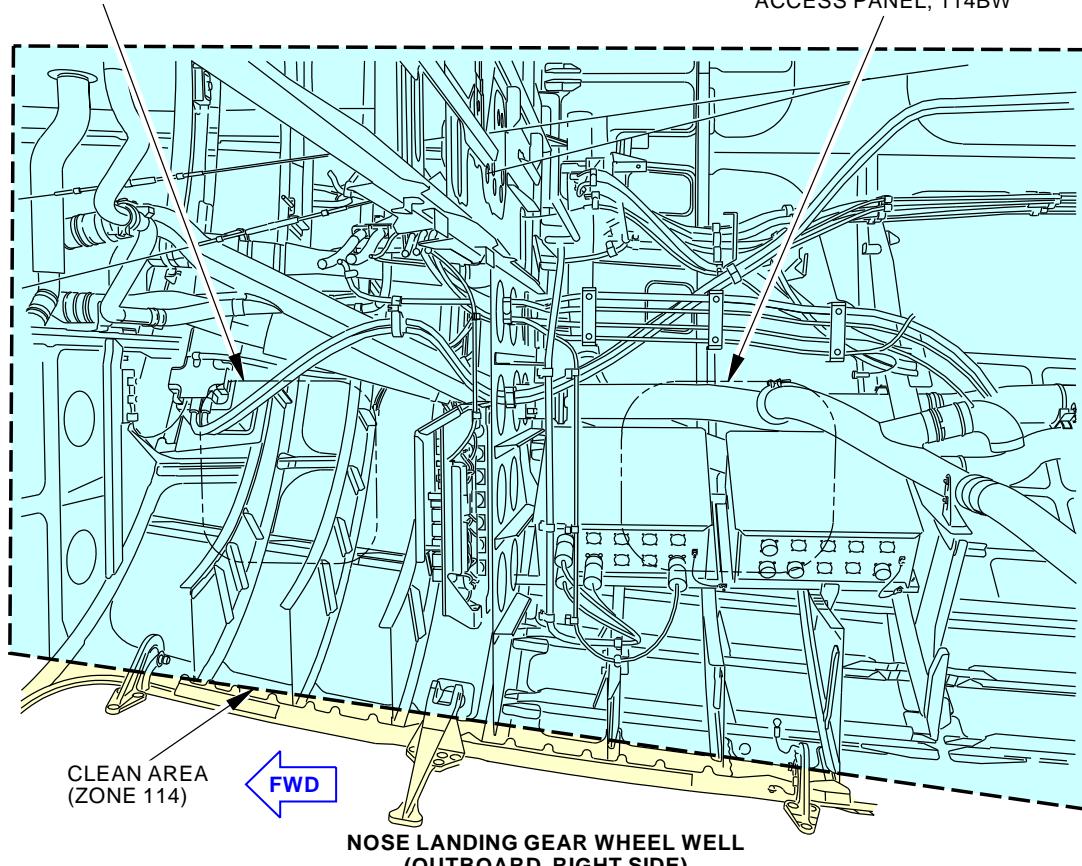
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-300-00-01FORWARD NOSE WHEEL WELL
ACCESS PANEL, 114AWAFT NOSE WHEEL WELL
ACCESS PANEL, 114BWMPD ITEM
20-300-00

1960498 S0000372859_V2

**Nose Landing Gear Wheel Well
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE WHEEL WELL
		D633A109-AKS 20-300-00-01

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Jun 15/2016

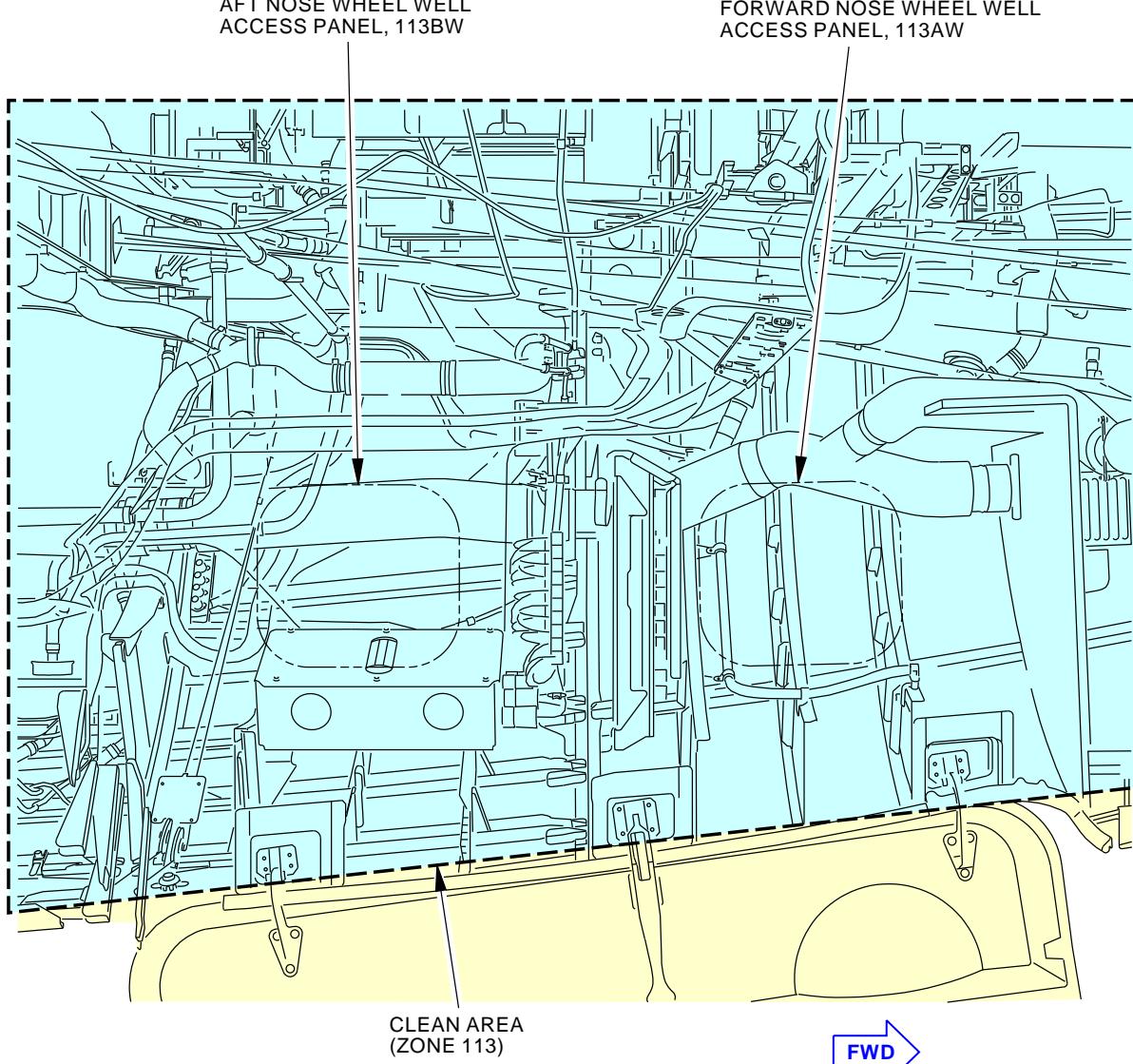
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-300-00-01**NOSE LANDING GEAR WHEEL WELL
(OUTBOARD, LEFT SIDE)****B**MPD ITEM
20-300-00

1960514 S0000372860_V2

**Nose Landing Gear Wheel Well
Figure 1 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE
WHEEL WELL****D633A109-AKS
20-300-00-01****Page 6 of 7
Jun 15/2016**

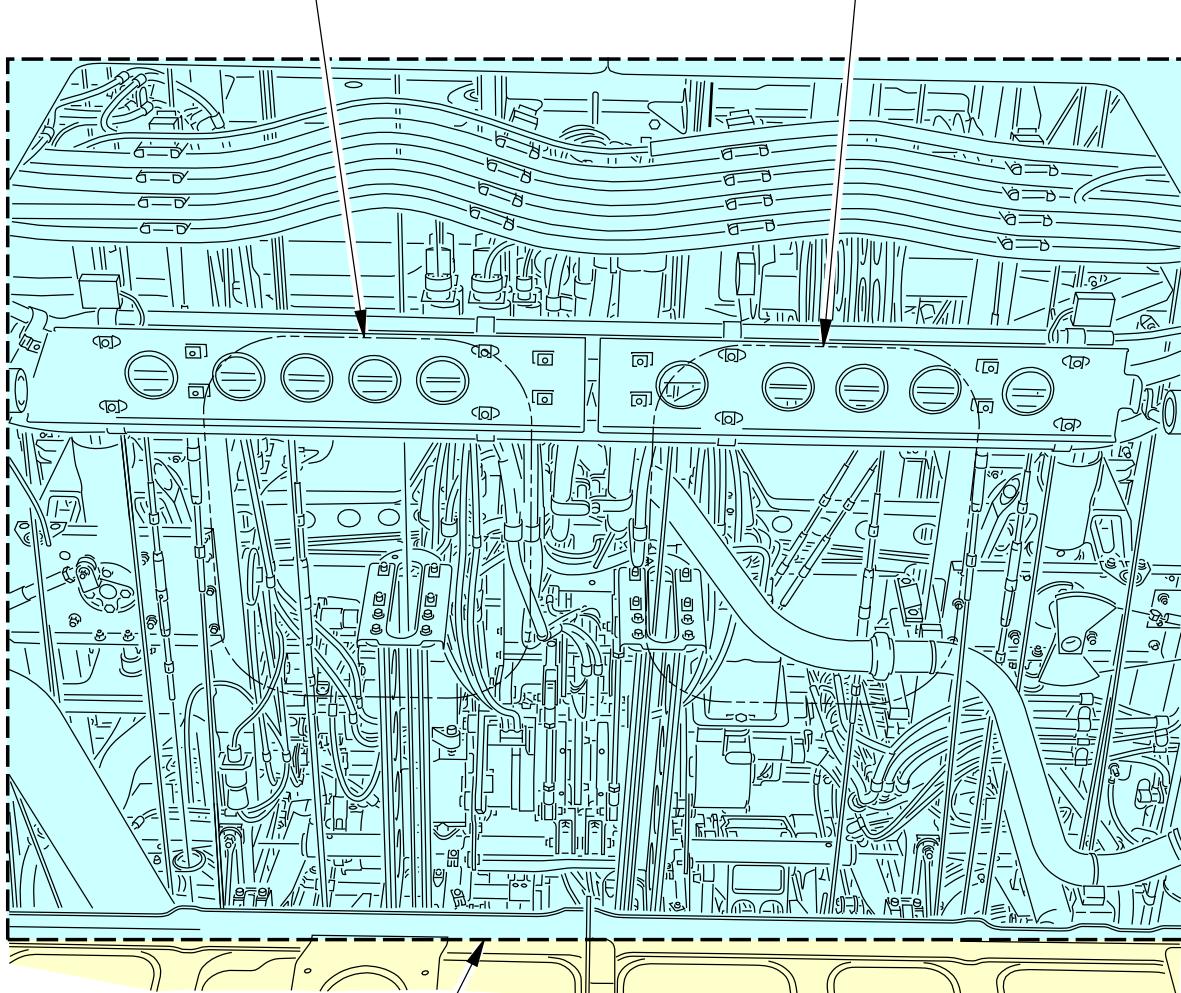
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-300-00-01**UPPER NOSE WHEEL WELL
ACCESS PANEL, 113AC****UPPER NOSE WHEEL WELL
ACCESS PANEL, 114AC****ABOVE THE NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE UP DIRECTION)**MPD ITEM
20-300-00

1960524 S0000372861_V2

**Nose Landing Gear Wheel Well
Figure 1 (Sheet 3 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MRB****AREA ABOVE NOSE WHEEL WELL AND OUTBD OF NOSE
WHEEL WELL****D633A109-AKS
20-300-00-01****Page 7 of 7
Jun 15/2016**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-305-00-01
TAIL NUMBER	WORK AREA FUSELAGE	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 112A 114AC 114AW 114BW			ZONE 114

Inspect (Detailed) the external power feeder wiring and connected EWIS in the area outboard of Nose Wheel Well (Right Side). (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS
		D633A109-AKS 20-305-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-305-00-01										
				MECH INSP										
► EWIS TASK 05-42-01-211-802														
1. Detailed Inspection: External Power Feeder Wiring/ EWIS in the area outboard of Nose Wheel Well. (EZAP)														
Figure 1														
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.														
B. Inspection SUBTASK 05-42-01-010-006 (1) Open these access panels:														
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>112A</td><td>Forward Access Door</td></tr><tr><td>114AC</td><td>Fwd Nose Wheel Well Upper Access Panel</td></tr><tr><td>114AW</td><td>Forward Nose Wheel Well Panel</td></tr><tr><td>114BW</td><td>Forward Nose Wheel Well Panel</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	112A	Forward Access Door	114AC	Fwd Nose Wheel Well Upper Access Panel	114AW	Forward Nose Wheel Well Panel	114BW	Forward Nose Wheel Well Panel	
<u>Number</u>	<u>Name/Location</u>													
112A	Forward Access Door													
114AC	Fwd Nose Wheel Well Upper Access Panel													
114AW	Forward Nose Wheel Well Panel													
114BW	Forward Nose Wheel Well Panel													
SUBTASK 05-42-01-211-001 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801														
(3) Inspect (Detailed) the external power feeder wiring and connected EWIS in the area outboard of Nose Wheel Well (Right Side). (EZAP)														
SUBTASK 05-42-01-910-007 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.														
SUBTASK 05-42-01-410-006 (5) Close these access panels:														
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>112A</td><td>Forward Access Door</td></tr><tr><td>114AC</td><td>Fwd Nose Wheel Well Upper Access Panel</td></tr><tr><td>114AW</td><td>Forward Nose Wheel Well Panel</td></tr><tr><td>114BW</td><td>Forward Nose Wheel Well Panel</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	112A	Forward Access Door	114AC	Fwd Nose Wheel Well Upper Access Panel	114AW	Forward Nose Wheel Well Panel	114BW	Forward Nose Wheel Well Panel	
<u>Number</u>	<u>Name/Location</u>													
112A	Forward Access Door													
114AC	Fwd Nose Wheel Well Upper Access Panel													
114AW	Forward Nose Wheel Well Panel													
114BW	Forward Nose Wheel Well Panel													
— END OF TASK —														
EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS												
		D633A109-AKS 20-305-00-01	Page 2 of 6 Feb 15/2015											

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-305-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS		
		D633A109-AKS 20-305-00-01	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. 20-305-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS		
		D633A109-AKS 20-305-00-01	Page 4 of 6 Jun 15/2016	

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-305-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS		
		D633A109-AKS 20-305-00-01		

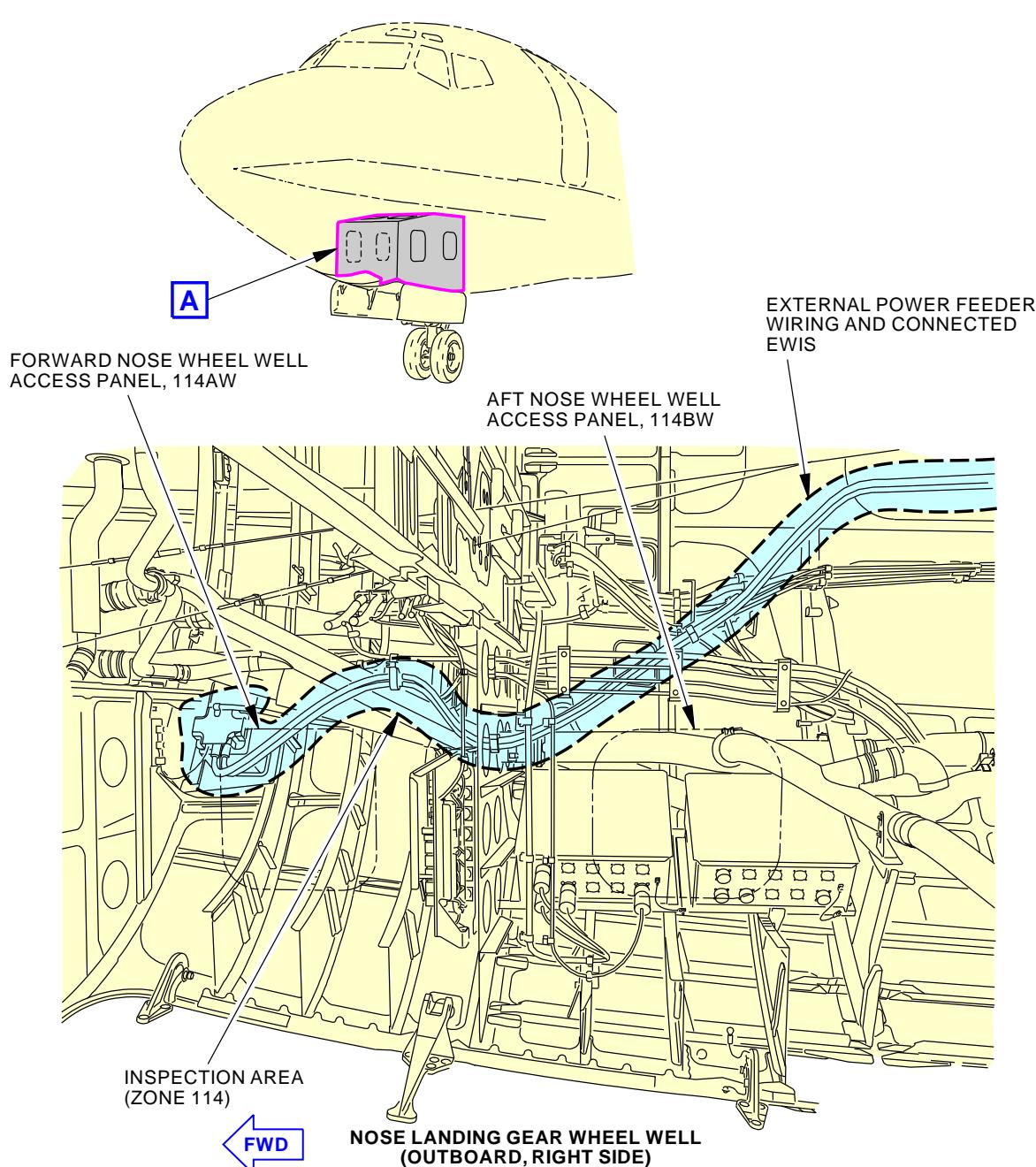
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-305-00-01MPD ITEM
20-305-00

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**EWIS in Area Outboard of Nose Wheel Well - Right Side
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER FEEDER WIRING AND CONNECTED EWIS
		D633A109-AKS 20-305-00-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE ELECTRICAL AND ELECTRONICS COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-310-00-01
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1 1.2	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS 117A 117BL 121JW 121KW 121LW 122HW			ZONE 117 118
		NOTE			

Restore (Clean) areas behind the equipment racks in the Electrical and Electronics Compartment, and inside the Airstair Compartment (if installed). (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Access panel 117BL is only for airplanes with airstairs installed. Alternate access behind E2, E3 and E4 electronics racks is through 121JW, 121KW, 121LW and 122HW panels.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-310-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-310-00-01														
EWIS TASK 05-42-01-100-802				MECH INSP														
1. Restore: Areas Behind the Equipment Racks in the Electrical and Electronics Compartment. (EZAP)																		
Figure 1																		
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																		
B. Procedure SUBTASK 05-42-01-010-002 (1) Open these access panels:																		
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>117BL</td><td>Forward Airstair Door</td></tr><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr><tr><td>122HW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table>					<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	117BL	Forward Airstair Door	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER
<u>Number</u>	<u>Name/Location</u>																	
117A	Electronic Equipment Access Door																	
117BL	Forward Airstair Door																	
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD																	
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER																	
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER																	
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER																	
NOTE: Access panel 117BL is only for airplanes with airstairs installed. Alternate access behind E2, E3 and E4 electronics racks is through 121JW, 121KW, 121LW and 122HW panels.																		
SUBTASK 05-42-01-160-003 (2) Do the task Cleaning to Remove Combustible Material, Task 20-60-02-100-801.																		
(3) Restore (Clean) areas behind the equipment racks in the Electrical and Electronics Compartment, and inside the Airstair Compartment (if installed). (EZAP)																		
SUBTASK 05-42-01-910-003 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during Maintenance.																		
SUBTASK 05-42-01-410-002 (5) Close these access panels:																		
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>117BL</td><td>Forward Airstair Door</td></tr><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr></tbody></table>					<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	117BL	Forward Airstair Door	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER				
<u>Number</u>	<u>Name/Location</u>																	
117A	Electronic Equipment Access Door																	
117BL	Forward Airstair Door																	
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD																	
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER																	

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-310-00-01	Page 2 of 7 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-310-00-01
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(Continued)

<u>Number</u>	<u>Name/Location</u>	MECH	INSP
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER		
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER		

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-310-00-01	Page 3 of 7 Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-310-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-310-00-01	Page 4 of 7 Jun 15/2016

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737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-310-00-01

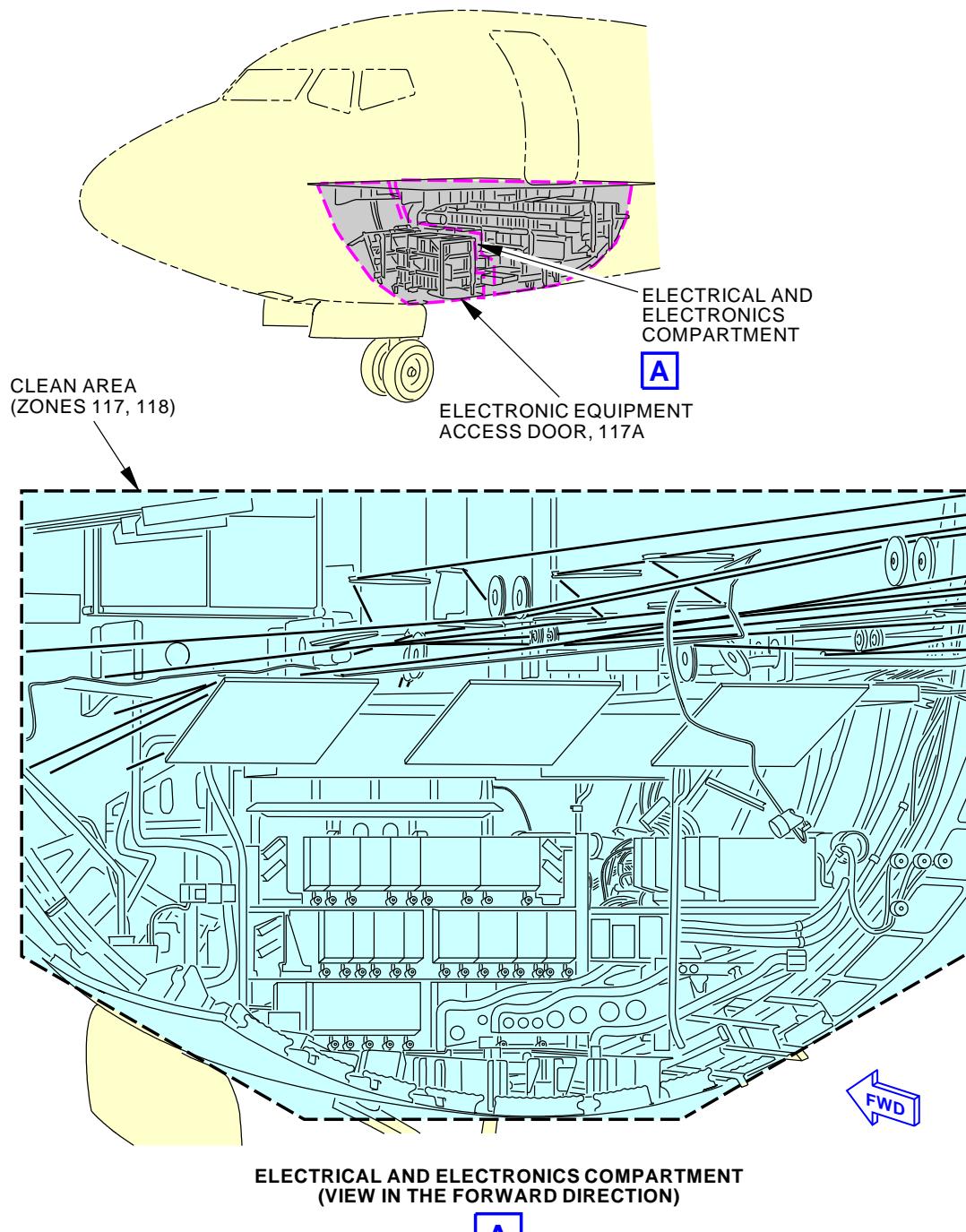
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-310-00-01MPD ITEM
20-310-00

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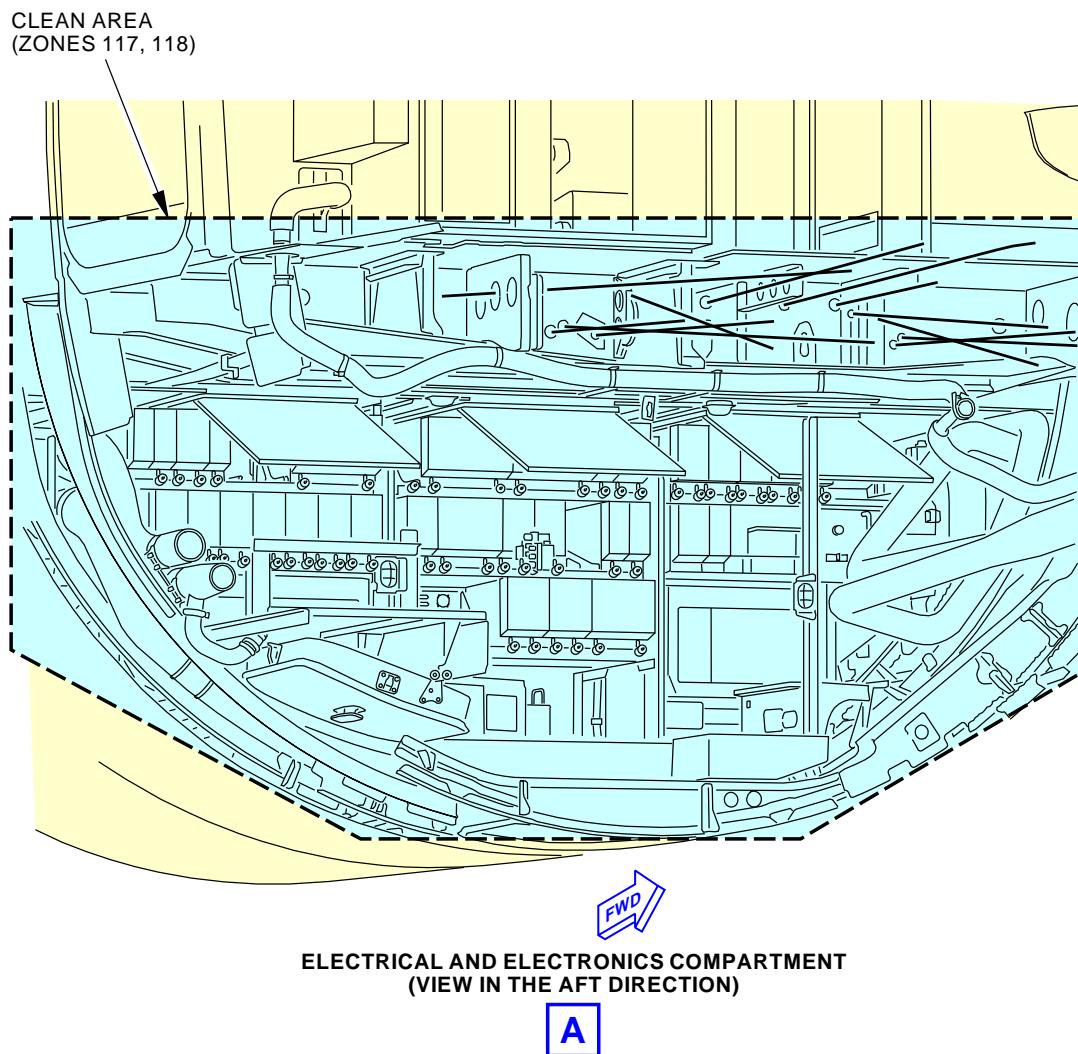
**Electrical and Electronics Compartment
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-310-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-310-00-01

MPD ITEM
20-310-00

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**Electrical and Electronics Compartment
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-310-00-01

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TASK CARDS

AIRLINE CARD NO		TITLE ELECTRICAL AND ELECTRONICS COMPARTMENT			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-320-00-01
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1 1.2	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS 117A 121JW 121KW 121LW 122HW			ZONE 117 118
		NOTE			

Inspect (Detailed) the IDG, APU starter/generator, battery, and external power feeder wiring and connected EWIS. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Access through panels 121JW, 121KW, 121LW and 122HW is from Forward Cargo Compartment.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-320-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-320-00-01
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► EWIS**TASK 05-42-01-211-801**

1. **Detailed Inspection: IDG, APU Starter/Generator, Battery, and External Power Feeder Wiring/
EWIS. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection**SUBTASK 05-42-01-010-007**

- (1) Open these access panels:

Number	Name/Location
117A	Electronic Equipment Access Door
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER

NOTE: Access through panels 121JW, 121KW, 121LW and 122HW is from Forward Cargo Compartment.

SUBTASK 05-42-01-211-002

- (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
(3) Inspect (Detailed) the IDG, APU starter/generator, battery, and external power feeder wiring and connected EWIS. (EZAP)

SUBTASK 05-42-01-910-006

- (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

SUBTASK 05-42-01-410-007

- (5) Close these access panels:

Number	Name/Location
117A	Electronic Equipment Access Door
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-320-00-01	Page 2 of 8 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-320-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-320-00-01	Page 3 of 8 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-320-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-320-00-01	Page 4 of 8 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-320-00-01																														
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr><tr><td colspan="3">SUBTASK 20-60-03-410-001</td></tr><tr><td colspan="3">CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.</td></tr><tr><td colspan="3">(5) Install all panels removed for access.</td></tr><tr><td colspan="3">SUBTASK 20-60-03-860-002</td></tr><tr><td colspan="3">(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.</td></tr><tr><td colspan="3">(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.</td></tr><tr><td colspan="3" style="text-align: center;">———— END OF TASK ————</td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.			SUBTASK 20-60-03-410-001			CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.			(5) Install all panels removed for access.			SUBTASK 20-60-03-860-002			(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.			(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.			———— END OF TASK ————		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP																																
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.																																		
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———— END OF TASK ————																																		

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT	
		D633A109-AKS 20-320-00-01	Page 5 of 8 Jun 15/2016

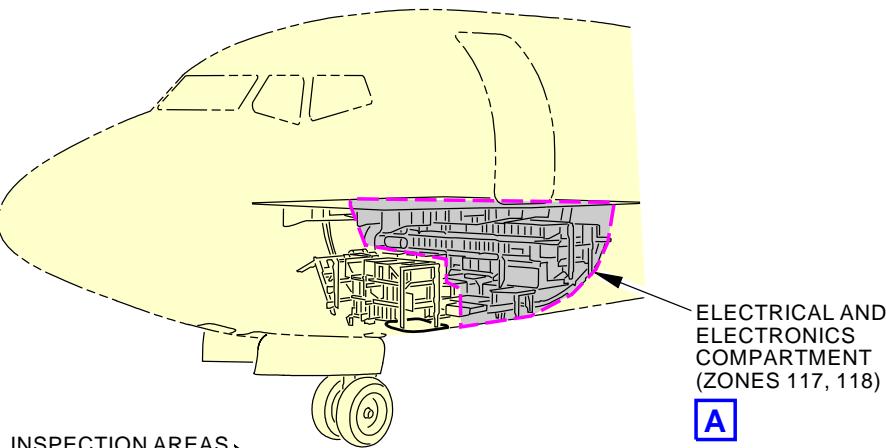
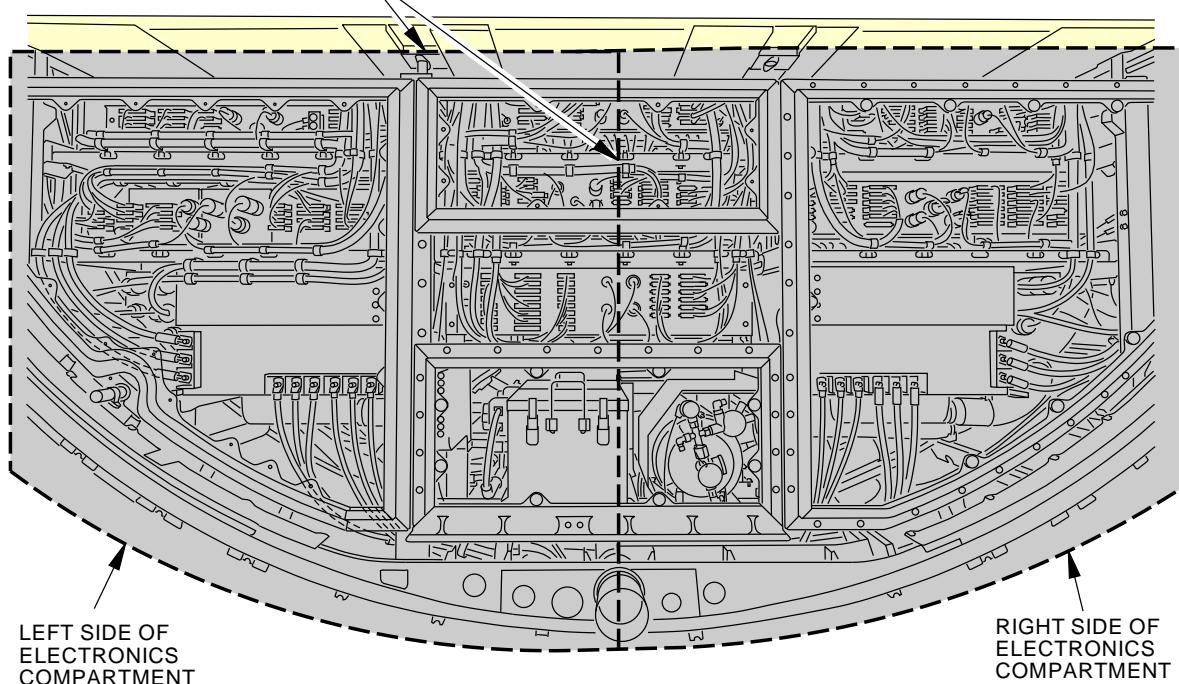
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-320-00-01**ELECTRICAL AND ELECTRONICS COMPARTMENT
(ZONES 117, 118)****A****LEFT SIDE OF
ELECTRONICS
COMPARTMENT****B****RIGHT SIDE OF
ELECTRONICS
COMPARTMENT****C****ELECTRICAL AND ELECTRONICS COMPARTMENT
(VIEW IN THE FORWARD DIRECTION)
(FORWARD CARGO COMPARTMENT ACCESS PANELS REMOVED)****A**MPD ITEM
20-320-00

1961092 S0000373386_V3

**Electrical and Electronics Compartment (view in the forward direction)
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-320-00-01

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Jun 15/2016**

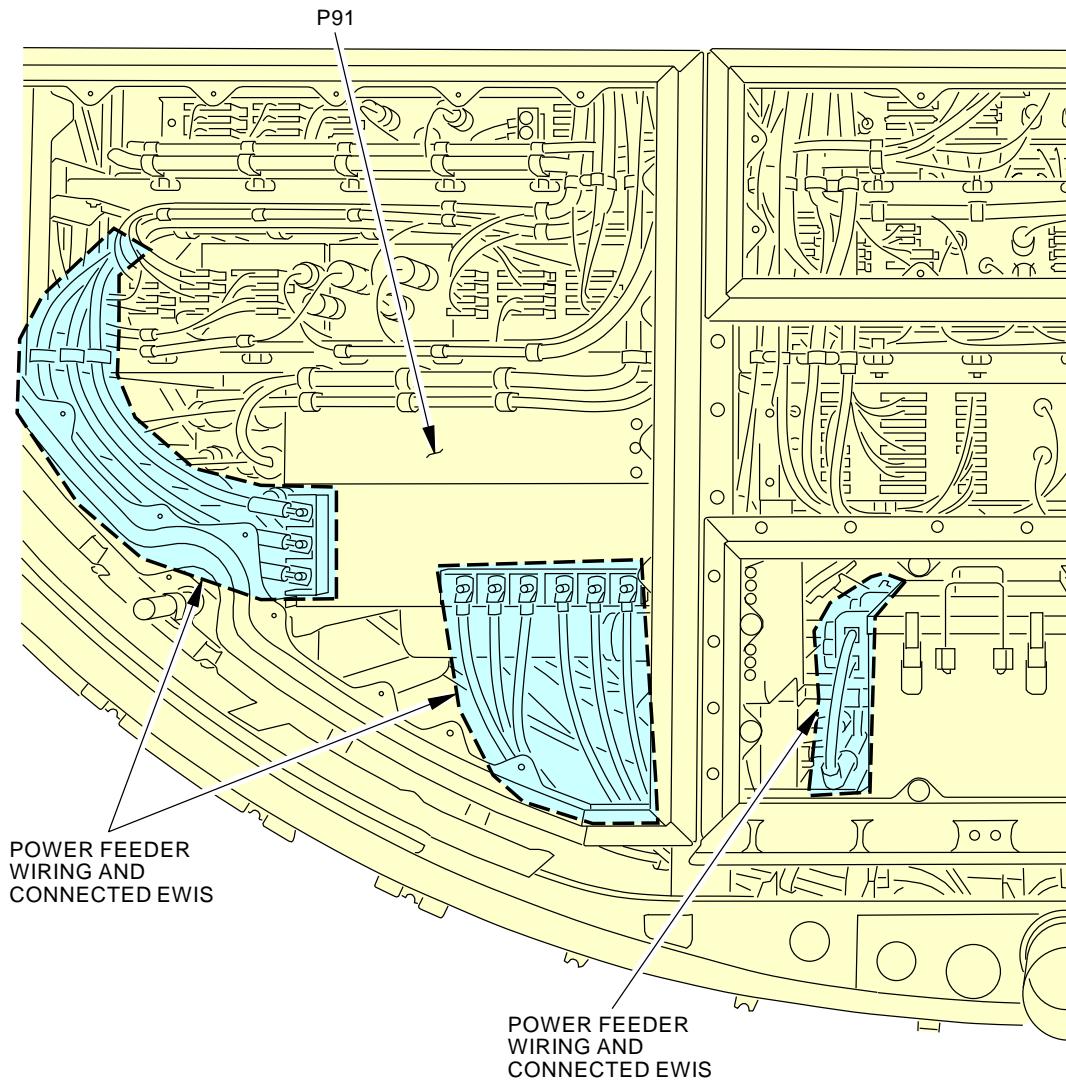
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-320-00-01**LEFT SIDE OF ELECTRONICS COMPARTMENT**MPD ITEM
20-320-00

1961126 S0000373387_V3

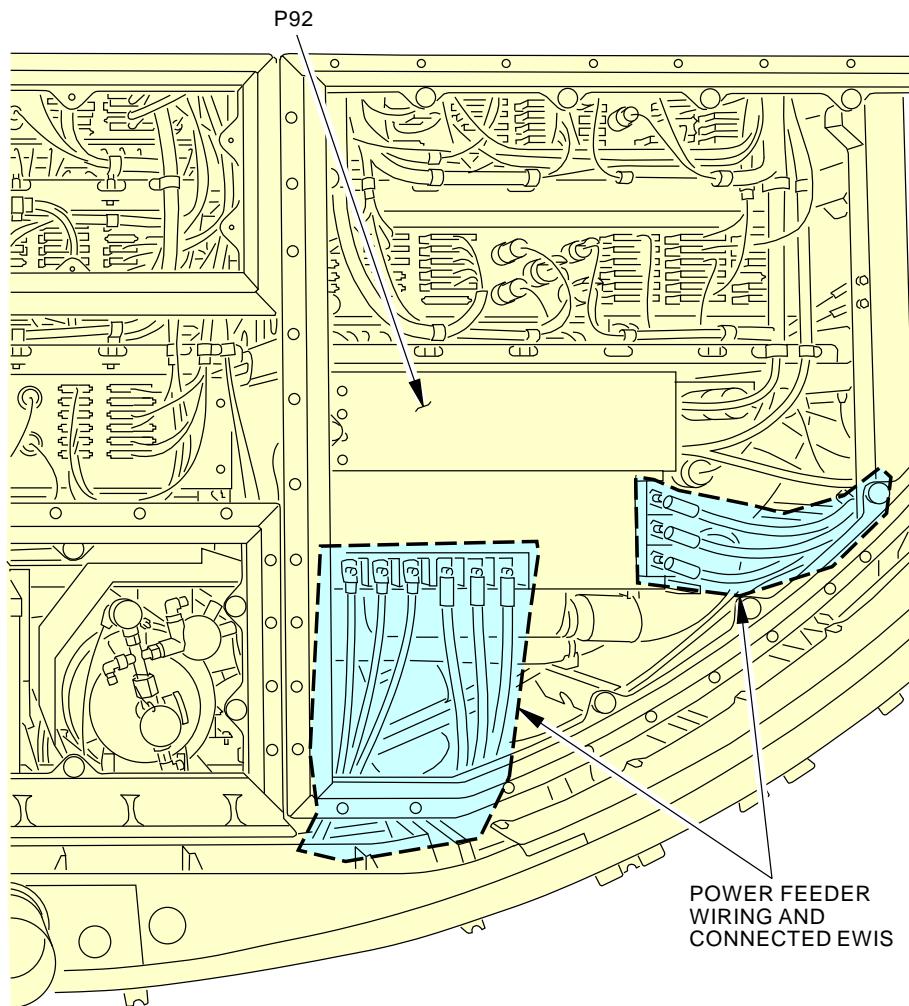
**Electrical and Electronics Compartment (view in the forward direction)
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-320-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-320-00-01



RIGHT SIDE OF ELECTRONICS COMPARTMENT

MPD ITEM
20-320-00

1961132 S0000373388_V3

**Electrical and Electronics Compartment (view in the forward direction)
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-320-00-01

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Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-325-00-01
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1 1.2	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS 117A 121JW 121KW 121LW 122HW			ZONE 117 118
		NOTE			

Inspect (General Visual) all exposed EWIS in the Electrical and Electronics Compartment excluding the IDG, APU starter/generator, battery, and external power feeder wiring and connected EWIS. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Access through panels 121JW, 121KW, 121LW and 122HW is from Forward Cargo Compartment.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-325-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-325-00-01												
				MECH INSP												
► EWIS TASK 05-42-01-210-803																
1. General Visual Inspection: Exposed EWIS in the Electrical and Electronics Compartment. (EZAP)																
Figure 1																
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																
B. Inspection SUBTASK 05-42-01-010-005 (1) Open these access panels:																
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr><tr><td>122HW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	
<u>Number</u>	<u>Name/Location</u>															
117A	Electronic Equipment Access Door															
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD															
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER															
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
NOTE: Access through panels 121JW, 121KW, 121LW and 122HW is from Forward Cargo Compartment.																
SUBTASK 05-42-01-210-003 (2) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801.																
(3) Inspect (General Visual) all exposed EWIS in the Electrical and Electronics Compartment excluding the IDG, APU starter/generator, battery, and external power feeder wiring and connected EWIS. (EZAP)																
SUBTASK 05-42-01-910-009 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.																
SUBTASK 05-42-01-410-005 (5) Close these access panels:																
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>117A</td><td>Electronic Equipment Access Door</td></tr><tr><td>121JW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD</td></tr><tr><td>121KW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER</td></tr><tr><td>121LW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr><tr><td>122HW</td><td>PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	117A	Electronic Equipment Access Door	121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD	121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER	121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER	
<u>Number</u>	<u>Name/Location</u>															
117A	Electronic Equipment Access Door															
121JW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD															
121KW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FILTER COVER															
121LW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
122HW	PANEL ASSY - FORWARD CARGO COMPARTMENT FWD BULKHEAD FAN COVER															
EFFECTIVITY AKS ALL				SOURCE MRB EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT												
D633A109-AKS 20-325-00-01				Page 2 of 8 Feb 15/2015												

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-325-00-01		
— END OF TASK —					MECH	INSP
EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT			D633A109-AKS 20-325-00-01	Page 3 of 8 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-325-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT D633A109-AKS 20-325-00-01		
				Page 4 of 8 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-325-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT		
		D633A109-AKS 20-325-00-01		Page 5 of 8 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-325-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task:SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-04-410-002				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-04-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT	D633A109-AKS 20-325-00-01	Page 6 of 8 Jun 15/2016
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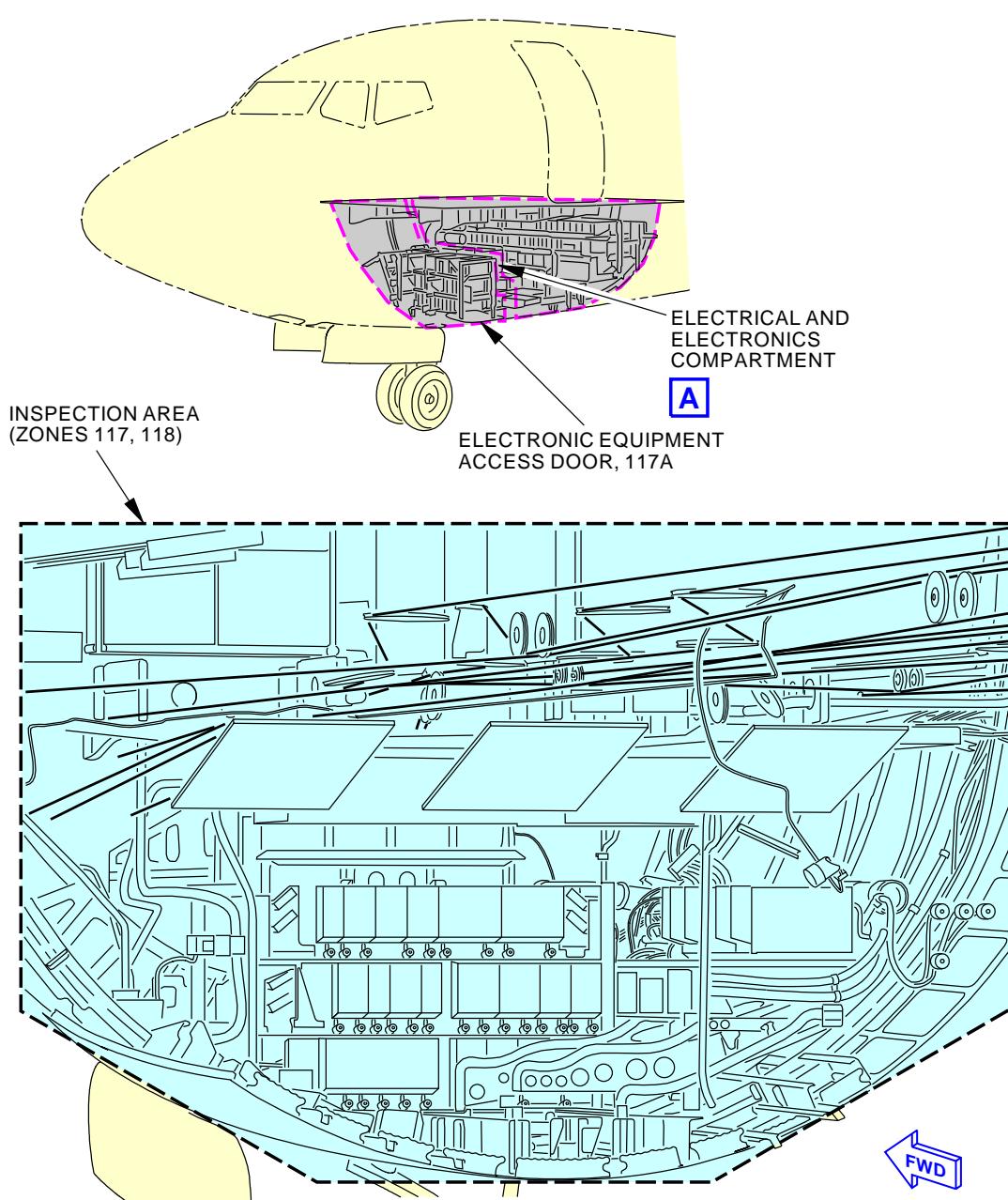
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-325-00-01MPD ITEM
20-325-00

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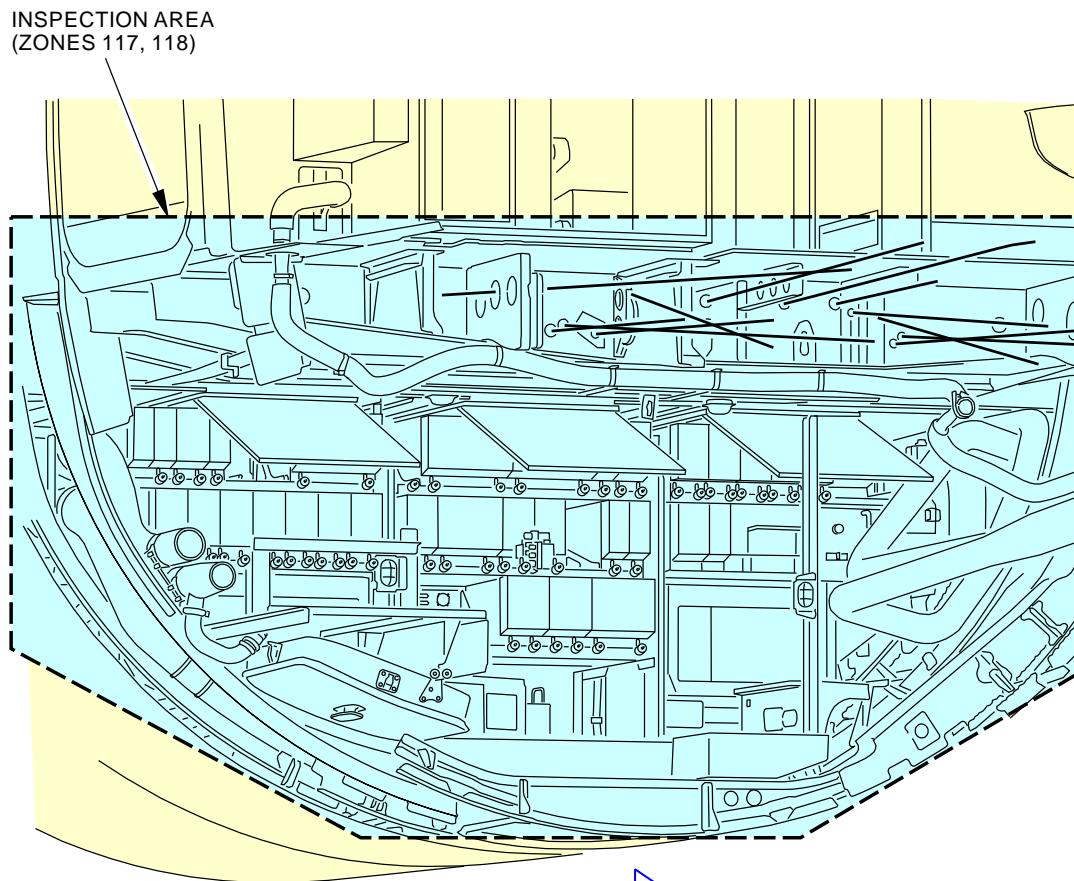
Inspect (General Visual) - Exposed EWIS In Electrical and Electronics Compartment
Figure 1 (Sheet 1 of 2)**A**

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-325-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-325-00-01

**ELECTRICAL AND ELECTRONICS COMPARTMENT
(VIEW IN THE AFT DIRECTION)****A**MPD ITEM
20-325-00

1961439 S0000372965_V2

**Inspect (General Visual) - Exposed EWIS In Electrical and Electronics Compartment
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT
		D633A109-AKS 20-325-00-01

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Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE FORWARD CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-330-00-01
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1 1.2 NOTE	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ENGINE ALL
					ZONE 121 122

Restore (Clean) areas behind ceiling and sidewalls in the Forward Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Ceiling and sidewall panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-330-00-01
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► EWIS**TASK 05-42-01-100-807****1. Restore: Areas Behind Ceiling and Sidewalls in the Forward Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Ceiling and sidewall panels removal required.

SUBTASK 05-42-01-160-004

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801
- (2) Restore (Clean) areas behind ceiling and sidewalls in the Forward Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-008

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

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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. 20-330-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT D633A109-AKS 20-330-00-01	Page 3 of 8 Jun 15/2016
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AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

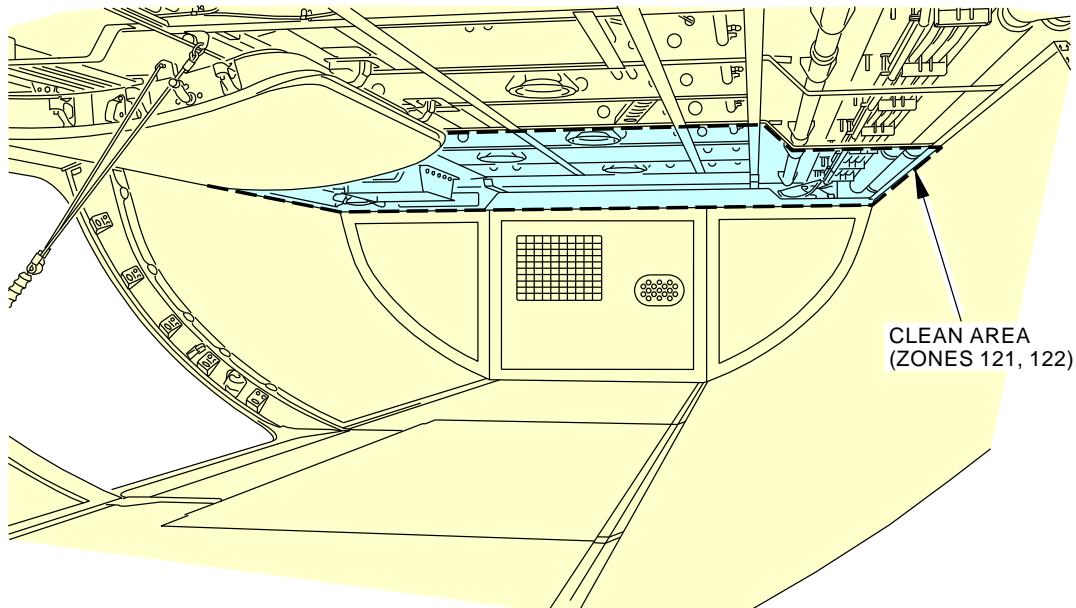
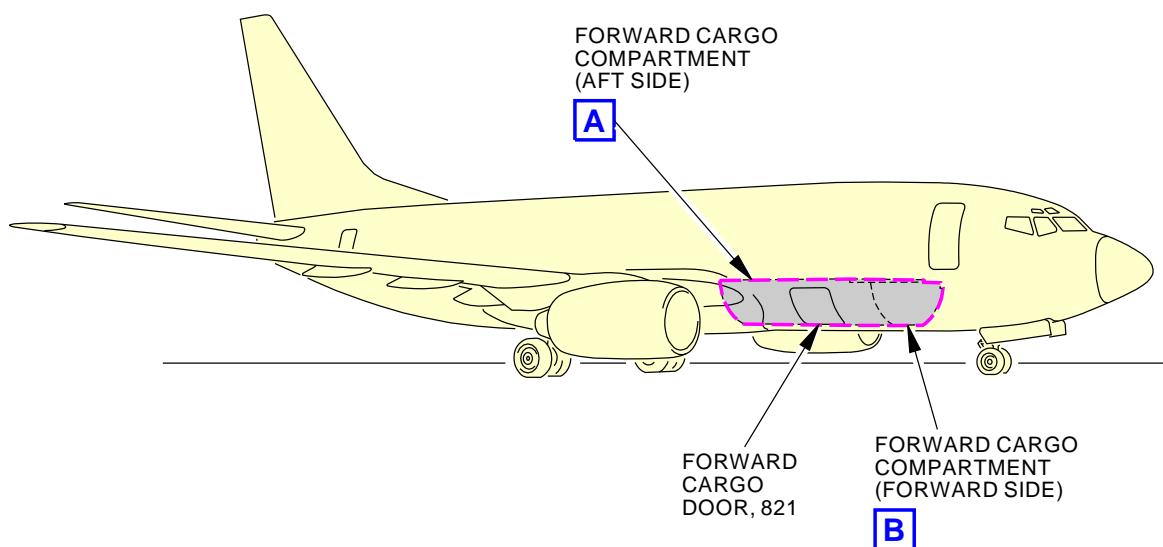
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

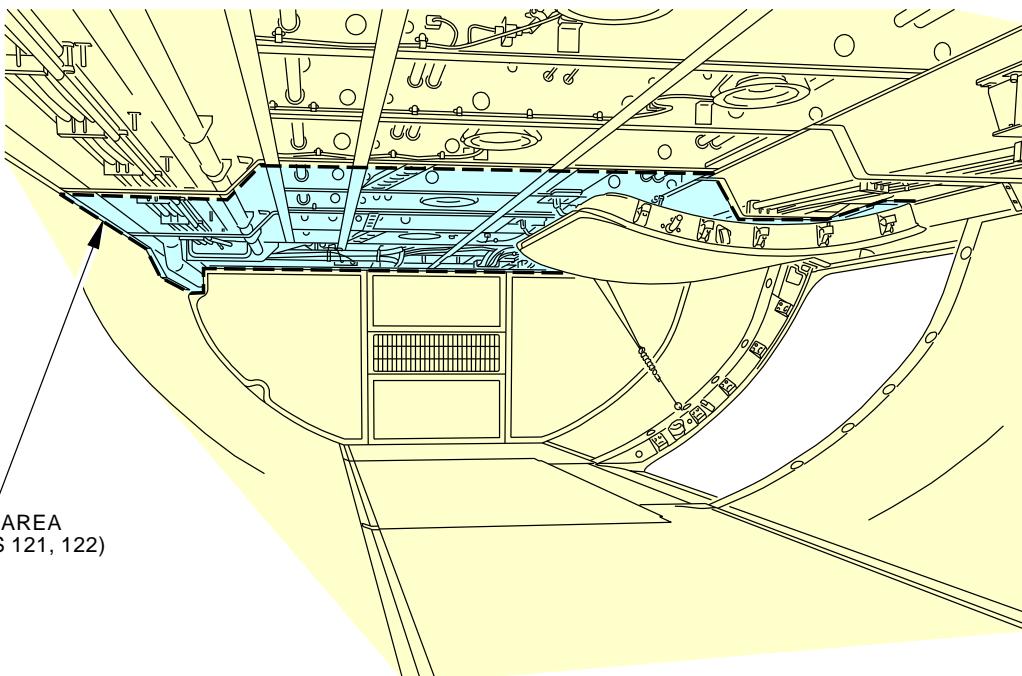
BOEING CARD NO.
20-330-00-01MPD ITEM
20-330-00

1961455 S0000372953_V2

**Areas Behind Ceiling and Sidewalls in the Forward Cargo Compartment
Figure 1 (Sheet 1 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**FORWARD CARGO COMPARTMENT****D633A109-AKS
20-330-00-01****Page 5 of 8
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-330-00-01

CLEAN AREA
(ZONES 121, 122)**FORWARD CARGO COMPARTMENT
(FORWARD SIDE)
(CEILING LINERS REMOVED)**MPD ITEM
20-330-00

1961461 S0000372955_V3

**Areas Behind Ceiling and Sidewalls in the Forward Cargo Compartment
Figure 1 (Sheet 2 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

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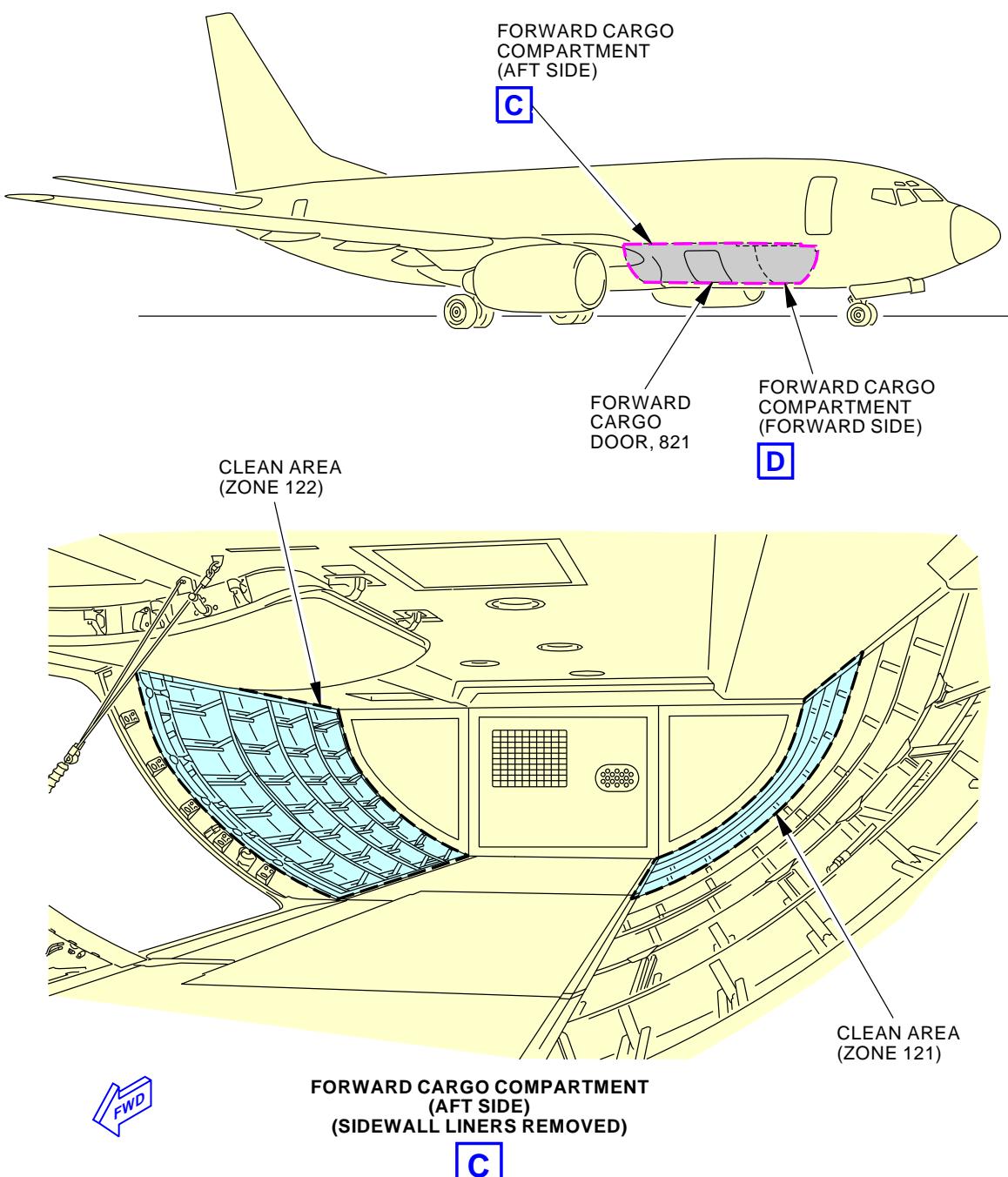
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-330-00-01MPD ITEM
20-330-00

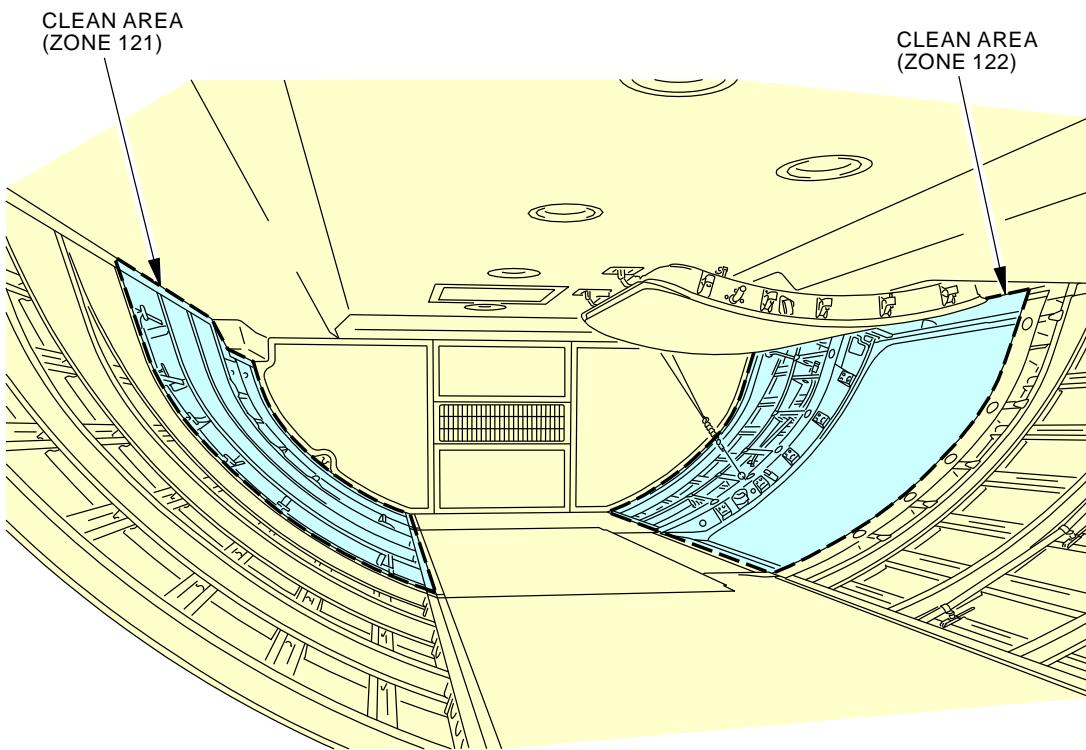
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**Areas Behind Ceiling and Sidewalls in the Forward Cargo Compartment
Figure 1 (Sheet 3 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-330-00-01



**FORWARD CARGO COMPARTMENT
(FORWARD SIDE)
(SIDEWALL LINERS REMOVED)**



MPD ITEM
20-330-00

1961478 S0000372957_V3

**Areas Behind Ceiling and Sidewalls in the Forward Cargo Compartment
Figure 1 (Sheet 4 of 4)**

EFFECTIVITY AKS ALL	SOURCE MRB	FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-330-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-335-00-01
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 121 122

Inspect (General Visual) all exposed EWIS in the Forward Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Ceiling and sidewall panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)
		D633A109-AKS 20-335-00-01

Page 1 of 9
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AKS**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-335-00-01
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► EWIS**TASK 05-42-01-210-802****1. General Visual Inspection: Exposed EWIS in the Forward Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection

NOTE: Ceiling and sidewall panels removal required.

SUBTASK 05-42-01-210-002

- (1) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801.
(2) Inspect (General Visual) all exposed EWIS in the Forward Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-005

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)
		D633A109-AKS 20-335-00-01

**Page 2 of 9
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-335-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP) D633A109-AKS 20-335-00-01		
				Page 3 of 9 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-335-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)		
		D633A109-AKS 20-335-00-01		Page 4 of 9 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-335-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-04-410-002				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-04-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

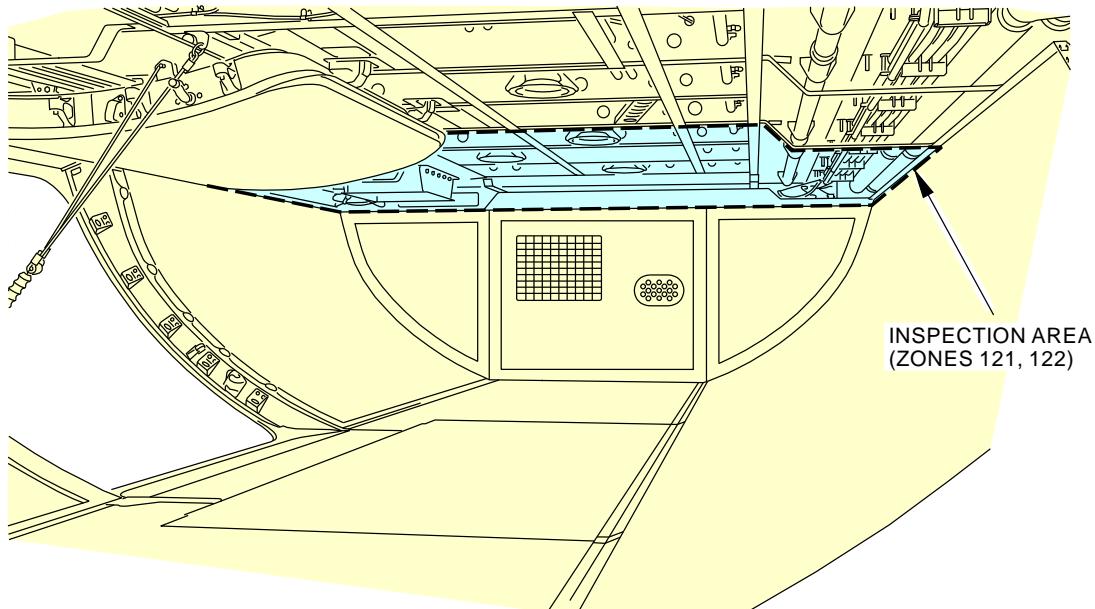
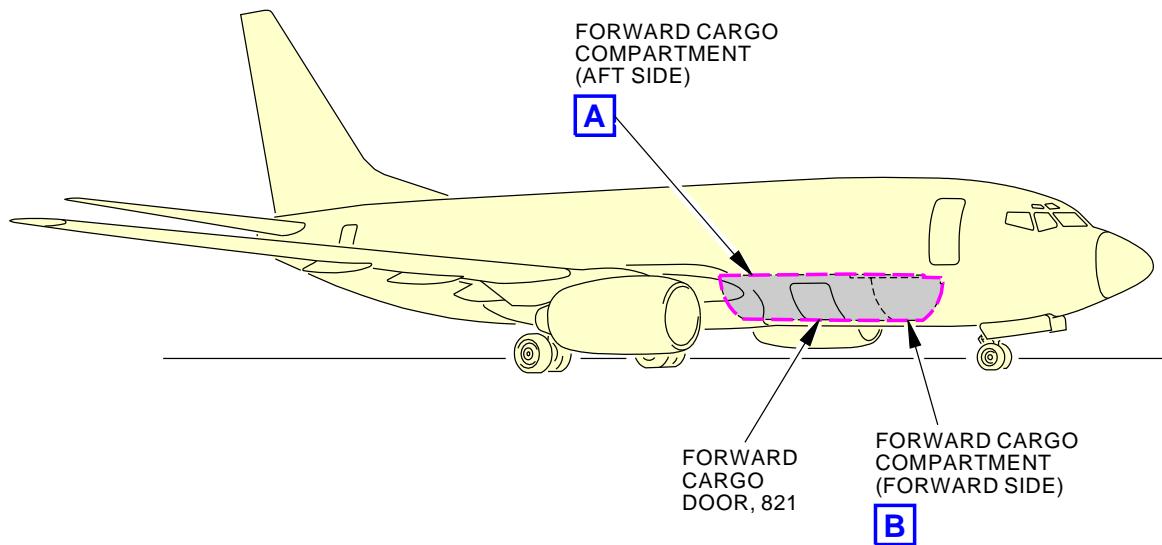
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-335-00-01MPD ITEM
20-335-00**Inspect (General Visual) - Exposed EWIS Forward Cargo Compartment (Ceiling Liners Removed)**
Figure 1 (Sheet 1 of 4)

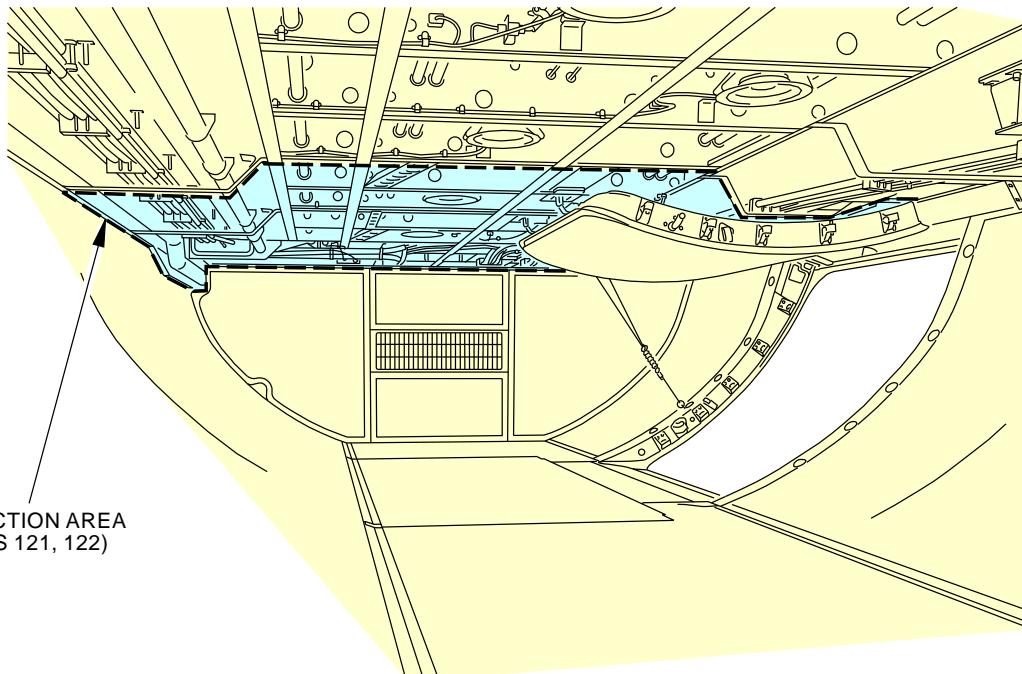
1961509 S0000372943_V2

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)
		D633A109-AKS 20-335-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-335-00-01

INSPECTION AREA
(ZONES 121, 122)**FORWARD CARGO COMPARTMENT
(FORWARD SIDE)
(CEILING LINERS REMOVED)****B**MPD ITEM
20-335-00

1961502 S0000372944_V3

Inspect (General Visual) - Exposed EWIS Forward Cargo Compartment (Ceiling Liners Removed)
Figure 1 (Sheet 2 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)
		D633A109-AKS 20-335-00-01

**Page 7 of 9
Jun 15/2016**

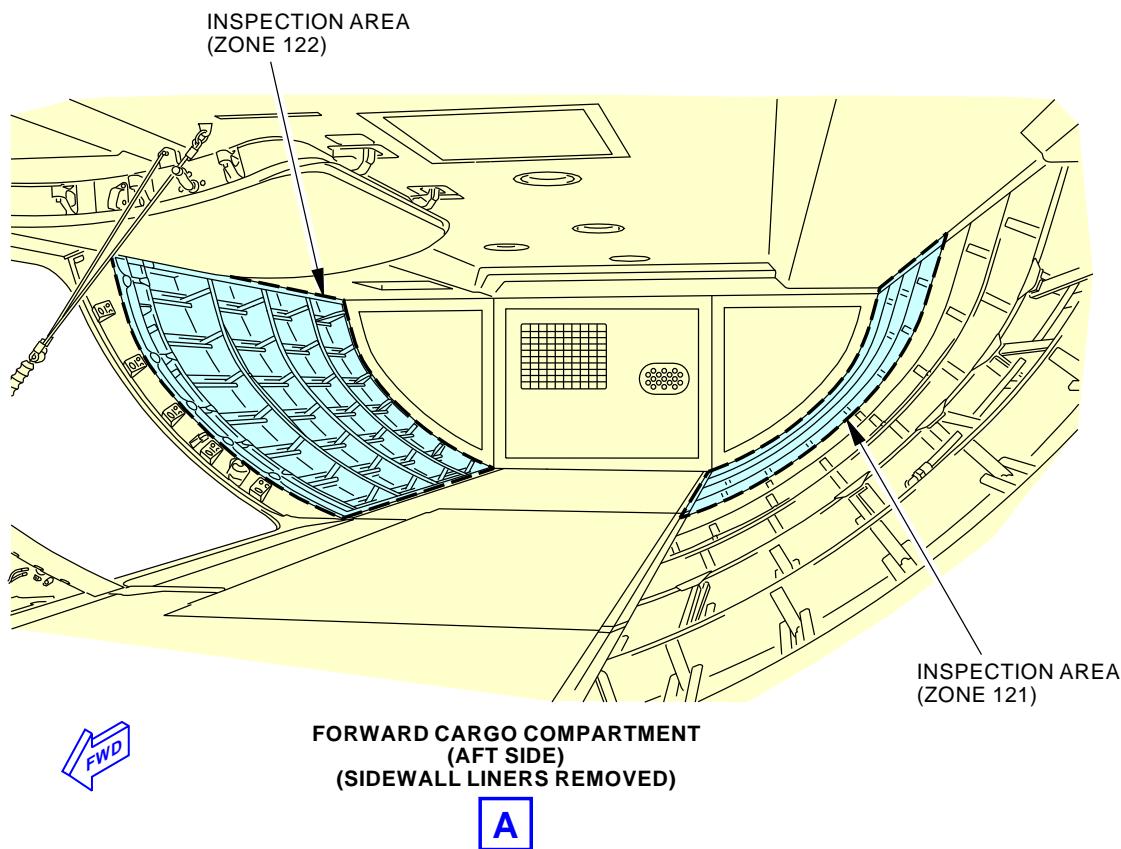
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

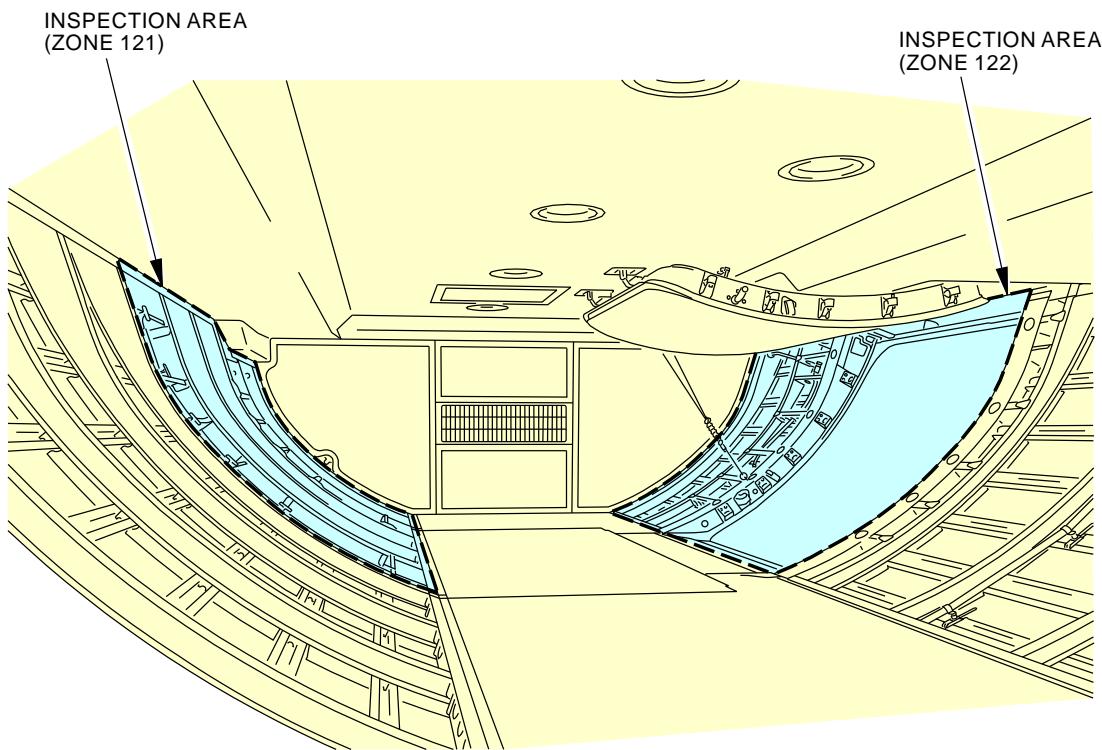
BOEING CARD NO.
20-335-00-01MPD ITEM
20-335-00

1961473 S0000372945_V3

Inspect (General Visual) - Exposed EWIS Forward Cargo Compartment (Ceiling Liners Removed)
Figure 1 (Sheet 3 of 4)EFFECTIVITY
AKS ALLSOURCE
MRB**EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT.
(EZAP)****D633A109-AKS
20-335-00-01****Page 8 of 9
Jun 15/2016**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-335-00-01



**FORWARD CARGO COMPARTMENT
(FORWARD SIDE)
(SIDEWALL LINERS REMOVED)**

BMPD ITEM
20-335-00

1961495 S0000372946_V3

Inspect (General Visual) - Exposed EWIS Forward Cargo Compartment (Ceiling Liners Removed)
Figure 1 (Sheet 4 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE FORWARD CARGO COMPARTMENT. (EZAP)
		D633A109-AKS 20-335-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA BELOW FORWARD CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-340-00-01
TAIL NUMBER	WORK AREA FUSELAGE	VERSION 1.1 1.2 NOTE	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ENGINE ALL
					ZONE 123 124

Restore (Clean) area below Forward Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.**ACCESS NOTE:** Center floor panels removal required. Cargo loading system removed/displaced as required.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-340-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-340-00-01
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► EWIS**TASK 05-42-01-100-806****1. Restore: Area Below Forward Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Center floor panels removal required. Cargo loading system removed/displaced as required.

SUBTASK 05-42-01-160-005

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(2) Restore (Clean) area below Forward Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-010

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT	
		D633A109-AKS 20-340-00-01	Page 2 of 6 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-340-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT	
		D633A109-AKS 20-340-00-01	Page 3 of 6 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-340-00-01

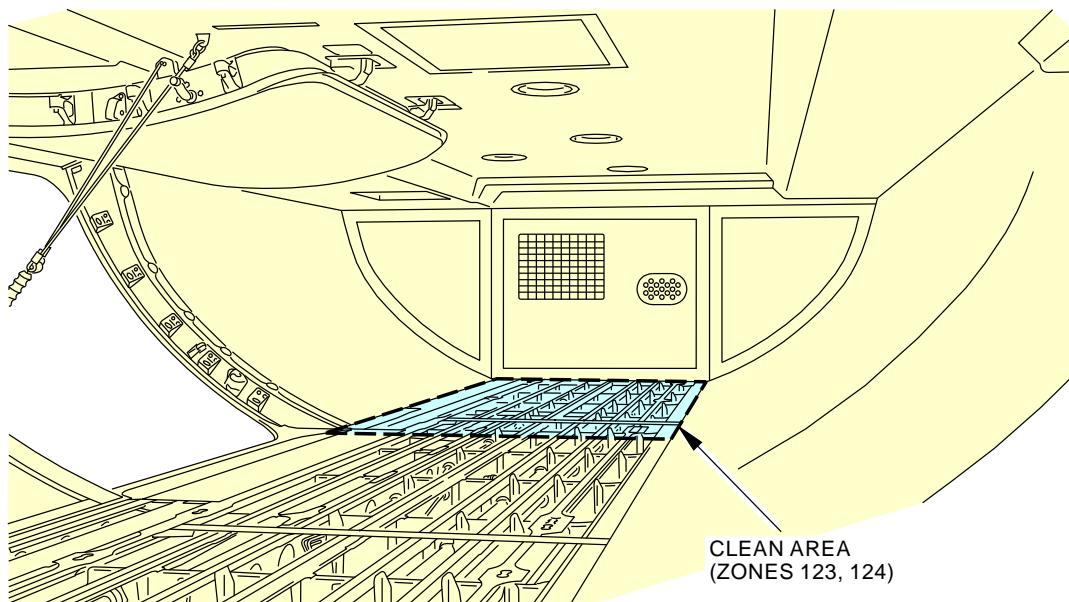
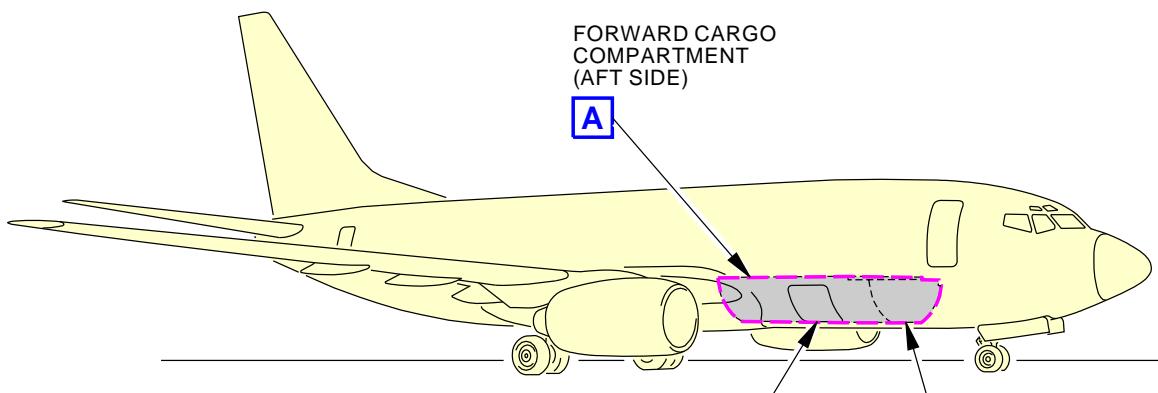
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-340-00-01**FORWARD CARGO COMPARTMENT
(AFT SIDE)
(FLOOR PANELS REMOVED)**MPD ITEM
20-340-00

1961517 S0000372914_V3

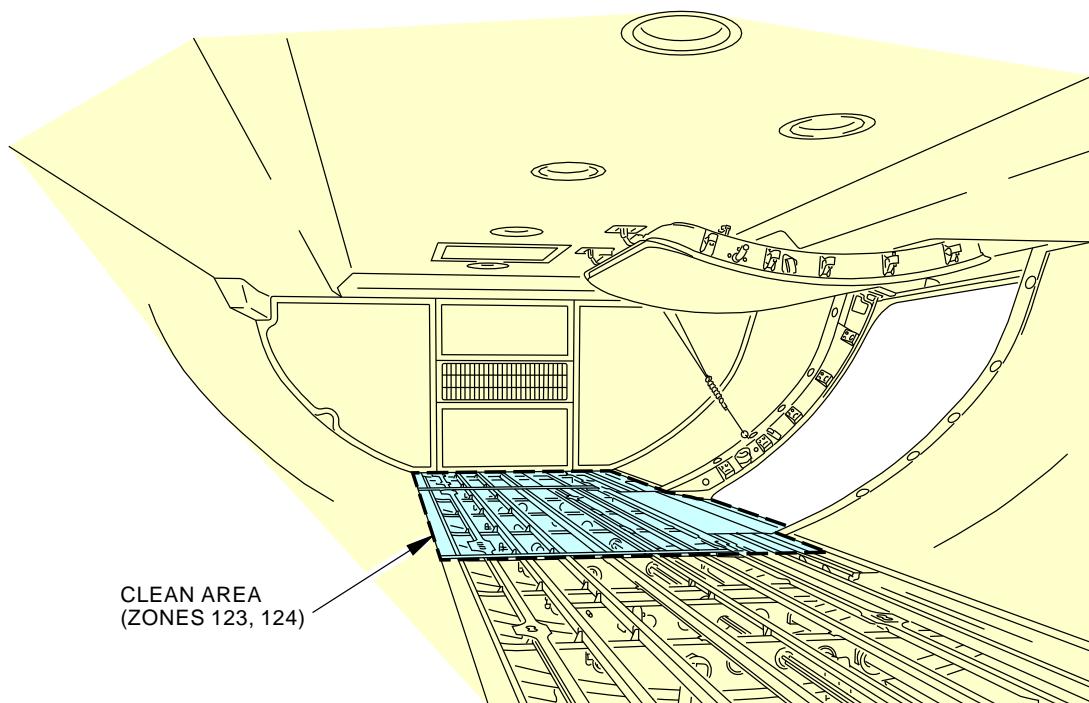
**Area Below Forward Cargo Compartment
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-340-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-340-00-01



**FORWARD CARGO COMPARTMENT
(FORWARD SIDE)
(FLOOR PANELS REMOVED)**

BMPD ITEM
20-340-00

1961522 S0000372915_V2

**Area Below Forward Cargo Compartment
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-340-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA AFT OF FORWARD CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-350-00-01
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS 121EW 121HW 122GW			ENGINE ALL
					ZONE 125 126

Restore (Clean) area aft of Forward Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-350-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-350-00-01
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► EWIS**TASK 05-42-01-100-805****1. Restore: Area Aft of Forward Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure**SUBTASK 05-42-01-010-004**

- (1) Open these access panels:

Number Name/Location

121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead
121HW	Panel Assy - FWD Cargo Compartment Aft Bulkhead
122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead

SUBTASK 05-42-01-160-006

- (2) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(3) Restore (Clean) area aft of Forward Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-011

- (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

SUBTASK 05-42-01-410-004

- (5) Close these access panels:

Number Name/Location

121EW	Panel Assy - Fwd Cargo Compartment Aft Bulkhead
121HW	Panel Assy - FWD Cargo Compartment Aft Bulkhead
122GW	Panel Assy - FWD Cargo Compartment Aft Bulkhead

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-350-00-01

Page 2 of 5
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-350-00-01
				MECH INSP
EWIS				
TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF FORWARD CARGO COMPARTMENT
		D633A109-AKS 20-350-00-01

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF FORWARD CARGO COMPARTMENT	
		D633A109-AKS 20-350-00-01	Page 4 of 5 Jun 15/2016

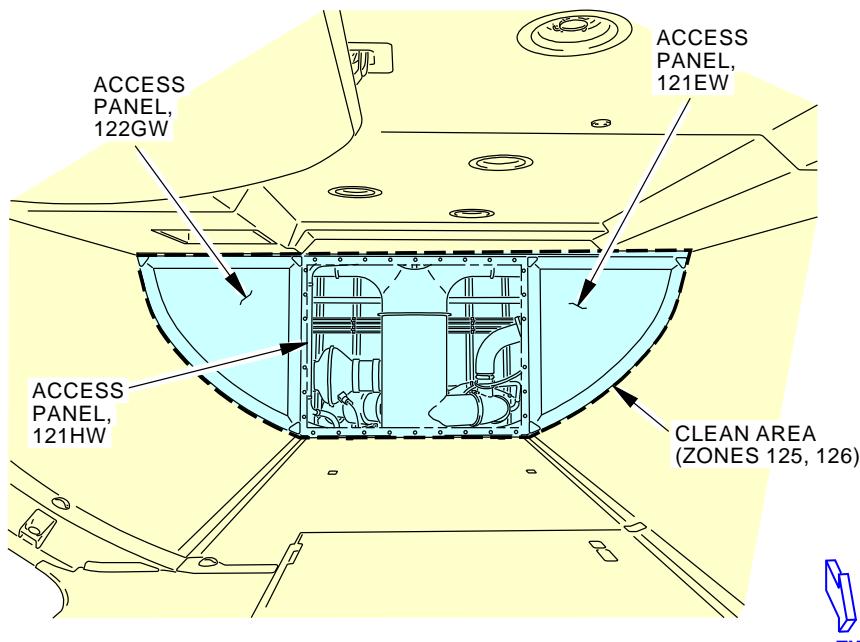
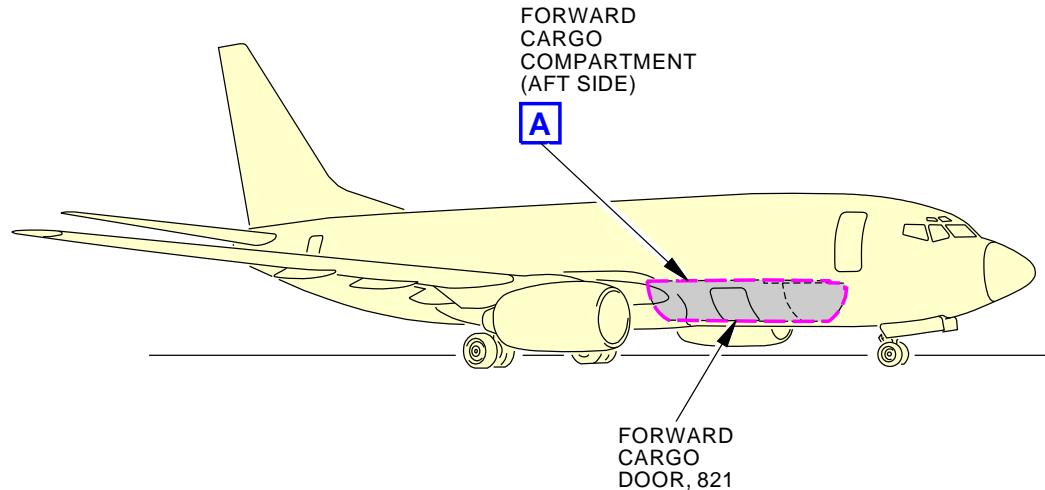
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-350-00-01**FORWARD CARGO COMPARTMENT
(AFT SIDE)
(AFT BULKHEAD CENTER PANEL REMOVED)**MPD ITEM
20-350-00

1961540 S0000372881_V2

**Area Aft of Forward Cargo Compartment
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**AREA AFT OF FORWARD CARGO COMPARTMENT****D633A109-AKS
20-350-00-01****Page 5 of 5
Jun 15/2016**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE MAIN LANDING GEAR WHEEL WELL			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-360-00-01
TAIL NUMBER	WORK AREA WHEELWELL	VERSION 1.1	THRESHOLD 5500 FC	REPEAT 5500 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	30 MO	30 MO	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			
			ZONE 133 134		

Inspect (General Visual) all exposed EWIS in the Main Landing Gear Wheel Well. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Through main landing gear opening.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

Page 1 of 7
Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-360-00-01
				MECH INSP
► EWIS TASK 05-42-01-210-801				
1. General Visual Inspection: Exposed EWIS in Main Landing Gear Wheel Well. (EZAP) Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection <u>NOTE:</u> Through main landing gear opening.				
SUBTASK 05-42-01-210-001 (1) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801. (2) Inspect (General Visual) all exposed EWIS in the Main Landing Gear Wheel Well. (EZAP)				
SUBTASK 05-42-01-910-019 (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-360-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL D633A109-AKS 20-360-00-01	Page 3 of 7 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. 20-360-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-360-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-04-410-002

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-04-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

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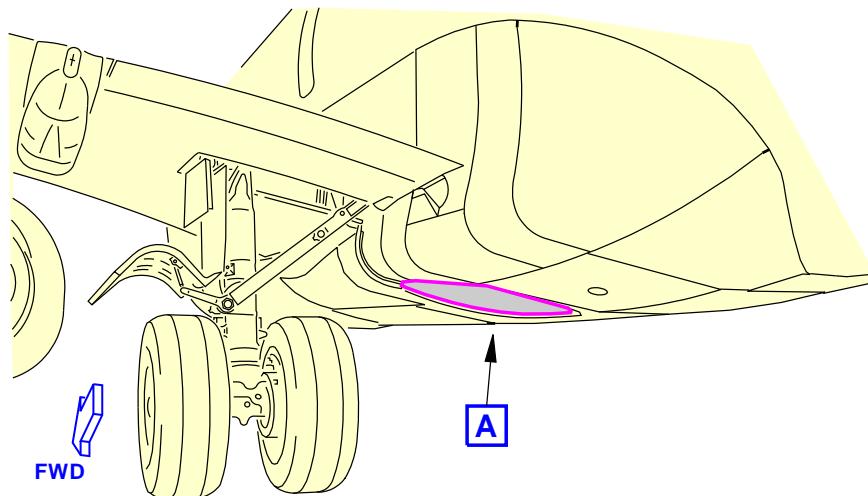
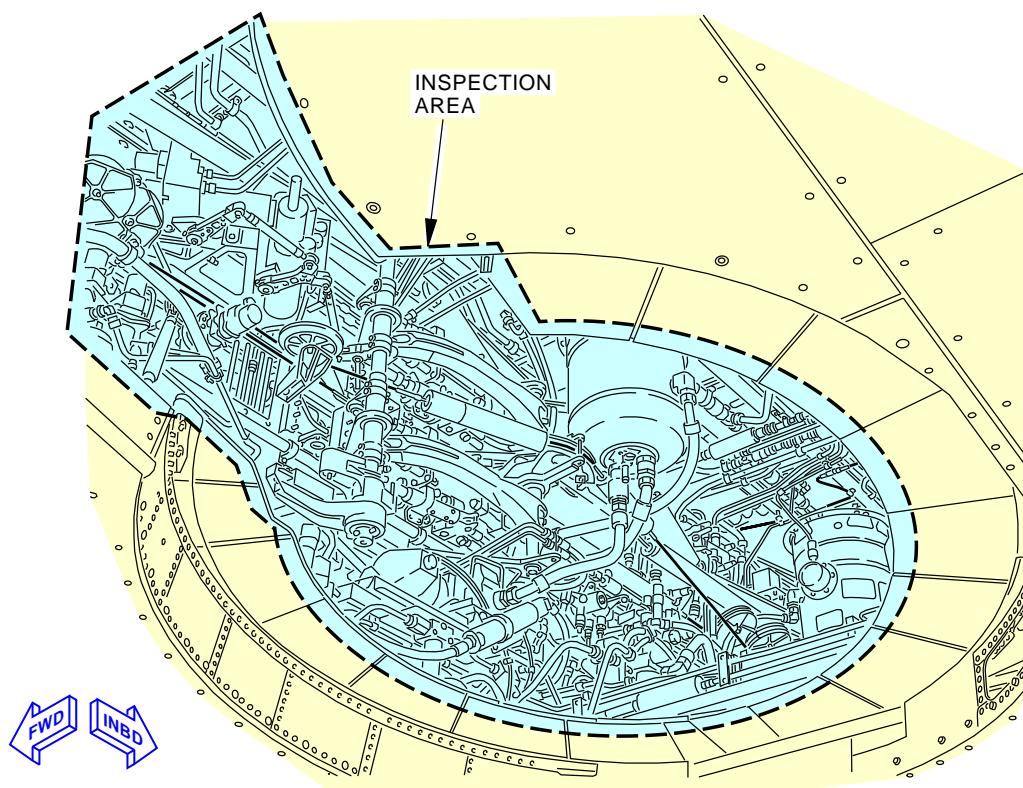
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-360-00-01**LEFT MAIN LANDING GEAR WHEEL WELL**MPD ITEM
20-360-00

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Inspect (General Visual) - Exposed EWIS Main Landing Gear Wheel Well
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

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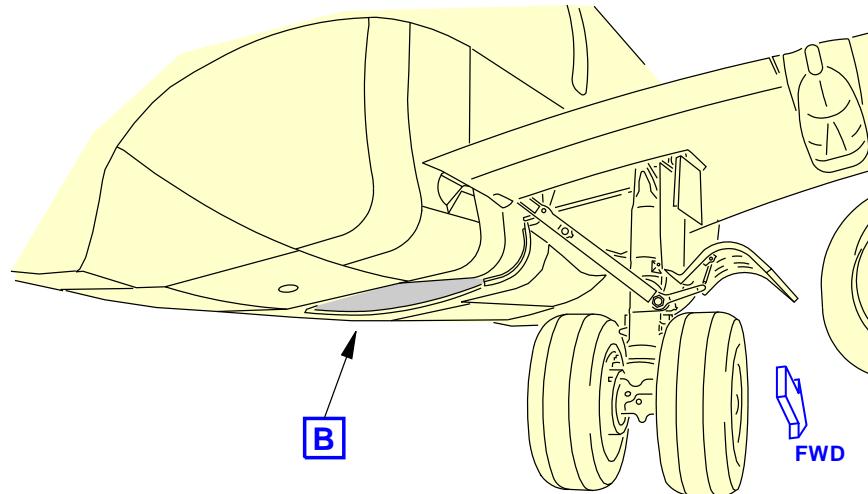
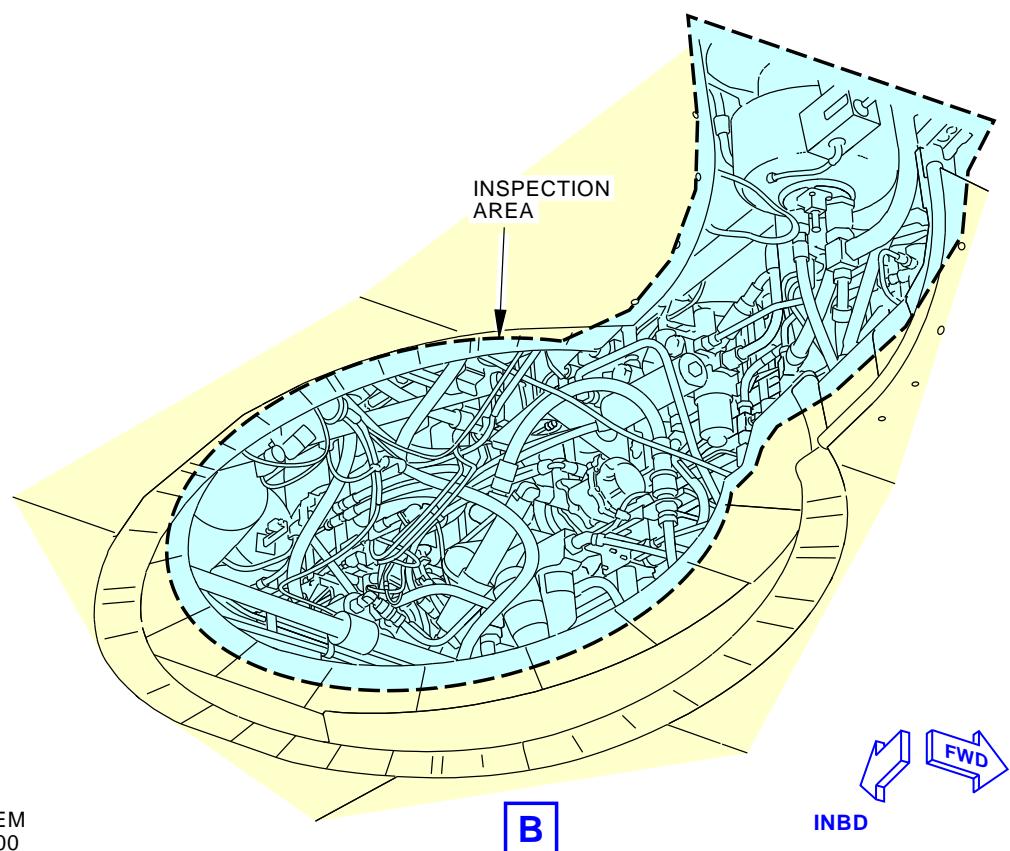
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-360-00-01**RIGHT MAIN LANDING GEAR WHEEL WELL**MPD ITEM
20-360-00

1961558 S0000372919_V2

Inspect (General Visual) - Exposed EWIS Main Landing Gear Wheel Well
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	MAIN LANDING GEAR WHEEL WELL
		D633A109-AKS 20-360-00-01

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Jun 15/2016

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

AIRLINE CARD NO		TITLE AFT CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-370-00-01
TAIL NUMBER	WORK AREA AFT CARGO	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 141 142

Restore (Clean) areas behind ceiling and sidewall panels in the Aft Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Ceiling and sidewall panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-370-00-01
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► EWIS**TASK 05-42-01-100-804****1. Restore: Areas Behind Ceiling and Sidewall Panels in the Aft Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Ceiling and sidewall panels removal required.

SUBTASK 05-42-01-160-007

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
- (2) Restore (Clean) areas behind ceiling and sidewall panels in the Aft Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-012

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-370-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT D633A109-AKS 20-370-00-01	Page 3 of 9 Jun 15/2016
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AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT	
		D633A109-AKS 20-370-00-01	Page 4 of 9 Jun 15/2016

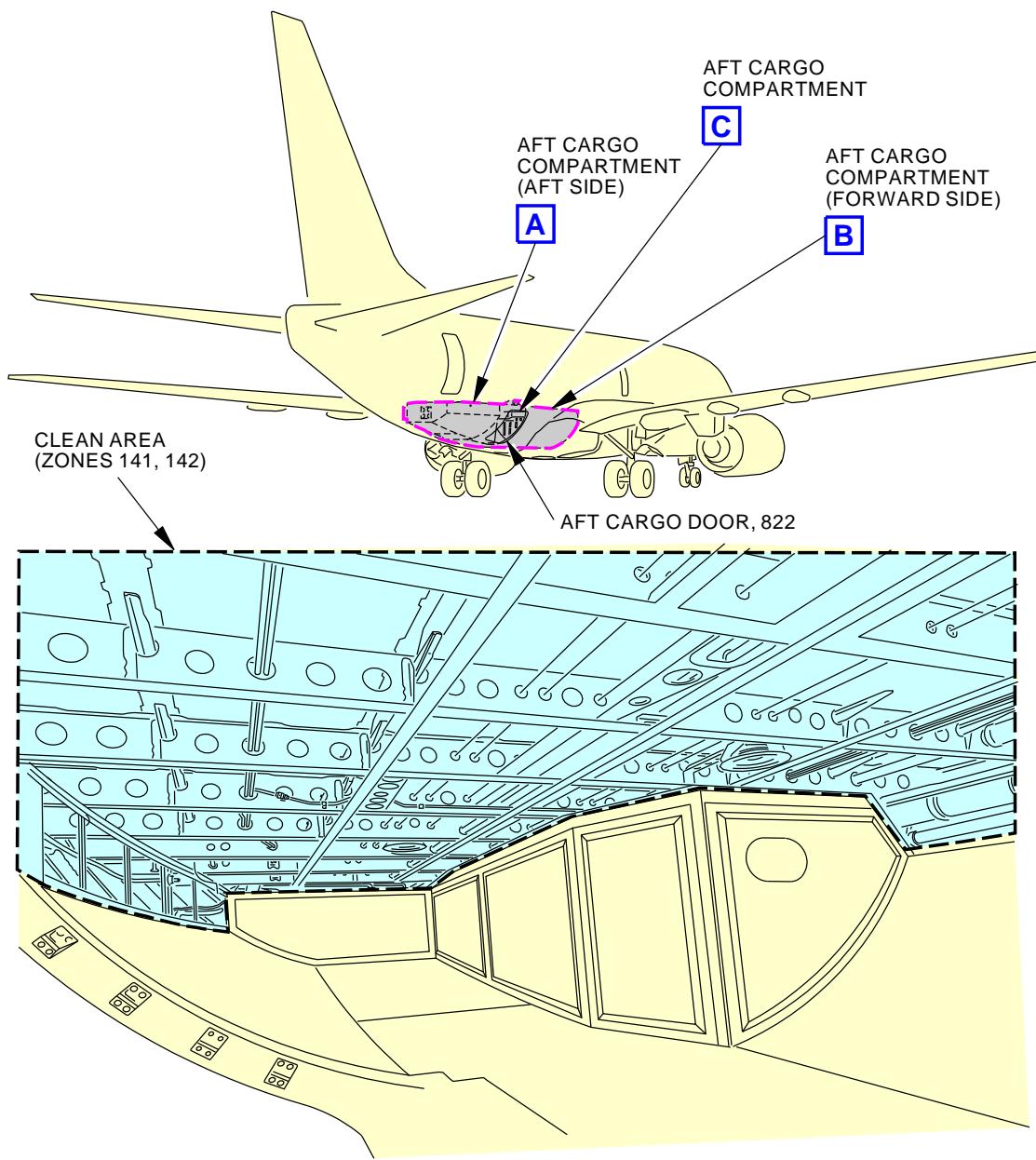
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-370-00-01

AFT CARGO COMPARTMENT
(AFT SIDE)
(UPPER ANGLED SIDEWALL AND CEILING PANELS REMOVED)

AMPD ITEM
20-370-00

1961618 S0000372868_V3

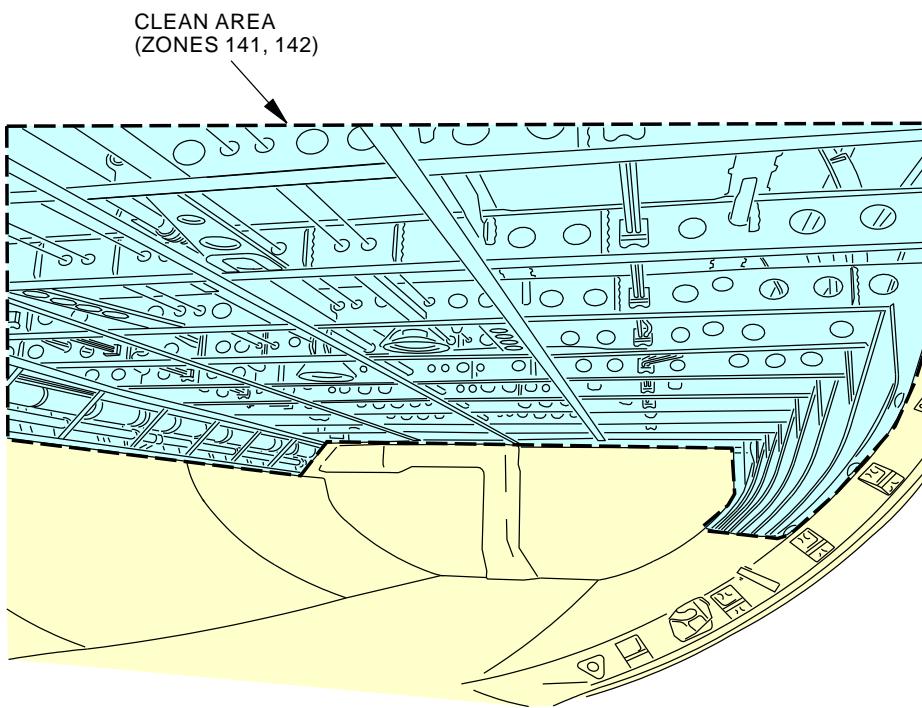
Aft Cargo Compartment
Figure 1 (Sheet 1 of 5)

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Jun 15/2016

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-370-00-01



**AFT CARGO COMPARTMENT
(FORWARD SIDE)
(UPPER ANGLED SIDEWALL AND CEILING PANELS REMOVED)**

BMPD ITEM
20-370-00

1961622 S0000372869_V3

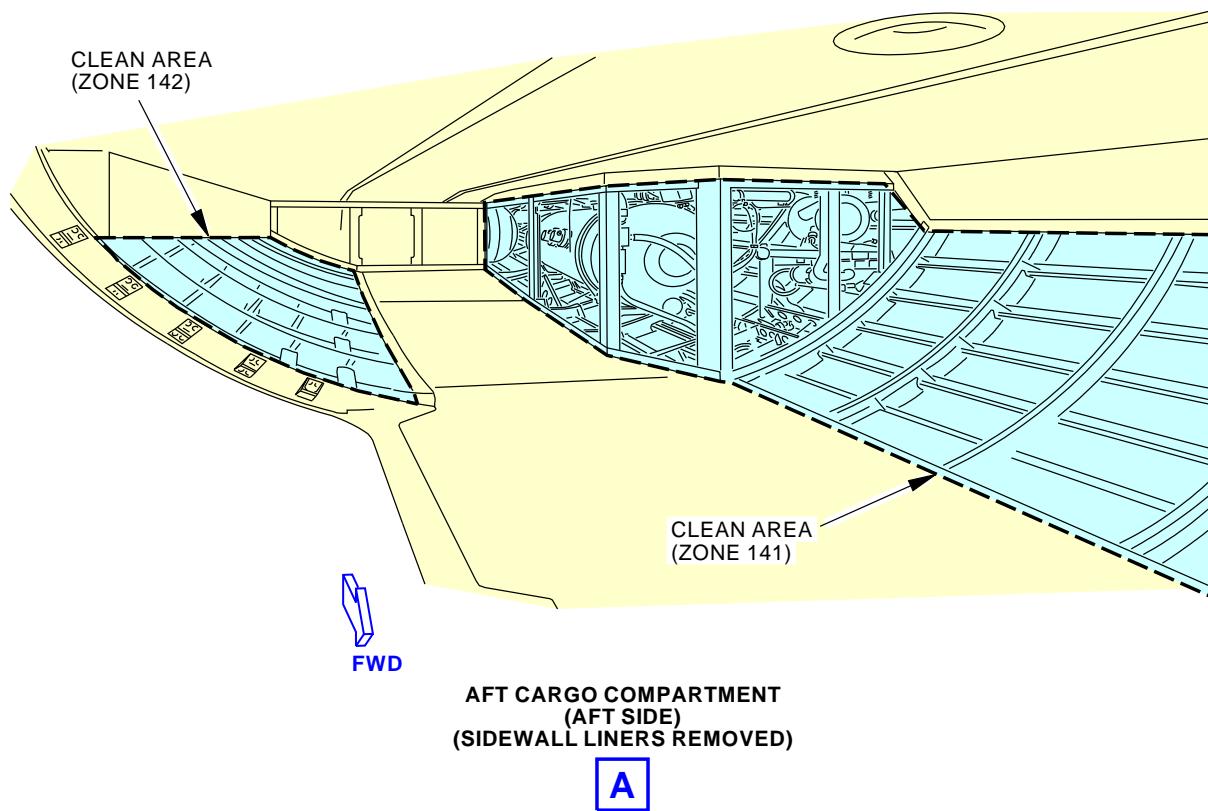
**Aft Cargo Compartment
Figure 1 (Sheet 2 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-370-00-01

MPD ITEM
20-370-00

1961633 S0000372870_V3

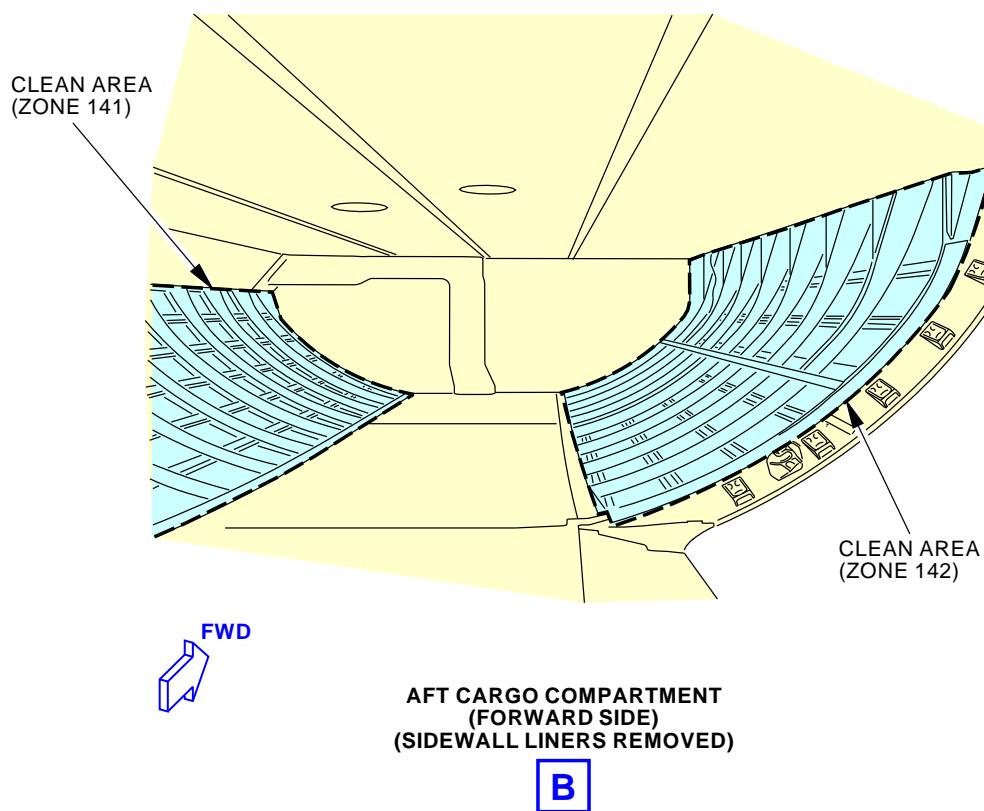
**Aft Cargo Compartment
Figure 1 (Sheet 3 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-370-00-01

MPD ITEM
20-370-00

1961643 S0000372872_V3

**Aft Cargo Compartment
Figure 1 (Sheet 4 of 5)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT
		D633A109-AKS 20-370-00-01

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Jun 15/2016

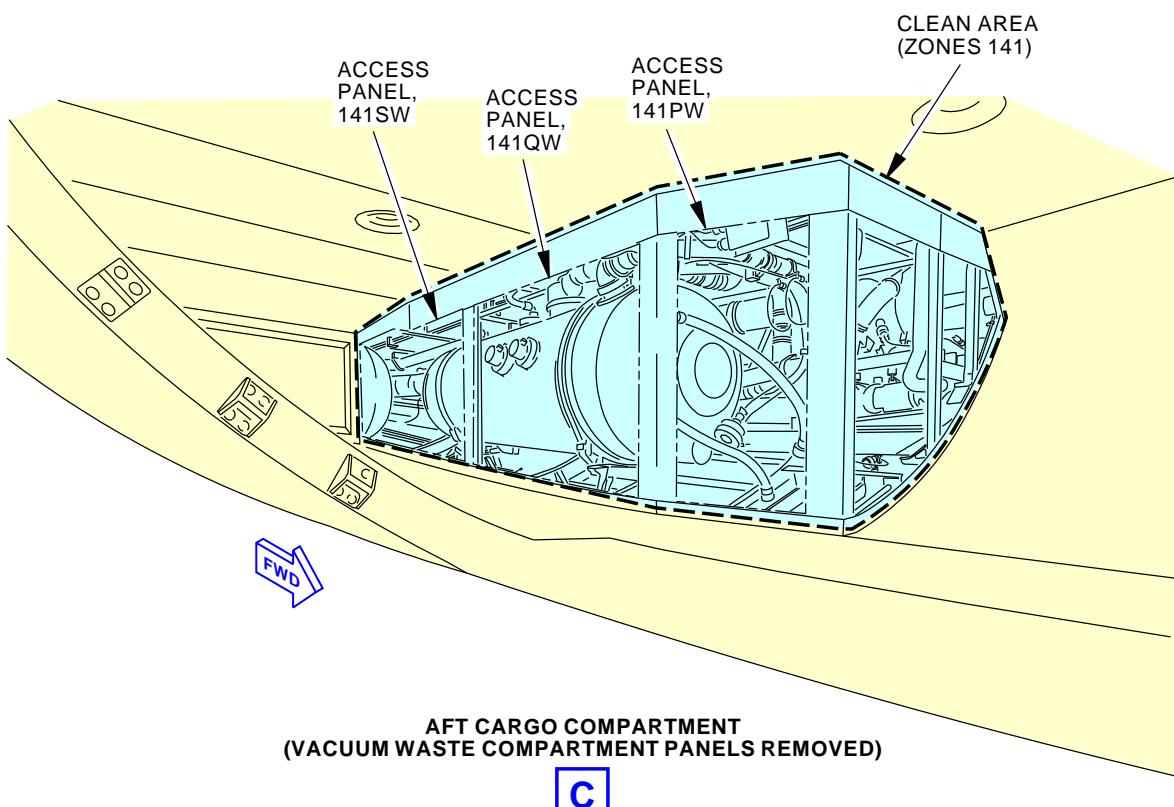
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-370-00-01MPD ITEM
20-370-00

1961678 S0000372873_V3

**Aft Cargo Compartment
Figure 1 (Sheet 5 of 5)**EFFECTIVITY
AKS ALLSOURCE
MRB**AFT CARGO COMPARTMENT****D633A109-AKS
20-370-00-01****Page 9 of 9
Jun 15/2016**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXPOSED EWIS IN AFT CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-375-00-01
TAIL NUMBER	WORK AREA AFT CARGO	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 141 142

Inspect (General Visual) all exposed EWIS in the Aft Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Ceiling and sidewall panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-375-00-01
				MECH INSP
► EWIS TASK 05-42-01-210-804				
1. General Visual Inspection: Exposed EWIS in the Aft Cargo Compartment. (EZAP)				
Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection <u>NOTE:</u> Ceiling and sidewall panels removal required.				
SUBTASK 05-42-01-210-004 (1) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801.				
(2) Inspect (General Visual) all exposed EWIS in the Aft Cargo Compartment. (EZAP)				
SUBTASK 05-42-01-910-013 (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT	
		D633A109-AKS 20-375-00-01	Page 2 of 9 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-375-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-375-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-375-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-04-410-002

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-04-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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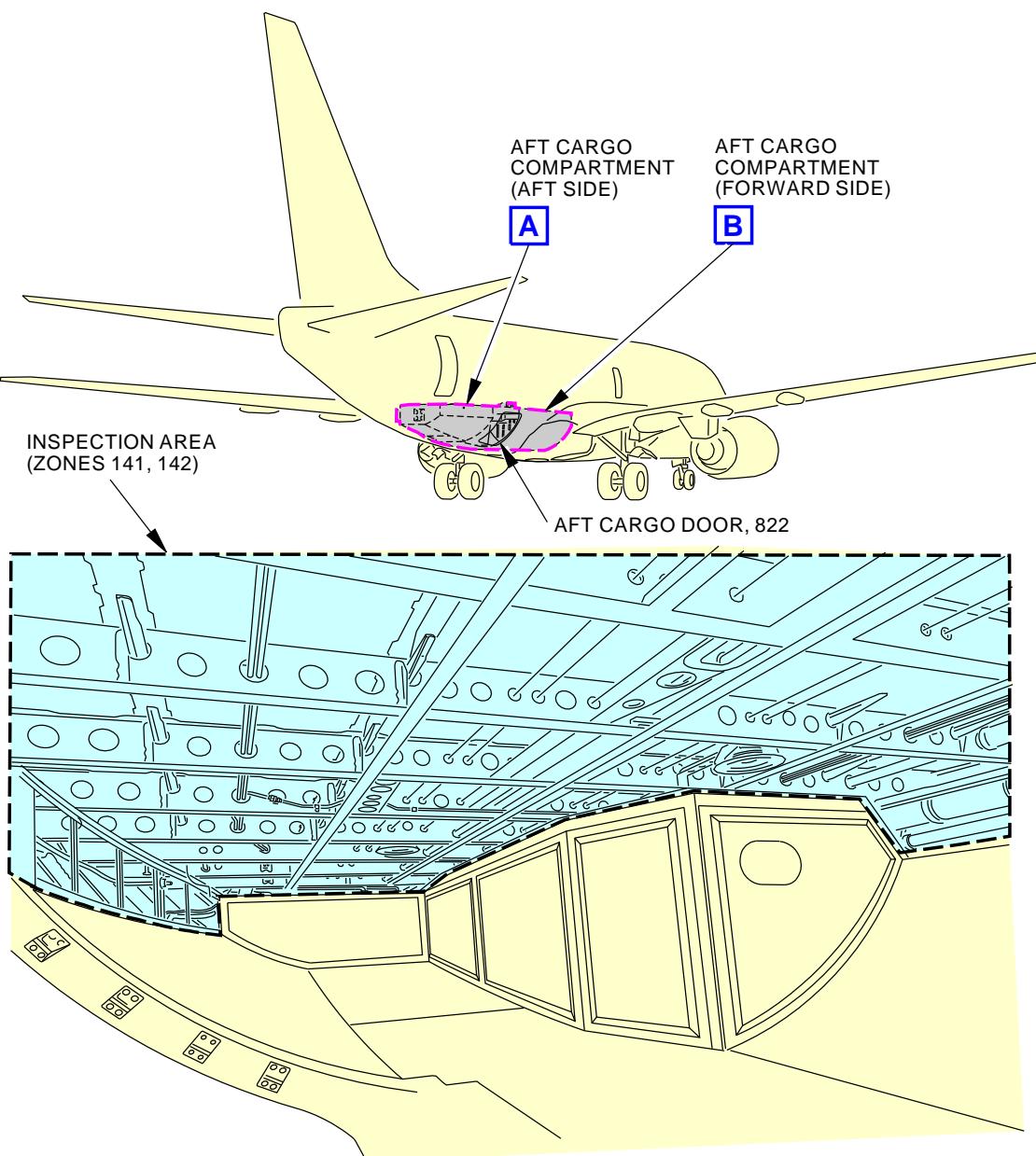
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-375-00-01

**AFT CARGO COMPARTMENT
(AFT SIDE)**
(UPPER ANGLED SIDEWALL AND CEILING PANELS REMOVED)



MPD ITEM
20-375-00

1961686 S0000372977_V2

Inspect (General Visual) - Exposed EWIS In Aft Cargo Compartment (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 1 (Sheet 1 of 4)

EFFECTIVITY
AKS ALL

SOURCE
MRB

EXPOSED EWIS IN AFT CARGO COMPARTMENT

D633A109-AKS
20-375-00-01

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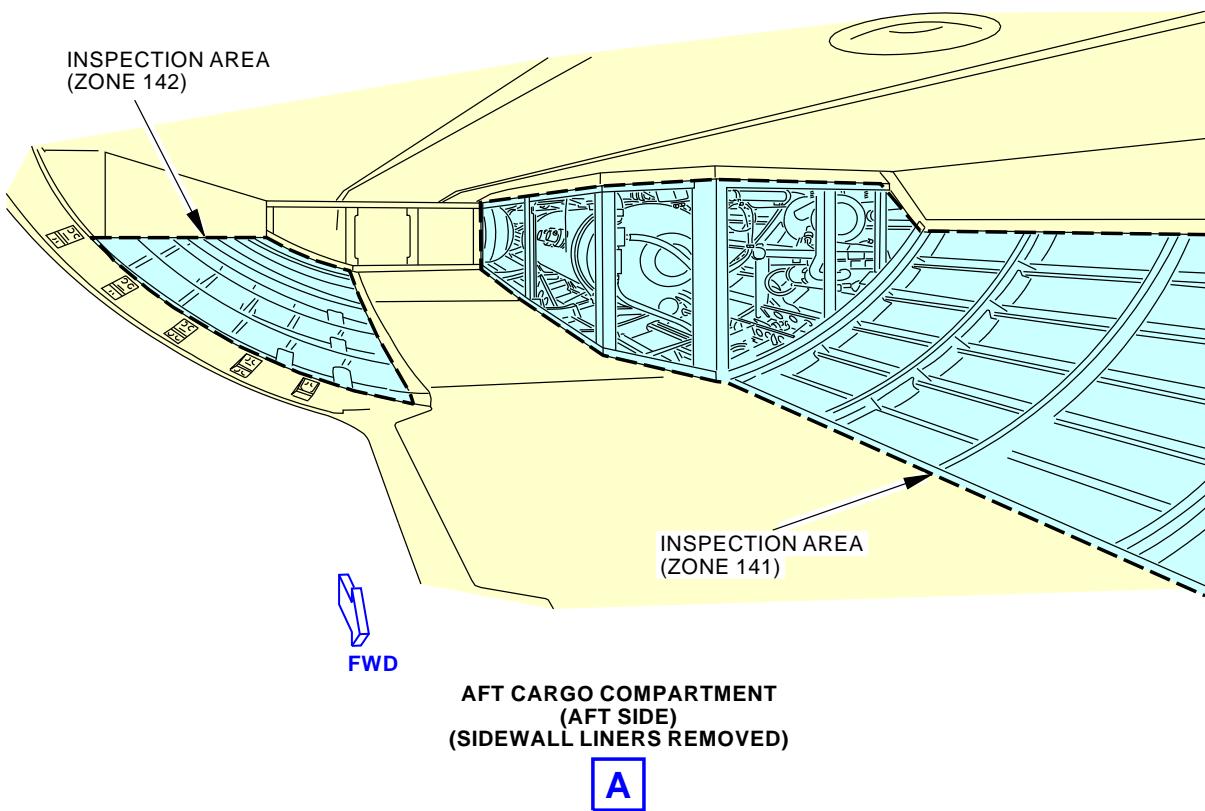
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-375-00-01MPD ITEM
20-375-00

1961699 S0000372992_V3

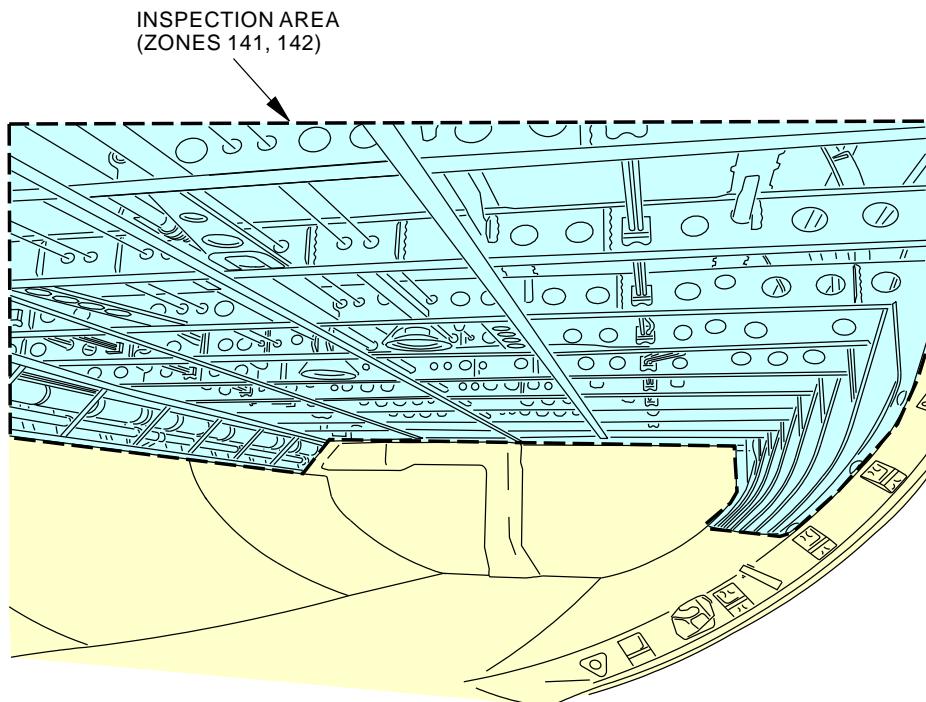
Inspect (General Visual) - Exposed EWIS In Aft Cargo Compartment (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 1 (Sheet 2 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-375-00-01



**AFT CARGO COMPARTMENT
(FORWARD SIDE)
(UPPER ANGLED SIDEWALL AND CEILING PANELS REMOVED)**

BMPD ITEM
20-375-00

1961692 S0000372980_V3

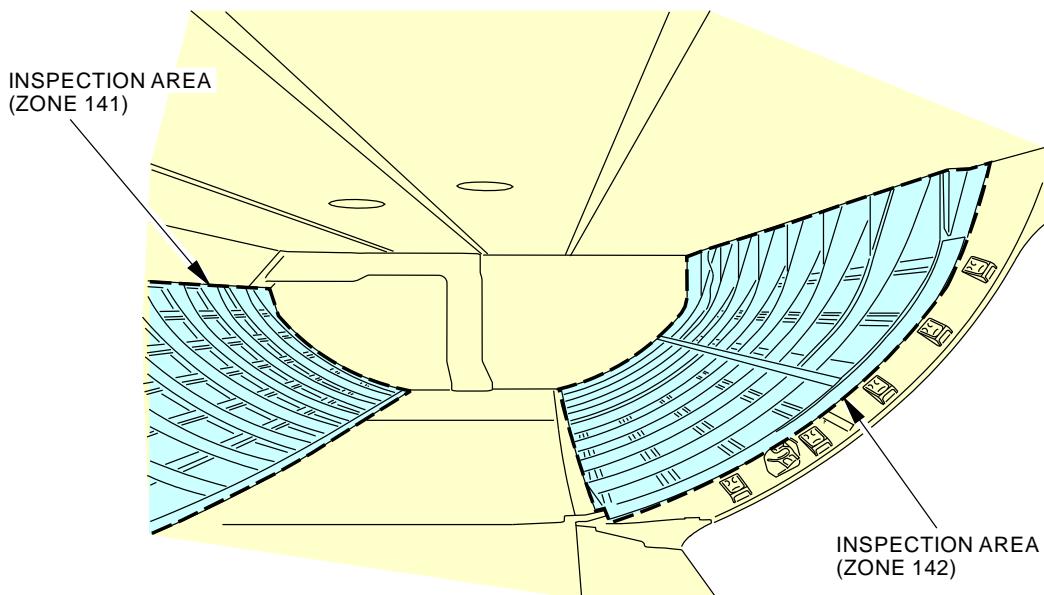
Inspect (General Visual) - Exposed EWIS In Aft Cargo Compartment (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 1 (Sheet 3 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-375-00-01
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FWD

AFT CARGO COMPARTMENT
(FORWARD SIDE)
(SIDEWALL LINERS REMOVED)

B

MPD ITEM
20-375-00

1961703 S0000372994_V3

Inspect (General Visual) - Exposed EWIS In Aft Cargo Compartment (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 1 (Sheet 4 of 4)

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN AFT CARGO COMPARTMENT
		D633A109-AKS 20-375-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA BELOW AFT CARGO COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-380-00-01
TAIL NUMBER	WORK AREA AFT CARGO	VERSION 1.1 1.2 NOTE	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ZONE 143 144

Restore (Clean) area below Aft Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.**ACCESS NOTE:** Center floor panels removal required. Cargo loading system (if installed) removed/displaced as required.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT
		D633A109-AKS 20-380-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-380-00-01
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► EWIS**TASK 05-42-01-100-809****1. Restore: Area Below Aft Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Center floor panels removal required. Cargo loading system (if installed) removed/displaced as required.

SUBTASK 05-42-01-160-008

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(2) Restore (Clean) area below Aft Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-014

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT	
		D633A109-AKS 20-380-00-01	Page 2 of 6 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-380-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT
		D633A109-AKS 20-380-00-01

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT
		D633A109-AKS 20-380-00-01

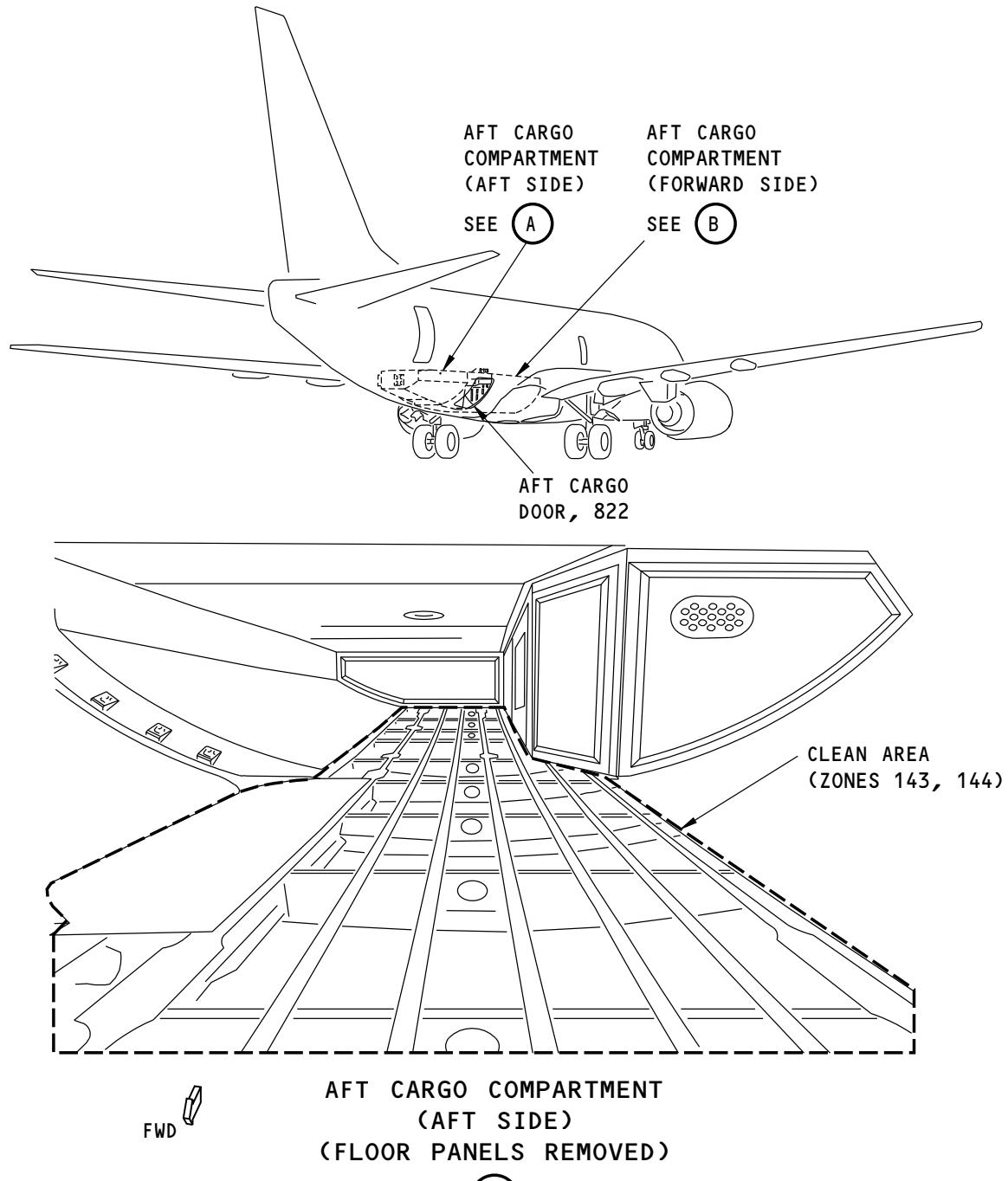
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-380-00-01MPD ITEM
20-380-00

1961874 S0000372967_V2

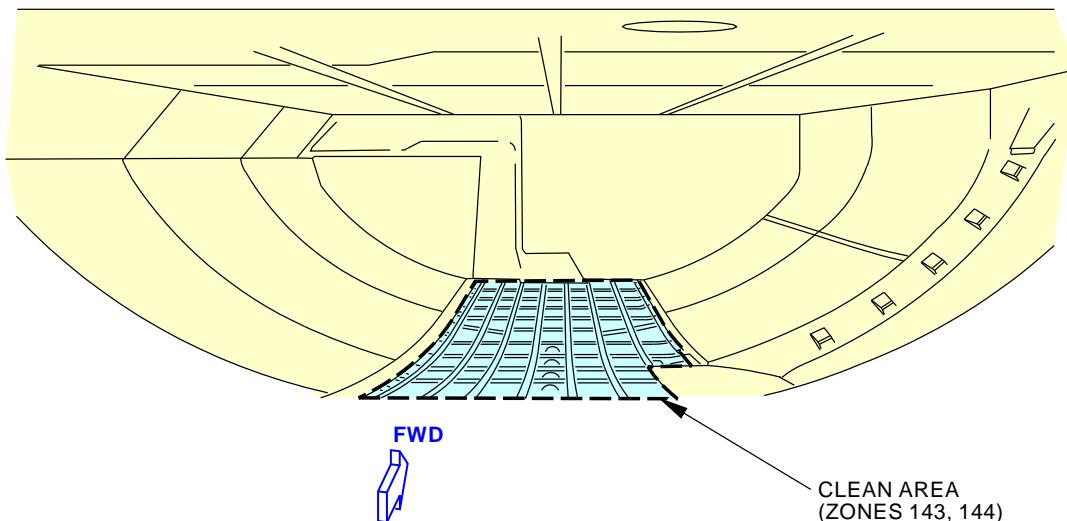
**Area Below Aft Cargo Compartment
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT
		D633A109-AKS 20-380-00-01

Page 5 of 6
Oct 15/2014

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-380-00-01

**AFT CARGO COMPARTMENT
(FORWARD SIDE)
(FLOOR PANELS REMOVED)****B**MPD ITEM
20-380-00

1961889 S0000372970_V3

**Area Below Aft Cargo Compartment
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	AREA BELOW AFT CARGO COMPARTMENT
		D633A109-AKS 20-380-00-01

**Page 6 of 6
Jun 15/2016**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AFT CARGO COMPARTMENT EQUIPMENT BAY			BOEING CARD NO.
DATE	TASK RESTORE				20-390-00-01
TAIL NUMBER	WORK AREA AFT CARGO	VERSION 1.1 1.2 NOTE	THRESHOLD 18000 FC 6 YR	REPEAT 18000 FC 6 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ENGINE ALL
					ZONE 145 146

Restore (Clean) area in Aft Cargo Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.**ACCESS NOTE:** Removal of aft cargo panels at Sta. 947 bulkhead required.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT EQUIPMENT BAY
		D633A109-AKS 20-390-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-390-00-01
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► EWIS**TASK 05-42-01-100-808****1. Restore: Area in Aft Cargo Compartment. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Removal of aft cargo panels at Sta. 947 bulkhead required.

SUBTASK 05-42-01-160-009

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(2) Restore (Clean) area in Aft Cargo Compartment. (EZAP)

SUBTASK 05-42-01-910-015

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT EQUIPMENT BAY
		D633A109-AKS 20-390-00-01

Page 2 of 5
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-390-00-01
				MECH INSP
EWIS				
TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General				
(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.				
(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition:				
(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure				
SUBTASK 20-60-02-010-001				
(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.				
SUBTASK 20-60-02-860-001				
WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.				
(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.				
(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.				
(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.				
(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.				
SUBTASK 20-60-02-010-002				
(3) Remove panels as necessary to gain access to the area(s)/item(s).				
SUBTASK 20-60-02-100-001				
(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.				
(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT EQUIPMENT BAY
		D633A109-AKS 20-390-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-390-00-01
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				MECH INSP
(b)	Remove loose contamination by hand.			
(c)	Use a vacuum, STD-10711 with a soft bristle brush head to remove accumulations of combustible materials.			
	<u>NOTE:</u> The vacuum cleaner head should be made of plastic or non-conductive material.			
(d)	Use a soft bristle brush, STD-123 to loosen accumulations of combustible materials that remain and vacuum the area(s)/item(s) again.			
(e)	For contamination in the area(s) that can not be removed with a brush and vacuum, do the applicable procedure(s): CORROSION PREVENTION, AMM SECTION 51-00.			
(f)	For contamination on wiring harnesses that you can not remove with a brush and vacuum, do this procedure: SWPM 20-10-04.			
SUBTASK 20-60-02-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-02-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	AFT CARGO COMPARTMENT EQUIPMENT BAY
		D633A109-AKS 20-390-00-01

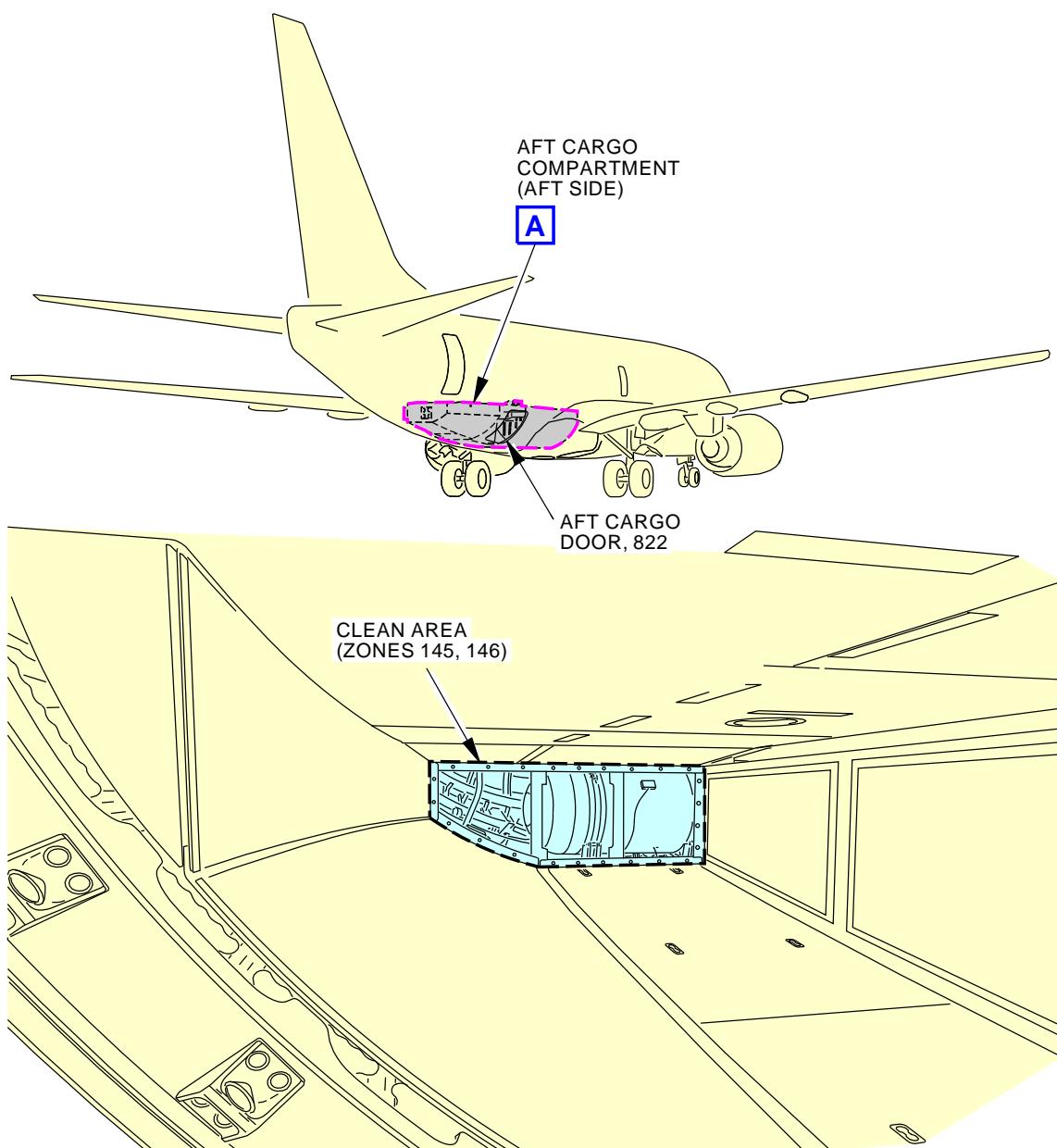
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-390-00-01MPD ITEM
20-390-00

1961931 S0000372961_V2

**Aft Cargo Compartment
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**AFT CARGO COMPARTMENT EQUIPMENT BAY****D633A109-AKS
20-390-00-01****Page 5 of 5
Jun 15/2016**

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

AIRLINE CARD NO		TITLE FLIGHT COMPARTMENT			BOEING CARD NO.
DATE	TASK RESTORE				20-400-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 211 212

Restore (Clean) area in Flight Compartment from Sta. 186 to 211, WL 208 to 232. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Accessible areas forward and above the rudder pedals.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-400-00-01

**Page 1 of 5
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-400-00-01
				MECH INSP
► EWIS				
TASK 05-42-02-100-806				
1. Restore: Area in Flight Compartment from Sta 186 to 211, WL 208 to 232. (EZAP)				
Figure 1				
A. General				
(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Procedure				
NOTE: Accessible areas forward and above the rudder pedals.				
SUBTASK 05-42-02-160-001				
(1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.				
(2) Restore (Clean) area in Flight Compartment from Sta. 186 to 211, WL 208 to 232. (EZAP)				
SUBTASK 05-42-02-910-006				
(3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-400-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-400-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT D633A109-AKS 20-400-00-01	Page 3 of 5 Jun 15/2016
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AKS

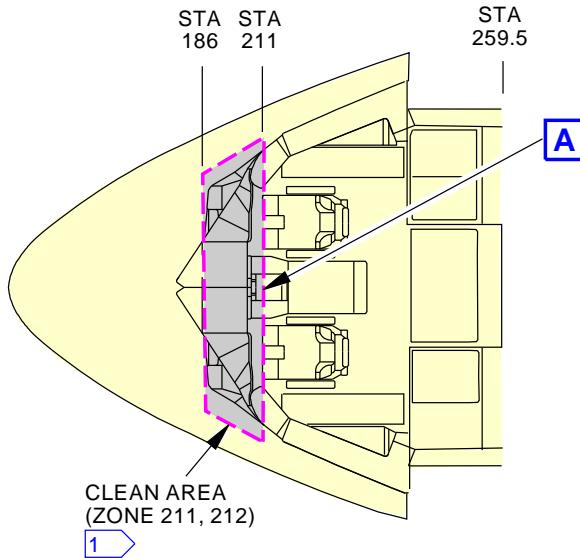
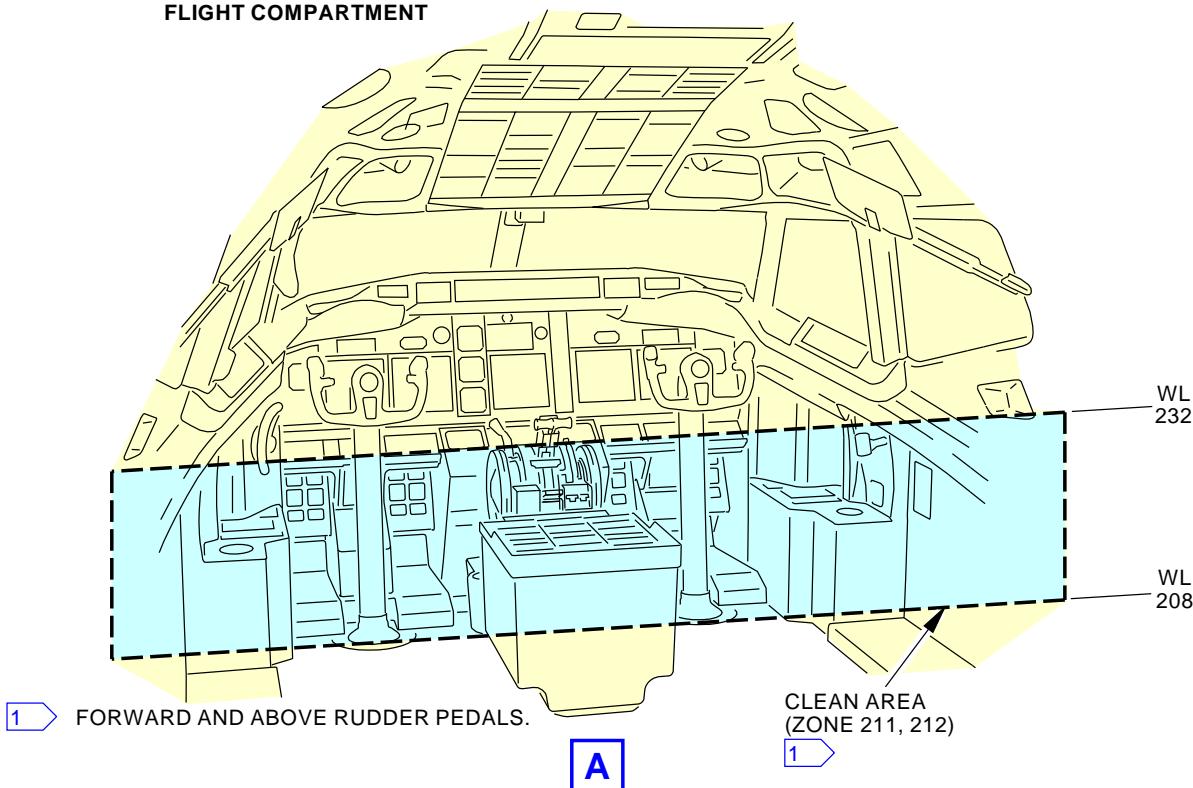


737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT	
		D633A109-AKS 20-400-00-01	Page 4 of 5 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-400-00-01

**FLIGHT COMPARTMENT****Flight Compartment
Figure 1**

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EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-400-00-01

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

AIRLINE CARD NO		TITLE FLIGHT COMPARTMENT			BOEING CARD NO. 20-410-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			
			ZONE 211 212		

Inspect (Detailed) all exposed EWIS in the P5 (fwd/aft), P6 and P18 panels. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Opening P5 (fwd/aft), P6 and P18 panels required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT D633A109-AKS 20-410-00-01	Page 1 of 7 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. 20-410-00-01
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► EWIS**TASK 05-42-02-211-801****1. Detailed Inspection: Exposed EWIS in the P5, P6 and P18 panels. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection

NOTE: Opening P5 (fwd/aft), P6 and P18 panels required.

SUBTASK 05-42-02-211-001

- (1) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
(2) Inspect (Detailed) all exposed EWIS in the P5 (fwd/aft), P6 and P18 panels. (EZAP)

SUBTASK 05-42-02-910-008

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-410-00-01

**Page 2 of 7
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-410-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT D633A109-AKS 20-410-00-01	Page 3 of 7 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. 20-410-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT D633A109-AKS 20-410-00-01	Page 4 of 7 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. 20-410-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

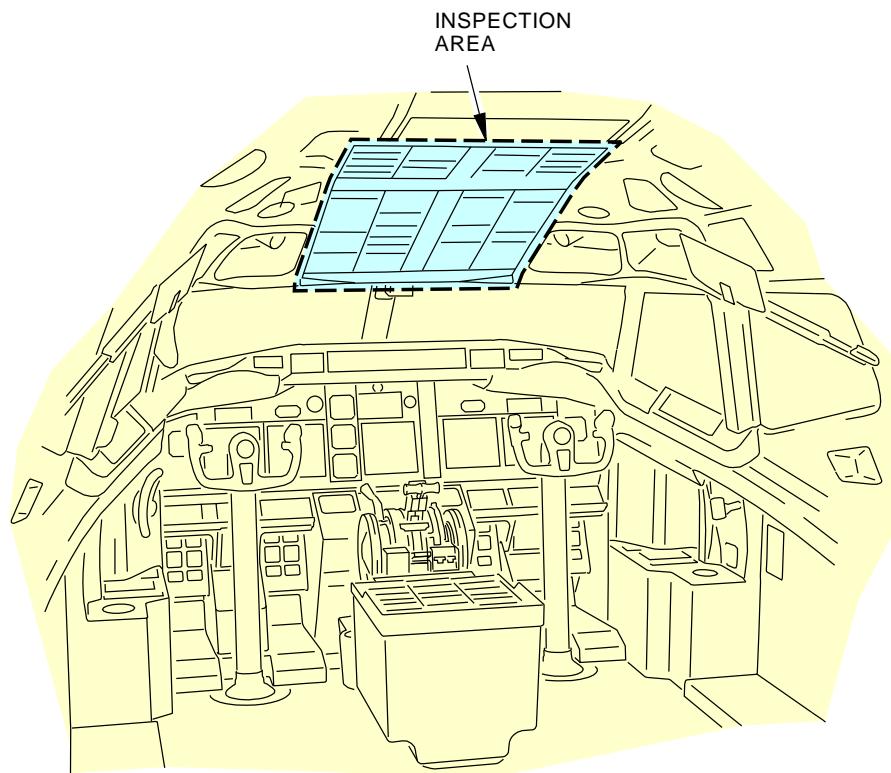
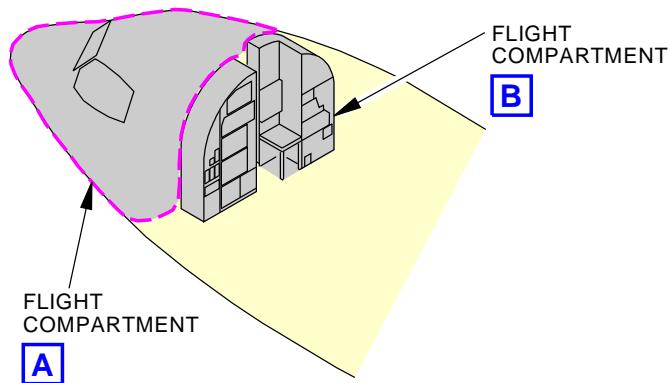
———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-410-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-410-00-01



Exposed EWIS in P5, P6, and P18 Panels
Figure 1 (Sheet 1 of 2)

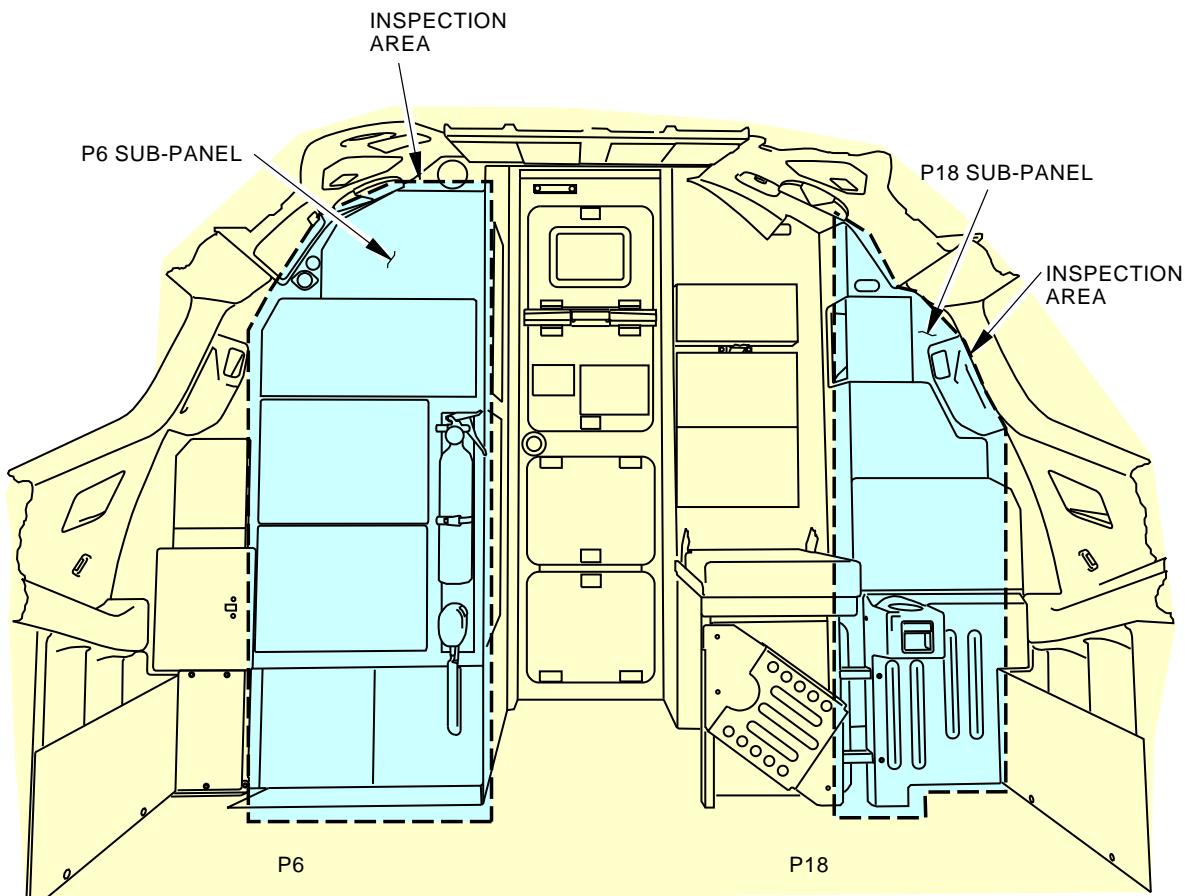
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EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-410-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-410-00-01

**FLIGHT COMPARTMENT
(LOOKING AFT)****B**

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**Exposed EWIS in P5, P6, and P18 Panels
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	FLIGHT COMPARTMENT
		D633A109-AKS 20-410-00-01

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Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXPOSED EWIS IN FLIGHT COMPARTMENT			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-415-00-01
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			
			ZONE 211 212		

Inspect (General Visual) all exposed EWIS in the Flight Compartment excluding exposed EWIS in the P5, P6 and P18 panels. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: With access provided. Seats removed. Control stand access panels, overhead & sidewall panels, glareshield, instruments/panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT
		D633A109-AKS 20-415-00-01

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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. 20-415-00-01
				MECH INSP
► EWIS TASK 05-42-02-210-801				
1. General Visual Inspection: Exposed EWIS in the Flight Compartment excluding exposed EWIS in the P5, P6 and P18 panels. (EZAP)				
Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection <u>NOTE:</u> With access provided. Seats removed. Control stand access panels, overhead & sidewall panels, glareshield, instruments/panels removal required.				
SUBTASK 05-42-02-210-001 (1) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801.				
(2) Inspect (General Visual) all exposed EWIS in the Flight Compartment excluding exposed EWIS in the P5, P6 and P18 panels. (EZAP)				
SUBTASK 05-42-02-910-007 (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT
		D633A109-AKS 20-415-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-415-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT D633A109-AKS 20-415-00-01	Page 3 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. 20-415-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT D633A109-AKS 20-415-00-01	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. 20-415-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-04-410-002

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-04-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT
		D633A109-AKS 20-415-00-01

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Jun 15/2016

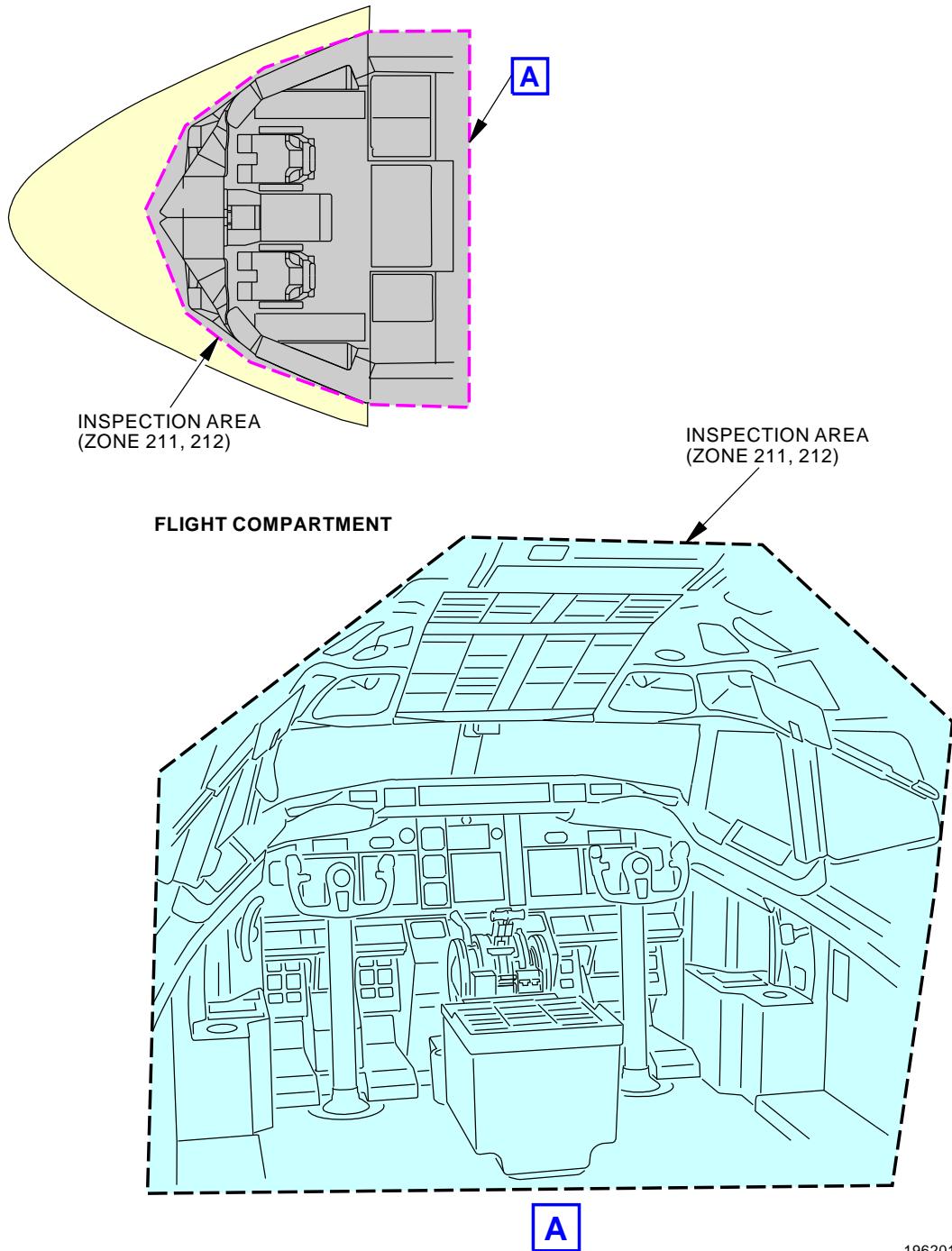
AKS**BOEING****737-600/700/800/900****TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-415-00-01

1962011 S0000373005_V3

Inspect (General Visual) - Exposed EWIS In Flight Compartment Excluding Exposed EWIS In the P3, P6, and P18 Panels
Figure 1

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN FLIGHT COMPARTMENT
		D633A109-AKS 20-415-00-01

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Feb 15/2015

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

AIRLINE CARD NO		TITLE PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR			BOEING CARD NO.
DATE	TASK RESTORE				20-420-00-01
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ENGINE ALL
					ZONE 221 222

Restore (Clean) areas above ceiling, behind sidewalls and under the raceway cover plates on both sides of the passenger compartment, aft of Flight Compartment to forward entry door. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: With access provided. Galleys and lavs removed. Ceiling and sidewall panels removal required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR
		D633A109-AKS 20-420-00-01

**Page 1 of 5
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-420-00-01
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► EWIS**TASK 05-42-02-100-805****1. Restore: Areas Aft of Flight Compartment to Forward Entry Door. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: With access provided. Galleys and lavs removed. Ceiling and sidewall panels removal required.

SUBTASK 05-42-02-160-002

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(2) Restore (Clean) areas above ceiling, behind sidewalls and under the raceway cover plates on both sides of the passenger compartment, aft of Flight Compartment to forward entry door. (EZAP)

SUBTASK 05-42-02-910-001

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR
		D633A109-AKS 20-420-00-01

Page 2 of 5
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-420-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR	
		D633A109-AKS 20-420-00-01	Page 3 of 5 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR	D633A109-AKS 20-420-00-01	Page 4 of 5 Jun 15/2016
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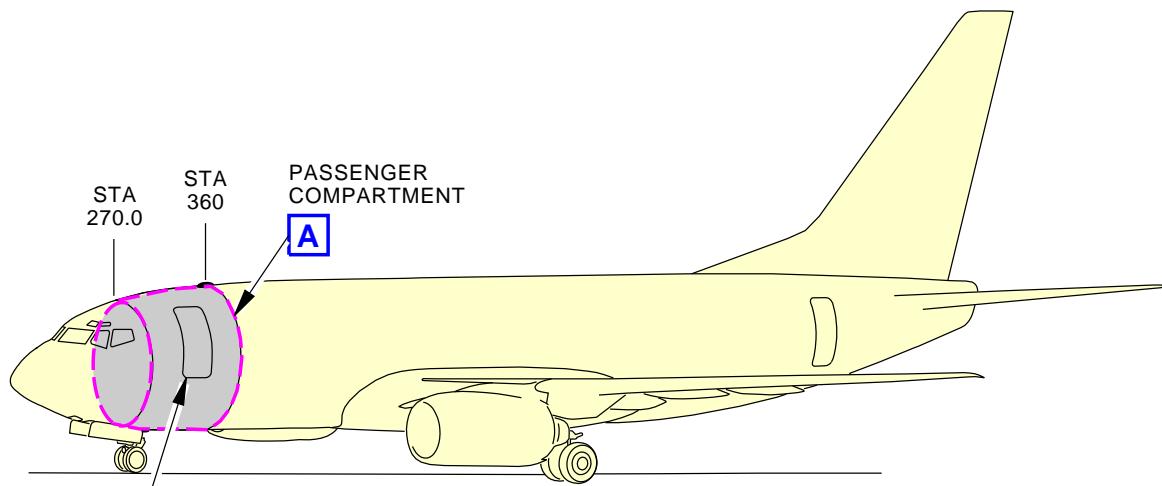
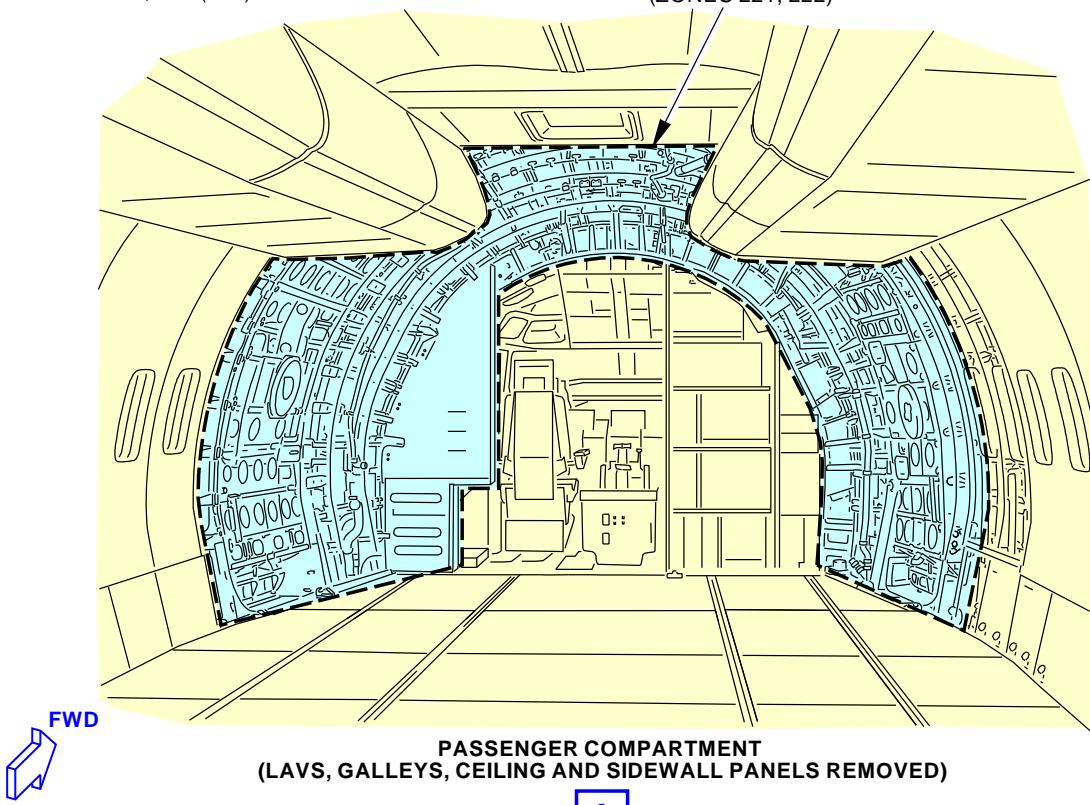
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-420-00-01LEFT (RIGHT)
FORWARD ENTRY
DOOR, 831 (841)CLEAN AREA
(ZONES 221, 222)**Passenger Compartment
Figure 1**

1962198 S0000372990_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**PASSENGER COMPARTMENT - AFT OF CONTROL
COMPARTMENT TO FWD ENTRY DOOR****D633A109-AKS
20-420-00-01****Page 5 of 5
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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75			BOEING CARD NO.
DATE	TASK RESTORE				20-430-00-01
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ZONE 231 232

Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Forward Passenger Compartment, Dry Area, Sta. 360 to 663.75. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Removal of sidewall panels, ceiling panels and return air grilles required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75
		D633A109-AKS 20-430-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-430-00-01
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► EWIS**TASK 05-42-02-100-804****1. Restore: Forward Passenger Compartment, Dry Area, Sta 360 to 663.75. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Removal of sidewall panels, ceiling panels and return air grilles required.

SUBTASK 05-42-02-160-003

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
- (2) Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Forward Passenger Compartment, Dry Area, Sta. 360 to 663.75. (EZAP)

SUBTASK 05-42-02-910-002

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75
		D633A109-AKS 20-430-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-430-00-01
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► EWIS**TASK 20-60-02-100-801****2. Cleaning to Remove Combustible Material****A. General**

- (1) This procedure is an enhanced zonal analysis procedure (EZAP) task.
- (2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.

B. Definition:

- (1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.

C. Procedure

SUBTASK 20-60-02-010-001

- (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801.

SUBTASK 20-60-02-860-001

WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL.

- (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned:

NOTE: You can remove all electrical power from the airplane if the removal from one or more systems is not possible.

- (a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.
- (b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.
- (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned.

SUBTASK 20-60-02-010-002

- (3) Remove panels as necessary to gain access to the area(s)/item(s).

SUBTASK 20-60-02-100-001

- (4) Do these steps to clean the area(s)/item(s):

NOTE: This procedure cleans the area(s)/item(s) where significant combustible material accumulates.

- (a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.

EFFECTIVITY AKS ALL	SOURCE MRB	FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75
		D633A109-AKS 20-430-00-01

AKS

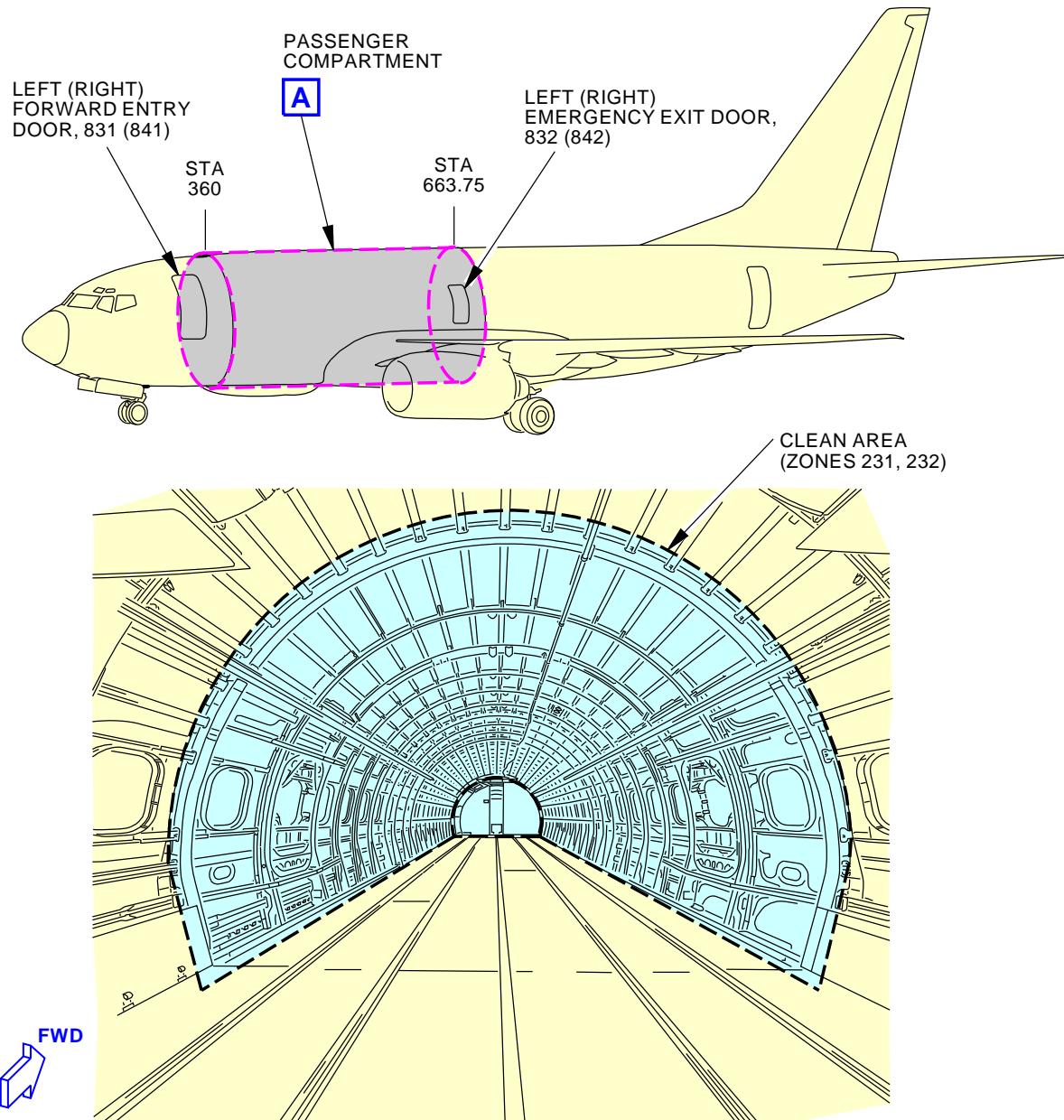


737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75
		D633A109-AKS 20-430-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-430-00-01



A

1962195 S0000372989_V2

**Passenger Compartment
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD PASSENGER COMPARTMENT - FWD ENTRY DOOR TO STA 663.75
		D633A109-AKS 20-430-00-01

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Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE RESTORE PASSENGER COMPARTMENT, STA. 360 TO 663.75			BOEING CARD NO.
DATE	TASK RESTORE				20-435-00-01
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 8 YR	REPEAT 36000 FC 8 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ZONE 231 232

Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Forward Passenger Compartment, Wet Areas, Sta. 360 to 663.75. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Galleys and lavs removed. Removal of sidewall panels, ceiling panels and return air grilles required in areas where galleys and lavs are located.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT, STA. 360 TO 663.75
		D633A109-AKS 20-435-00-01

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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. 20-435-00-01
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► EWIS**TASK 05-42-02-100-803****1. Restore: Forward Passenger Compartment, Wet Areas, Sta 360 to 663.75. (EZAP)****A. General**

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task

B. Procedure

NOTE: Galleys and lavs removed. Removal of sidewall panels, ceiling panels and return air grilles required in areas where galleys and lavs are located.

SUBTASK 05-42-02-160-004

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
(2) Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Forward Passenger Compartment, Wet Areas, Sta. 360 to 663.75. (EZAP)

SUBTASK 05-42-02-910-003

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT, STA. 360 TO 663.75
		D633A109-AKS 20-435-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-435-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				
EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT, STA. 360 TO 663.75		
		D633A109-AKS 20-435-00-01	Page 3 of 4 Jun 15/2016	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-435-00-01
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				MECH INSP
<p>(b) Remove loose contamination by hand.</p> <p>(c) Use a vacuum, STD-10711 with a soft bristle brush head to remove accumulations of combustible materials.</p> <p style="padding-left: 2em;"><u>NOTE:</u> The vacuum cleaner head should be made of plastic or non-conductive material.</p> <p>(d) Use a soft bristle brush, STD-123 to loosen accumulations of combustible materials that remain and vacuum the area(s)/item(s) again.</p> <p>(e) For contamination in the area(s) that can not be removed with a brush and vacuum, do the applicable procedure(s): CORROSION PREVENTION, AMM SECTION 51-00.</p> <p>(f) For contamination on wiring harnesses that you can not remove with a brush and vacuum, do this procedure: SWPM 20-10-04.</p>				
SUBTASK 20-60-02-410-001				
<p>CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.</p> <p>(5) Install all panels removed for access.</p>				
SUBTASK 20-60-02-860-002				
<p>(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.</p> <p>(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.</p>				
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT, STA. 360 TO 663.75		
		D633A109-AKS 20-435-00-01		Page 4 of 4 Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD			BOEING CARD NO.
DATE	TASK RESTORE				20-440-00-01
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ZONE 241 242

Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Aft Passenger Compartment, Dry Area, Sta. 663.75 to Aft Pressure Bulkhead. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Removal of sidewall panels, ceiling panels and return air grilles required.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-440-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-440-00-01
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► EWIS**TASK 05-42-02-100-802****1. Restore: Aft Passenger Compartment, Dry Area, Sta 663.75 to Aft Pressure Bulkhead. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Procedure

NOTE: Removal of sidewall panels, ceiling panels and return air grilles required.

SUBTASK 05-42-02-160-005

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
- (2) Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Aft Passenger Compartment, Dry Area, Sta. 663.75 to Aft Pressure Bulkhead. (EZAP)

SUBTASK 05-42-02-910-004

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-440-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-440-00-01
				MECH INSP
► EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General <ul style="list-style-type: none">(1) This procedure is an enhanced zonal analysis procedure (EZAP) task.(2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: <ul style="list-style-type: none">(1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 <ul style="list-style-type: none">(1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 <u>WARNING:</u> EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. <ul style="list-style-type: none">(2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible.<ul style="list-style-type: none">(a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned.(b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 <ul style="list-style-type: none">(3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 <ul style="list-style-type: none">(4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates.<ul style="list-style-type: none">(a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				

EFFECTIVITY AKS ALL	SOURCE MRB	AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-440-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-440-00-01
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				MECH INSP
(b)	Remove loose contamination by hand.			
(c)	Use a vacuum, STD-10711 with a soft bristle brush head to remove accumulations of combustible materials.			
	<u>NOTE:</u> The vacuum cleaner head should be made of plastic or non-conductive material.			
(d)	Use a soft bristle brush, STD-123 to loosen accumulations of combustible materials that remain and vacuum the area(s)/item(s) again.			
(e)	For contamination in the area(s) that can not be removed with a brush and vacuum, do the applicable procedure(s): CORROSION PREVENTION, AMM SECTION 51-00.			
(f)	For contamination on wiring harnesses that you can not remove with a brush and vacuum, do this procedure: SWPM 20-10-04.			
SUBTASK 20-60-02-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-02-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-440-00-01

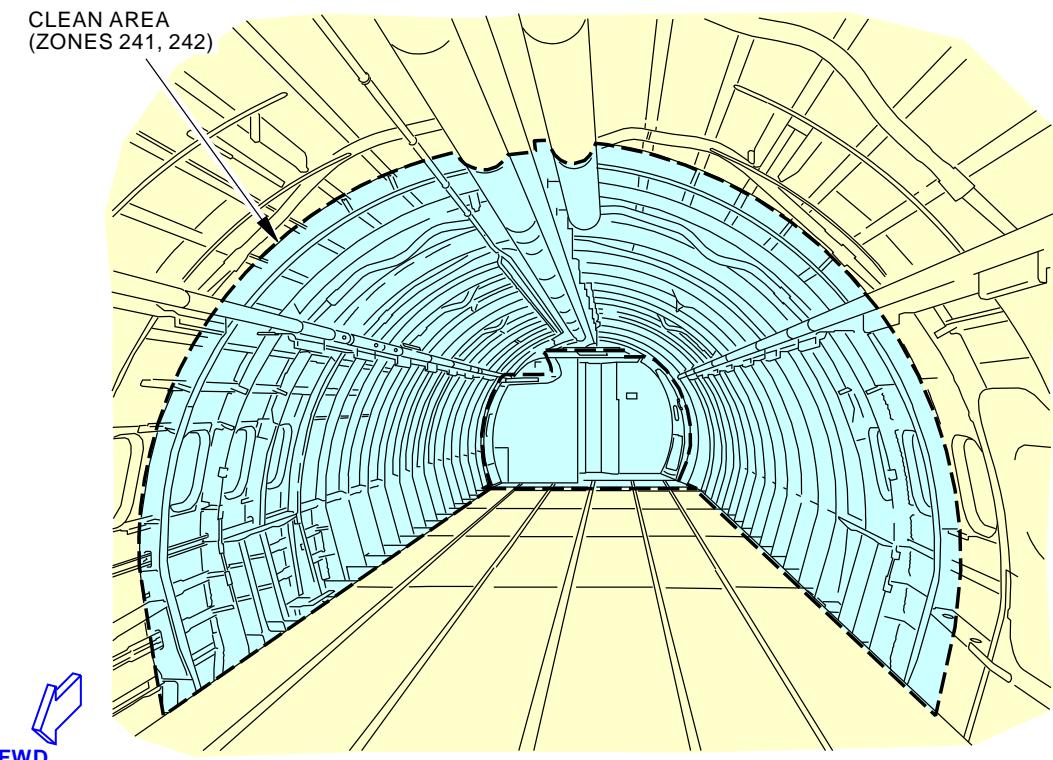
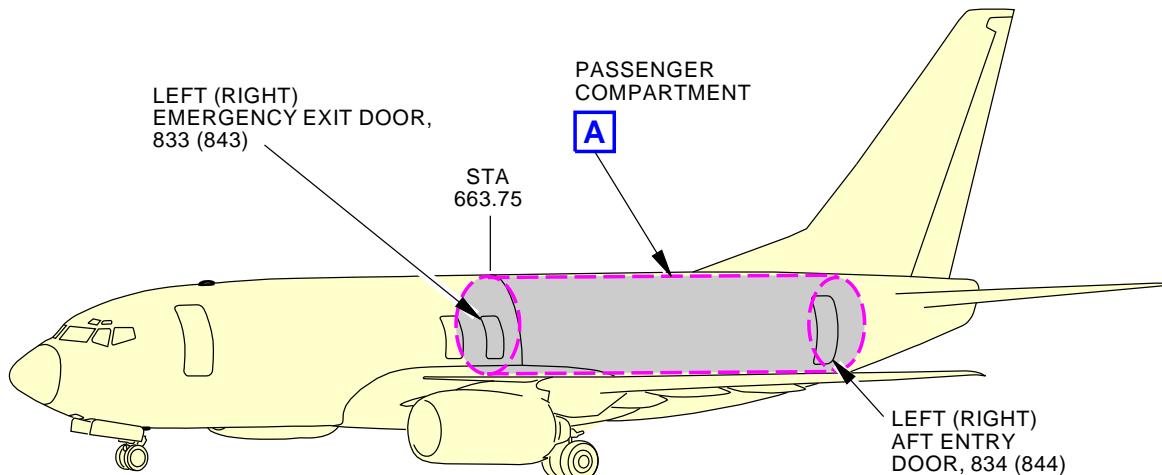
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-440-00-01**PASSENGER COMPARTMENT
(SIDEWALL PANELS, CEILING PANELS AND RETURN AIR GRILLES REMOVED)**

1962201 S0000372975_V3

**Passenger Compartment
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-440-00-01

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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT PRESSURE BULKHEAD			BOEING CARD NO. 20-445-00-01	
DATE	TASK RESTORE				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 8 YR	REPEAT 36000 FC 8 YR	APPLICABILITY AIRPLANE ALL	ENGINE ALL
STATION	SKILL AIRPL	ACCESS NOTE			ZONE 241 242	

Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Aft Passenger Compartment, Wet Areas, Sta. 663.75 to Aft Pressure Bulkhead. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Galleys and lavs removed. Removal of sidewall panels, ceiling panels and return air grilles required in areas where galleys and lavs are located.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
AMM 51-00	CORROSION PREVENTION
SWPM 20-10-04	Cleaning of Wire Harnesses

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-10711	Shop Vacuum (400Hz if using aircraft power)
STD-123	Brush - Soft Bristle

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-445-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-445-00-01
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► EWIS**TASK 05-42-02-100-801**

- Restore: Aft Passenger Compartment, Wet Areas, Sta 663.75 to Aft Pressure Bulkhead. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task

B. Procedure

NOTE: Galleys and lavs removed. Removal of sidewall panels, ceiling panels and return air grilles required in areas where galleys and lavs are located.

SUBTASK 05-42-02-160-006

- (1) Do the task, Cleaning to Remove Combustible Material, Task 20-60-02-100-801.
- (2) Restore (Clean) areas above ceiling, and behind sidewalls and return air grilles in Aft Passenger Compartment, Wet Areas, Sta. 663.75 to Aft Pressure Bulkhead. (EZAP)

SUBTASK 05-42-02-910-005

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-445-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-445-00-01
				MECH INSP
EWIS TASK 20-60-02-100-801				
2. Cleaning to Remove Combustible Material				
A. General (1) This procedure is an enhanced zonal analysis procedure (EZAP) task. (2) This procedure cleans the area(s) and/or items(s) to significantly reduce the accumulation of combustible material.				
B. Definition: (1) A combustible material is any solid, liquid, or gaseous material that has the ability to cause a fire to be sustained after removal of the ignition source. Refer to Advisory Circular AC 25-27 for additional information regarding combustible materials and wiring contamination.				
C. Procedure SUBTASK 20-60-02-010-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-02-860-001 WARNING: EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED PANELS. HIGH VOLTAGES PRESENT CAN BE FATAL. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power in the area(s) or from the item(s) to be cleaned: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) in the area(s) and/or from the item(s) to be cleaned. (b) Open circuit breakers and switches for the applicable area(s) and/or from the item(s) to be cleaned. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) to be cleaned. SUBTASK 20-60-02-010-002 (3) Remove panels as necessary to gain access to the area(s)/item(s). SUBTASK 20-60-02-100-001 (4) Do these steps to clean the area(s)/item(s): <u>NOTE:</u> This procedure cleans the area(s)/item(s) where significant combustible material accumulates. (a) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801.				
EFFECTIVITY AKS ALL		SOURCE MRB	RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT PRESSURE BULKHEAD D633A109-AKS 20-445-00-01	
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737-600/700/800/900 TASK CARDS

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT PRESSURE BULKHEAD
		D633A109-AKS 20-445-00-01

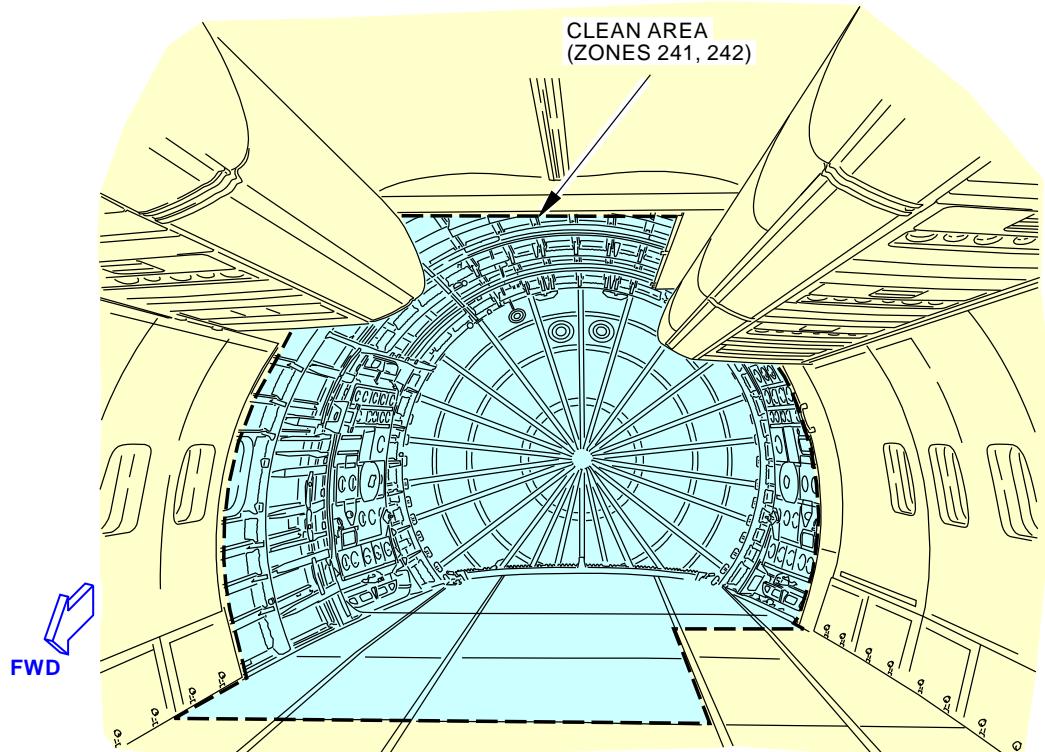
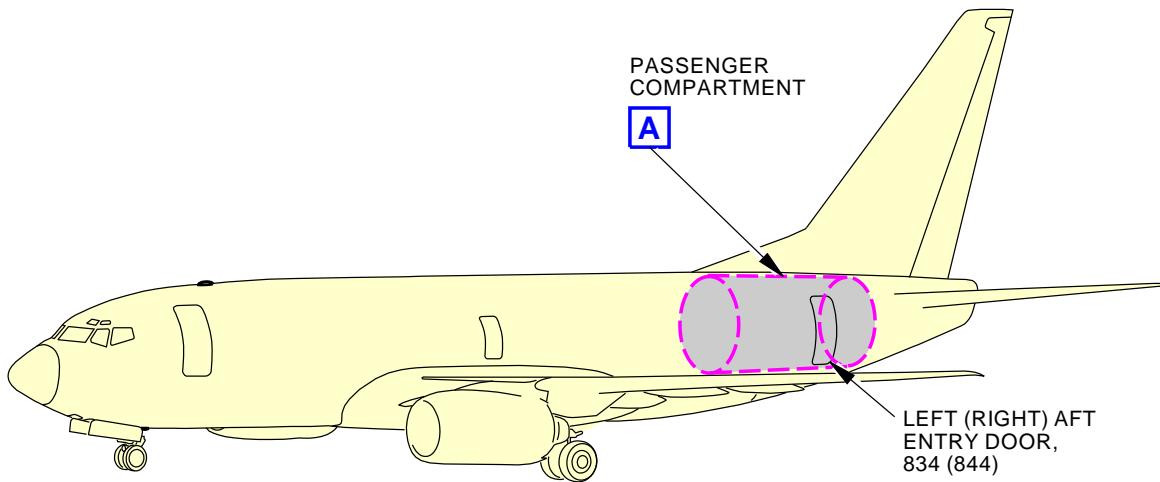
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-445-00-01

**PASSENGER COMPARTMENT
(LAVS, GALLEYS, CEILING, SIDEWALL PANELS, AND RETURN AIR GRILLES
REMOVED)**



1962205 S0000372972_V3

**Passenger Compartment
Figure 1**

EFFECTIVITY
AKS ALLSOURCE
MRB**RESTORE PASSENGER COMPARTMENT STA 663.75 TO AFT
PRESSURE BULKHEAD****D633A109-AKS
20-445-00-01****Page 5 of 5
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737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE AREA AFT OF PRESSURE BULKHEAD			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-450-00-01
TAIL NUMBER	WORK AREA EMPENNAGE	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 311BL			ZONE 311 312

Inspect (Detailed) the APU starter/generator power feeder wiring and connected EWIS in the area aft of pressure bulkhead. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF PRESSURE BULKHEAD
		D633A109-AKS 20-450-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-450-00-01
				MECH INSP
► EWIS				
TASK 05-42-03-211-802				
1. Detailed Inspection: APU Starter/Generator Power Feeder Wiring/EWIS in the area aft of Pressure Bulkhead. (EZAP)				
Figure 1				
A. General				
(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection				
SUBTASK 05-42-03-010-003				
(1) Open this access panel:				
Number Name/Location				
311BL Stabilizer Trim Access Door				
SUBTASK 05-42-03-211-002				
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.				
(3) Inspect (Detailed) the APU starter/generator power feeder wiring and connected EWIS in the area aft of pressure bulkhead. (EZAP)				
SUBTASK 05-42-03-910-003				
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-03-410-003				
(5) Close this access panel:				
Number Name/Location				
311BL Stabilizer Trim Access Door				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF PRESSURE BULKHEAD	
		D633A109-AKS 20-450-00-01	Page 2 of 6 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-450-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF PRESSURE BULKHEAD D633A109-AKS 20-450-00-01	Page 3 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. 20-450-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF PRESSURE BULKHEAD D633A109-AKS 20-450-00-01	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. 20-450-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	AREA AFT OF PRESSURE BULKHEAD
		D633A109-AKS 20-450-00-01

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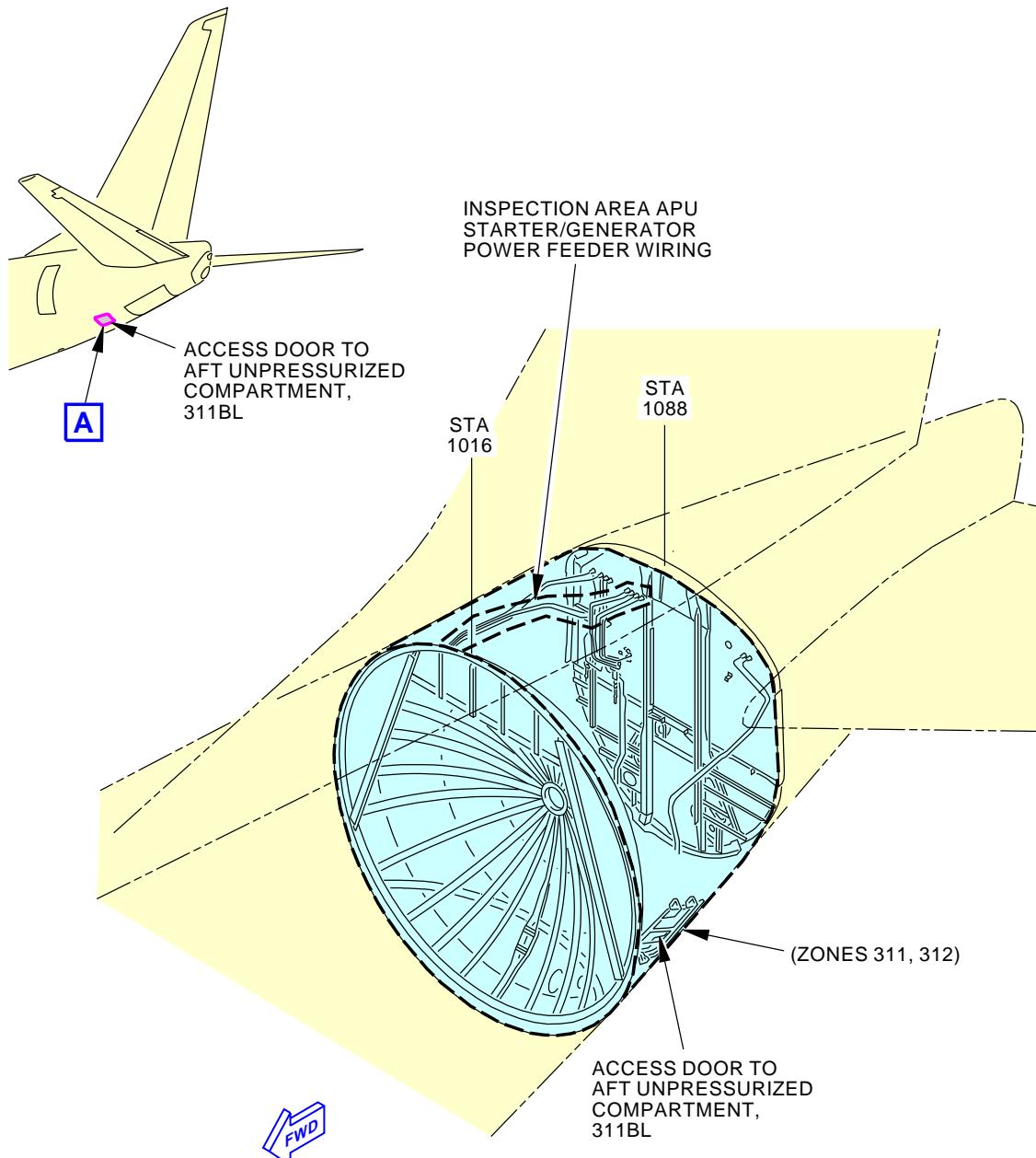
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-450-00-01**A**

1962822 S0000373348_V3

**Aft Pressure Bulkhead APU EWIS
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**AREA AFT OF PRESSURE BULKHEAD****D633A109-AKS
20-450-00-01****Page 6 of 6
Feb 15/2015**

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

AIRLINE CARD NO		TITLE APU COMPARTMENT			BOEING CARD NO. 20-460-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA APU COMPARTMENT	VERSION 1.1 1.2	THRESHOLD 5500 FC 30 MO	REPEAT 5500 FC 30 MO	APPLICABILITY AIRPLANE ENGINE ALL ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS 315A			ZONE 315 316

Inspect (Detailed) the APU starter/generator power feeder wiring, ignition leads and connected EWIS in the APU Compartment. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT
		D633A109-AKS 20-460-00-01

**Page 1 of 7
Oct 15/2014**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-460-00-01
				MECH INSP
► EWIS				
TASK 05-42-03-211-801				
1. Detailed Inspection: APU Starter/Generator Power Feeder Wiring/EWIS in the APU compartment. (EZAP)				
Figure 1				
A. General				
(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection				
SUBTASK 05-42-03-010-002				
(1) Open this access panel:				
Number Name/Location				
315A APU Cowl Door				
SUBTASK 05-42-03-211-001				
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.				
(3) Inspect (Detailed) the APU starter/generator power feeder wiring, ignition leads and connected EWIS in the APU Compartment. (EZAP)				
SUBTASK 05-42-03-910-002				
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-03-410-002				
(5) Close this access panel:				
Number Name/Location				
315A APU Cowl Door				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT
		D633A109-AKS 20-460-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-460-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT D633A109-AKS 20-460-00-01	Page 3 of 7 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. 20-460-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT D633A109-AKS 20-460-00-01	Page 4 of 7 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. 20-460-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT
		D633A109-AKS 20-460-00-01

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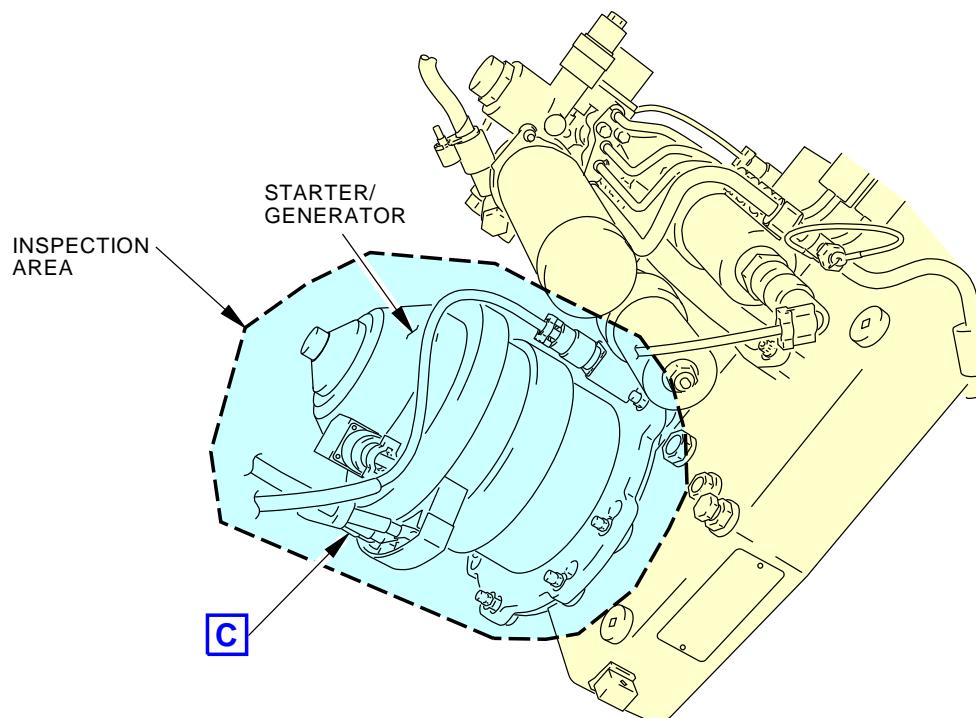
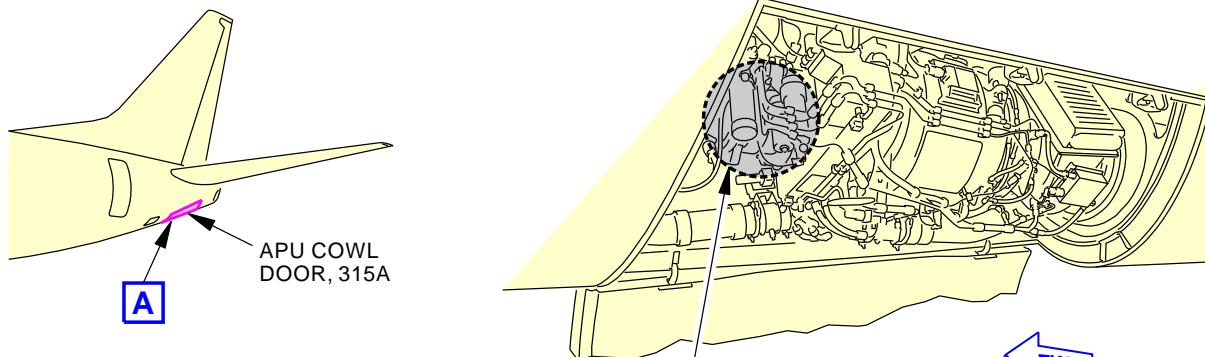
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

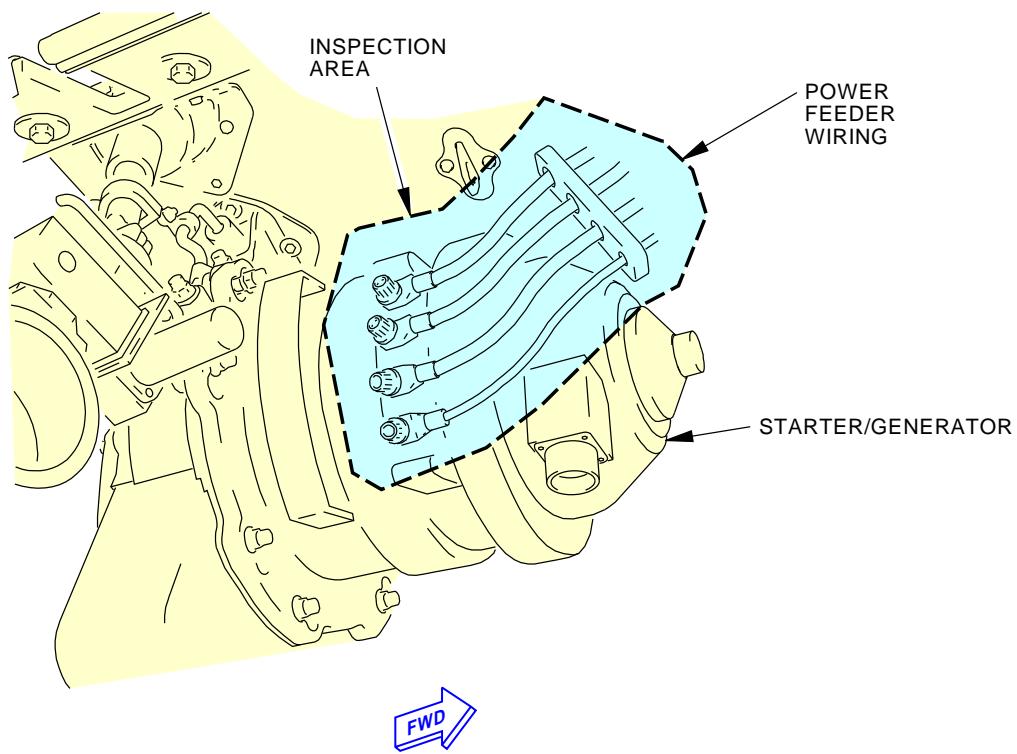
BOEING CARD NO.
20-460-00-01**APU COMPARTMENT**

1962846 S0000373337_V3

APU Starter/Generator Power Feeder Wiring, Ignition Leads, and EWIS
Figure 1 (Sheet 1 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**APU COMPARTMENT****D633A109-AKS**
20-460-00-01**Page 6 of 7**
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-460-00-01



1962851 S0000373340_V3

APU Starter/Generator Power Feeder Wiring, Ignition Leads, and EWIS
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	APU COMPARTMENT
		D633A109-AKS 20-460-00-01

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Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE EXPOSED EWIS IN THE TAIL CONE			BOEING CARD NO.
DATE	TASK INSPECTION - GEN VISUAL				20-465-00-01 RELATED CARD
TAIL NUMBER	WORK AREA TAIL CONE	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 318BR			ZONE 317 318

Inspect (General Visual) all exposed EWIS in the Tail Cone. (EZAP)

INTERVAL NOTE: Whichever comes first.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE TAIL CONE
		D633A109-AKS 20-465-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-465-00-01						
<p>► EWIS</p> <p>TASK 05-42-03-210-801</p> <p>1. General Visual Inspection: Exposed EWIS in the Tail Cone. (EZAP)</p> <p>Figure 1</p> <p>A. General</p> <p>(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.</p> <p>B. Inspection</p> <p>SUBTASK 05-42-03-010-001</p> <p>(1) Open this access panel:</p> <table><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr><tr><td>318BR</td><td>Tailcone Access Door</td></tr></table> <p>SUBTASK 05-42-03-210-001</p> <p>(2) Do the inspection, General Visual Inspection of EWIS, Task 20-60-04-100-801.</p> <p>(3) Inspect (General Visual) all exposed EWIS in the Tail Cone. (EZAP)</p> <p>SUBTASK 05-42-03-910-001</p> <p>(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.</p> <p>SUBTASK 05-42-03-410-001</p> <p>(5) Close this access panel:</p> <table><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr><tr><td>318BR</td><td>Tailcone Access Door</td></tr></table> <p style="text-align: center;">— END OF TASK —</p>	<u>Number</u>	<u>Name/Location</u>	318BR	Tailcone Access Door	<u>Number</u>	<u>Name/Location</u>	318BR	Tailcone Access Door	MECH	INSP
<u>Number</u>	<u>Name/Location</u>									
318BR	Tailcone Access Door									
<u>Number</u>	<u>Name/Location</u>									
318BR	Tailcone Access Door									

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE TAIL CONE
		D633A109-AKS 20-465-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-465-00-01
				MECH INSP
► EWIS TASK 20-60-04-100-801				
2. General Visual Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a general visual inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) General Visual Inspection (GVI)—A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.				
C. Procedure SUBTASK 20-60-04-210-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-04-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-04-010-002 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-04-210-002 (4) Do these steps to perform a general inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE TAIL CONE D633A109-AKS 20-465-00-01	Page 3 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. 20-465-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE TAIL CONE D633A109-AKS 20-465-00-01	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. 20-465-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-04-410-002

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-04-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	EXPOSED EWIS IN THE TAIL CONE
		D633A109-AKS 20-465-00-01

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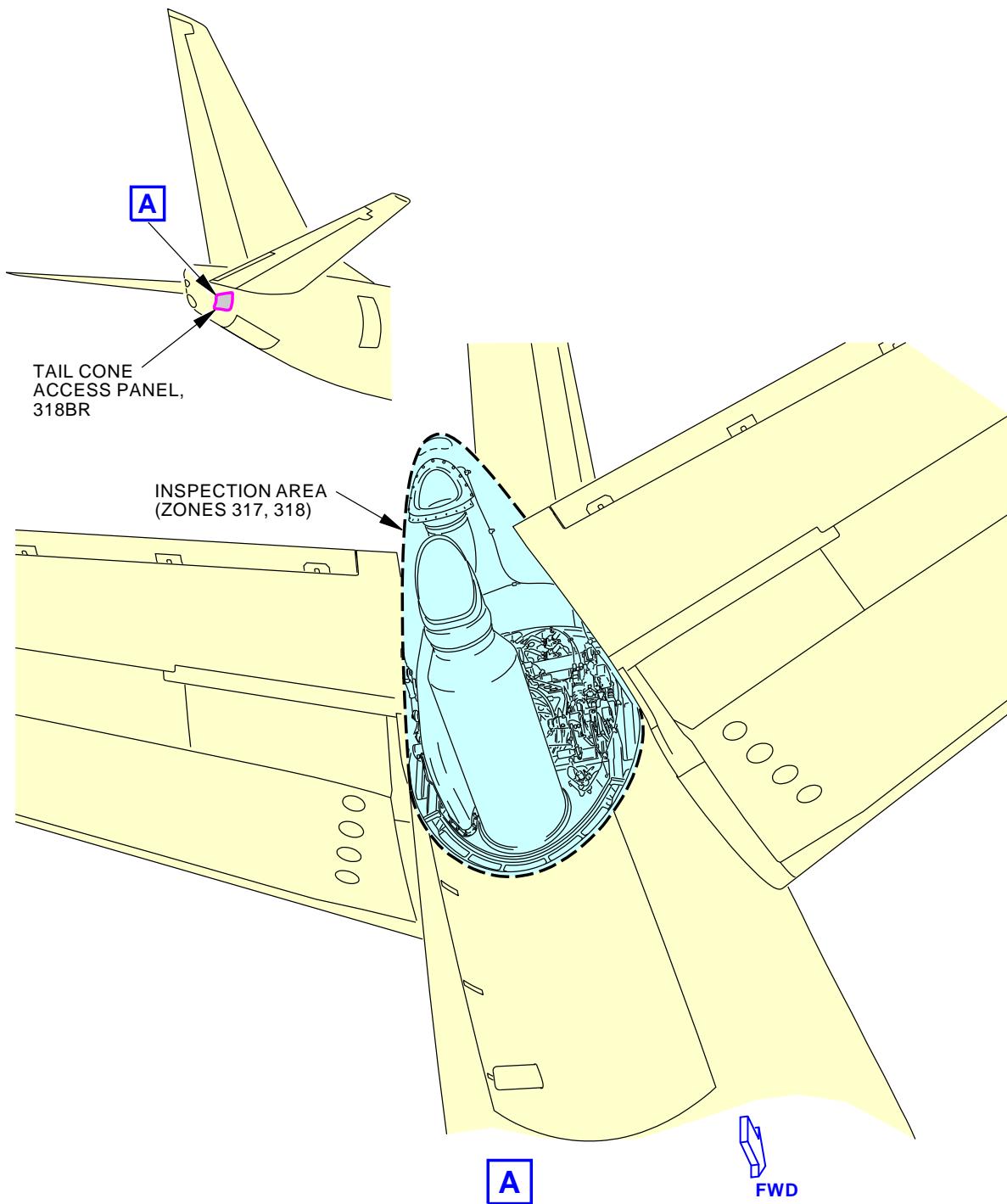
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-465-00-01

1962856 S0000373018_V2

**Inspect (General Visual) - Exposed EWIS In Tail Cone
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**EXPOSED EWIS IN THE TAIL CONE****D633A109-AKS
20-465-00-01****Page 6 of 6
Feb 15/2015**

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

AIRLINE CARD NO		TITLE ENGINE NO. 1			BOEING CARD NO. 20-470-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 5500 FC	REPEAT 5500 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	30 MO	30 MO	AIRPLANE ALL ENGINE ALL
		ACCESS 413 414 415 416			ZONE 411

Inspect (Detailed) the IDG power feeder wiring and connected EWIS - Engine No. 1. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 1 D633A109-AKS 20-470-00-01	Page 1 of 6 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. 20-470-00-01										
				MECH INSP										
► EWIS TASK 05-42-04-211-801														
1. Detailed Inspection: IDG Power Feeder Wiring/EWIS - Engine No. 1. (EZAP)														
Figure 1														
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.														
B. Inspection														
SUBTASK 05-42-04-010-001														
(1) Open these access panels:														
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>413</td><td>Left Fan Cowl, Engine 1</td></tr><tr><td>414</td><td>Right Fan Cowl, Engine 1</td></tr><tr><td>415</td><td>Left Thrust Reverser, Engine 1</td></tr><tr><td>416</td><td>Right Thrust Reverser, Engine 1</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	413	Left Fan Cowl, Engine 1	414	Right Fan Cowl, Engine 1	415	Left Thrust Reverser, Engine 1	416	Right Thrust Reverser, Engine 1	
<u>Number</u>	<u>Name/Location</u>													
413	Left Fan Cowl, Engine 1													
414	Right Fan Cowl, Engine 1													
415	Left Thrust Reverser, Engine 1													
416	Right Thrust Reverser, Engine 1													
SUBTASK 05-42-04-211-001														
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.														
(3) Inspect (Detailed) the IDG power feeder wiring and connected EWIS - Engine No. 1. (EZAP)														
SUBTASK 05-42-04-910-001														
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.														
SUBTASK 05-42-04-410-001														
(5) Close these access panels:														
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>413</td><td>Left Fan Cowl, Engine 1</td></tr><tr><td>414</td><td>Right Fan Cowl, Engine 1</td></tr><tr><td>415</td><td>Left Thrust Reverser, Engine 1</td></tr><tr><td>416</td><td>Right Thrust Reverser, Engine 1</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	413	Left Fan Cowl, Engine 1	414	Right Fan Cowl, Engine 1	415	Left Thrust Reverser, Engine 1	416	Right Thrust Reverser, Engine 1	
<u>Number</u>	<u>Name/Location</u>													
413	Left Fan Cowl, Engine 1													
414	Right Fan Cowl, Engine 1													
415	Left Thrust Reverser, Engine 1													
416	Right Thrust Reverser, Engine 1													
— END OF TASK —														

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 1 D633A109-AKS 20-470-00-01	Page 2 of 6 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. 20-470-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: NOTE: You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 1 D633A109-AKS 20-470-00-01	Page 3 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. 20-470-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 1 D633A109-AKS 20-470-00-01	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. 20-470-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 1 D633A109-AKS 20-470-00-01	Page 5 of 6 Jun 15/2016
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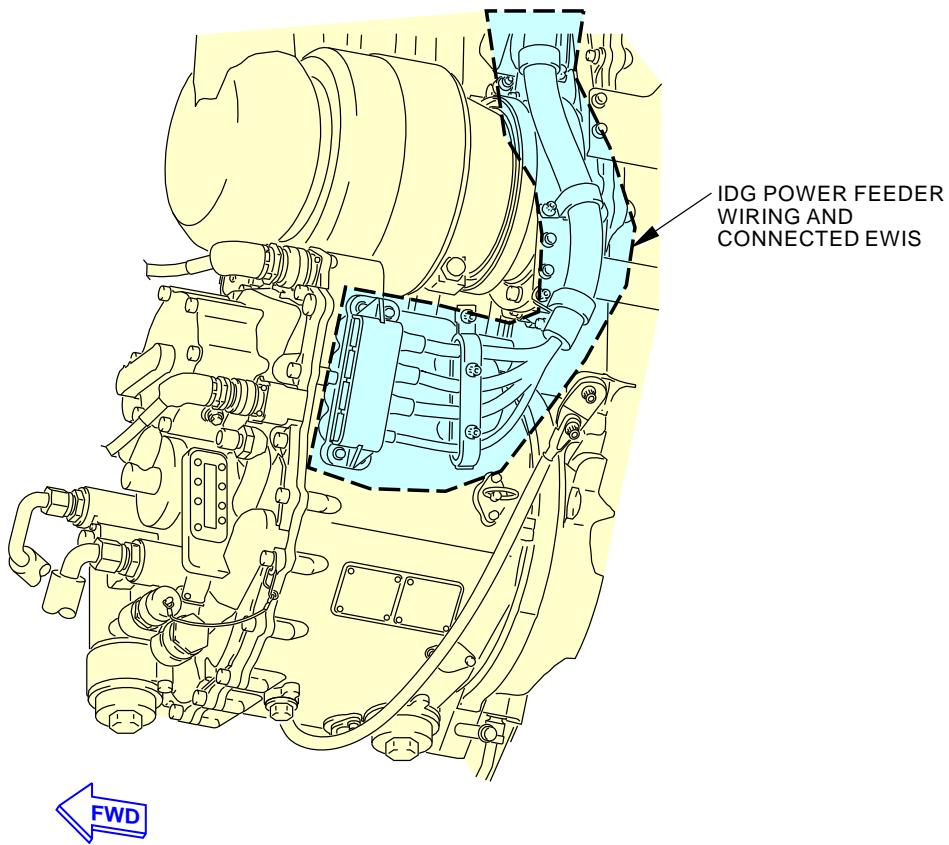
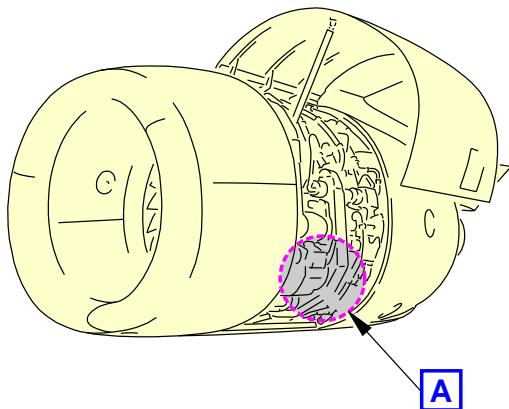
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-470-00-01**A**

1962878 S0000373196_V3

**IDG Power Feeder and Connected EWIS
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE NO. 1****D633A109-AKS
20-470-00-01****Page 6 of 6
Feb 15/2015**

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

AIRLINE CARD NO		TITLE ENGINE NO. 2			BOEING CARD NO. 20-480-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 5500 FC	REPEAT 5500 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	30 MO	30 MO	AIRPLANE ALL ENGINE ALL
		ACCESS 423 424 425 426			ZONE 421

Inspect (Detailed) the IDG power feeder wiring and connected EWIS - Engine No. 2. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 2
		D633A109-AKS 20-480-00-01

**Page 1 of 6
Oct 15/2014**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-480-00-01										
EWIS				MECH INSP										
TASK 05-42-04-211-802														
1. Detailed Inspection: IDG Power Feeder Wiring/EWIS - Engine No. 2. (EZAP)														
Figure 1														
A. General														
(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.														
B. Inspection														
SUBTASK 05-42-04-010-002														
(1) Open these access panels:														
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>423</td><td>Left Fan Cowl, Engine 2</td></tr><tr><td>424</td><td>Right Fan Cowl, Engine 2</td></tr><tr><td>425</td><td>Left Thrust Reverser, Engine 2</td></tr><tr><td>426</td><td>Right Thrust Reverser, Engine 2</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	423	Left Fan Cowl, Engine 2	424	Right Fan Cowl, Engine 2	425	Left Thrust Reverser, Engine 2	426	Right Thrust Reverser, Engine 2	
<u>Number</u>	<u>Name/Location</u>													
423	Left Fan Cowl, Engine 2													
424	Right Fan Cowl, Engine 2													
425	Left Thrust Reverser, Engine 2													
426	Right Thrust Reverser, Engine 2													
SUBTASK 05-42-04-211-002														
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.														
(3) Inspect (Detailed) the IDG power feeder wiring and connected EWIS - Engine No. 2. (EZAP)														
SUBTASK 05-42-04-910-002														
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.														
SUBTASK 05-42-04-410-002														
(5) Close these access panels:														
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<u>Number</u>	<u>Name/Location</u>													
423	Left Fan Cowl, Engine 2													
424	Right Fan Cowl, Engine 2													
425	Left Thrust Reverser, Engine 2													
426	Right Thrust Reverser, Engine 2													
— END OF TASK —														

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 2 D633A109-AKS 20-480-00-01	Page 2 of 6 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. 20-480-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 2 D633A109-AKS 20-480-00-01	Page 3 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. 20-480-00-01
				MECH INSP
(a) Protect all EWIS during the inspection:				
CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.				
CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.				
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				
1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.				
CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.				
2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.				
(b) Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.				
1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.				
(c) Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.				
(d) Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.				
(e) Check switches for rear protection cap damage.				
(f) Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.				
(g) Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.				
(h) Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.				
(i) If damage is found on any EWIS, do the following:				

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 2 D633A109-AKS 20-480-00-01	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. 20-480-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	ENGINE NO. 2 D633A109-AKS 20-480-00-01	Page 5 of 6 Jun 15/2016
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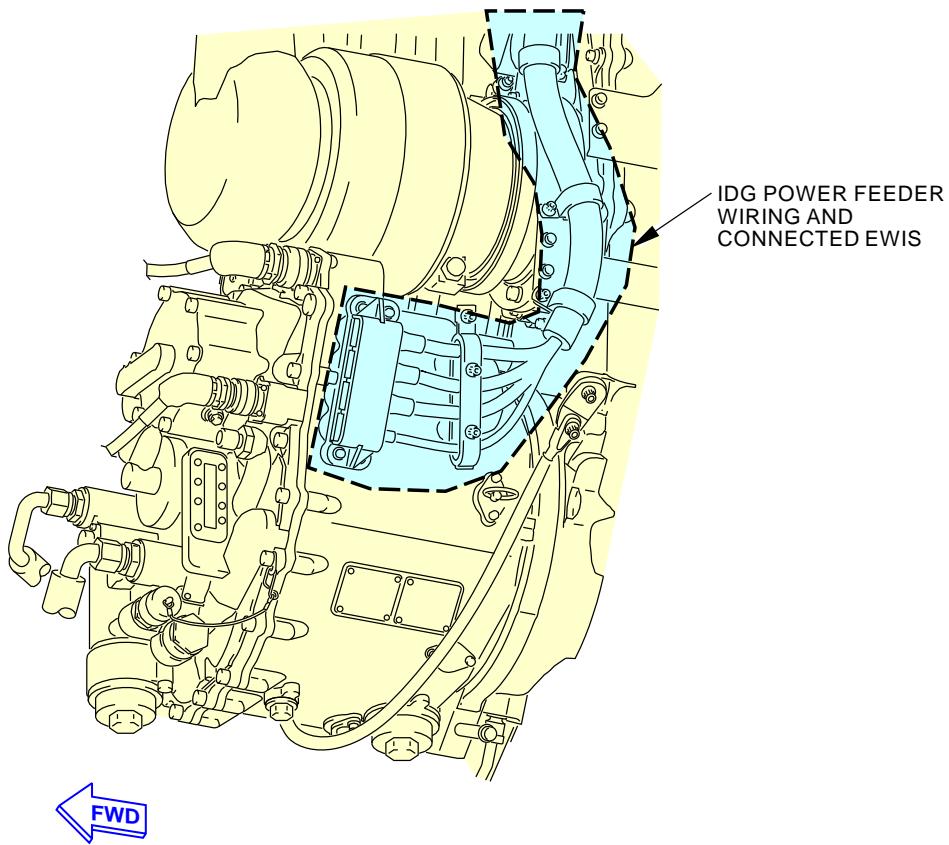
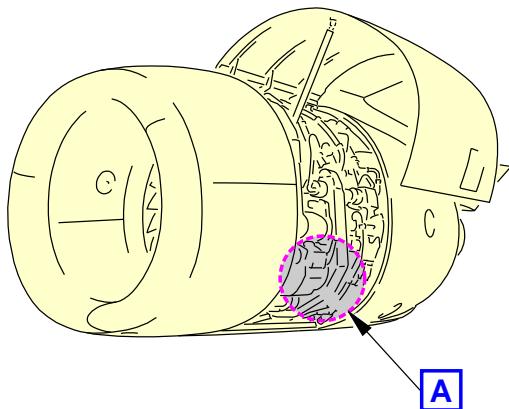
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-480-00-01**A**

1962878 S0000373196_V3

**IDG Power Feeder and Connected EWIS
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**ENGINE NO. 2****D633A109-AKS
20-480-00-01****Page 6 of 6
Feb 15/2015**

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

AIRLINE CARD NO		TITLE FWD STRUT FAIRING - ENGINE NO. 1			BOEING CARD NO. 20-490-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 431AL 431AR 431AT 431BL 431BR 431CL 431CR 431DL 431DR 431EL 431ER			ZONE 431

Inspect (Detailed) all exposed EWIS in the Forward Strut Fairing - Engine No. 1. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

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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. 20-490-00-01																																														
<p>► EWIS</p> <p>TASK 05-42-04-211-803</p> <p>1. Detailed Inspection: Exposed EWIS in the Forward Strut Fairing - Engine No. 1. (EZAP)</p> <p>Figure 1</p> <p>A. General</p> <p>(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.</p> <p>B. Inspection</p> <p>SUBTASK 05-42-04-010-003</p> <p>(1) Open these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 1</td></tr><tr><td>431BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 1</td></tr><tr><td>431BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 1</td></tr><tr><td>431CL</td><td>Forward Strut Fairing, Left Overwing Fairing, Strut 1</td></tr><tr><td>431CR</td><td>Forward Strut Fairing, Right Overwing Fairing, Strut 1</td></tr><tr><td>431DL</td><td>Forward Strut Fairing, Left Underwing Fairing, Strut 1</td></tr><tr><td>431DR</td><td>Forward Strut Fairing, Right Underwing Fairing, Strut 1</td></tr><tr><td>431EL</td><td>Forward Strut Fairing, Left T.R. Strut Fairing, Strut 1</td></tr><tr><td>431ER</td><td>Forward Strut Fairing, Right T.R. Strut Fairing, Strut 1</td></tr></tbody></table> <p>SUBTASK 05-42-04-211-003</p> <p>(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.</p> <p>(3) Inspect (Detailed) all exposed EWIS in the Forward Strut Fairing - Engine No. 1. (EZAP)</p> <p>SUBTASK 05-42-04-910-003</p> <p>(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.</p> <p>SUBTASK 05-42-04-410-003</p> <p>(5) Close these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>431AL</td><td>Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AR</td><td>Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1</td></tr><tr><td>431AT</td><td>Forward Strut Fairing, Thumbnail Fairing, Strut 1</td></tr><tr><td>431BL</td><td>Forward Strut Fairing, Left Mid Strut Fairing, Strut 1</td></tr><tr><td>431BR</td><td>Forward Strut Fairing, Right Mid Strut Fairing, Strut 1</td></tr><tr><td>431CL</td><td>Forward Strut Fairing, Left Overwing Fairing, Strut 1</td></tr><tr><td>431CR</td><td>Forward Strut Fairing, Right Overwing Fairing, Strut 1</td></tr><tr><td>431DL</td><td>Forward Strut Fairing, Left Underwing Fairing, Strut 1</td></tr><tr><td>431DR</td><td>Forward Strut Fairing, Right Underwing Fairing, Strut 1</td></tr><tr><td>431EL</td><td>Forward Strut Fairing, Left T.R. Strut Fairing, Strut 1</td></tr><tr><td>431ER</td><td>Forward Strut Fairing, Right T.R. Strut Fairing, Strut 1</td></tr></tbody></table>	<u>Number</u>	<u>Name/Location</u>	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1	431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1	431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1	431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1	431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1	431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1	431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1	431DL	Forward Strut Fairing, Left Underwing Fairing, Strut 1	431DR	Forward Strut Fairing, Right Underwing Fairing, Strut 1	431EL	Forward Strut Fairing, Left T.R. Strut Fairing, Strut 1	431ER	Forward Strut Fairing, Right T.R. Strut Fairing, Strut 1	<u>Number</u>	<u>Name/Location</u>	431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1	431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1	431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1	431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1	431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1	431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1	431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1	431DL	Forward Strut Fairing, Left Underwing Fairing, Strut 1	431DR	Forward Strut Fairing, Right Underwing Fairing, Strut 1	431EL	Forward Strut Fairing, Left T.R. Strut Fairing, Strut 1	431ER	Forward Strut Fairing, Right T.R. Strut Fairing, Strut 1	MECH	INSP
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EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-490-00-01
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— END OF TASK —

MECH	INSP

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

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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. 20-490-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: NOTE: You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1 D633A109-AKS 20-490-00-01	Page 4 of 7 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. 20-490-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-490-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
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2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

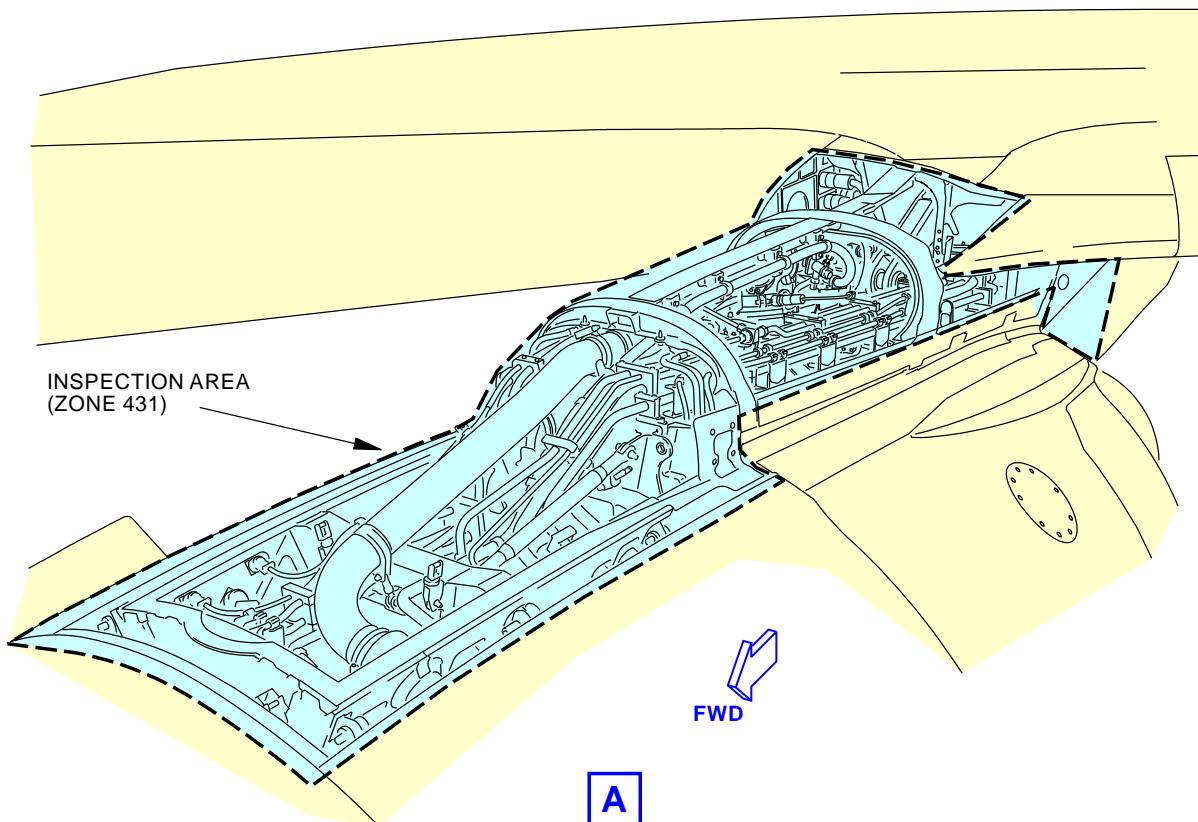
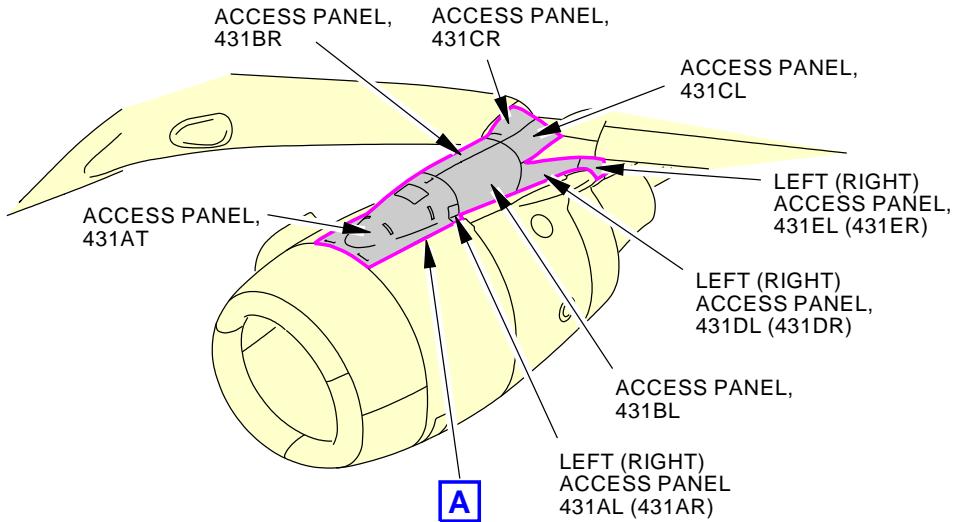
———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-490-00-01



**Forward Strut Fairing - Engine 1
Figure 1**

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EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 1
		D633A109-AKS 20-490-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE FAN COWL SUPPORT BEAM - ENGINE NO. 1			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-500-00-01 RELATED CARD
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 431AT			ZONE 432

Inspect (Detailed) all exposed EWIS in Fan Cowl Support Beam - Engine No. 1. (EZAP)

INTERVAL NOTE: Whichever comes first.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-500-00-01
				MECH INSP
► EWIS TASK 05-42-04-211-804				
1. Detailed Inspection: Exposed EWIS in Fan Cowl Support Beam - Engine No. 1. (EZAP)				
Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection SUBTASK 05-42-04-010-004 (1) Open this access panel: Number Name/Location 431AT Forward Strut Fairing, Thumbnail Fairing, Strut 1				
SUBTASK 05-42-04-211-004 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.				
(3) Inspect (Detailed) all exposed EWIS in Fan Cowl Support Beam - Engine No. 1. (EZAP)				
SUBTASK 05-42-04-910-004 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-04-410-004 (5) Close this access panel: Number Name/Location 431AT Forward Strut Fairing, Thumbnail Fairing, Strut 1				
———— END OF TASK ——				

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-500-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
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B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
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EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-500-00-01
				MECH INSP
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	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
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	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
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	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-500-00-01									
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SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

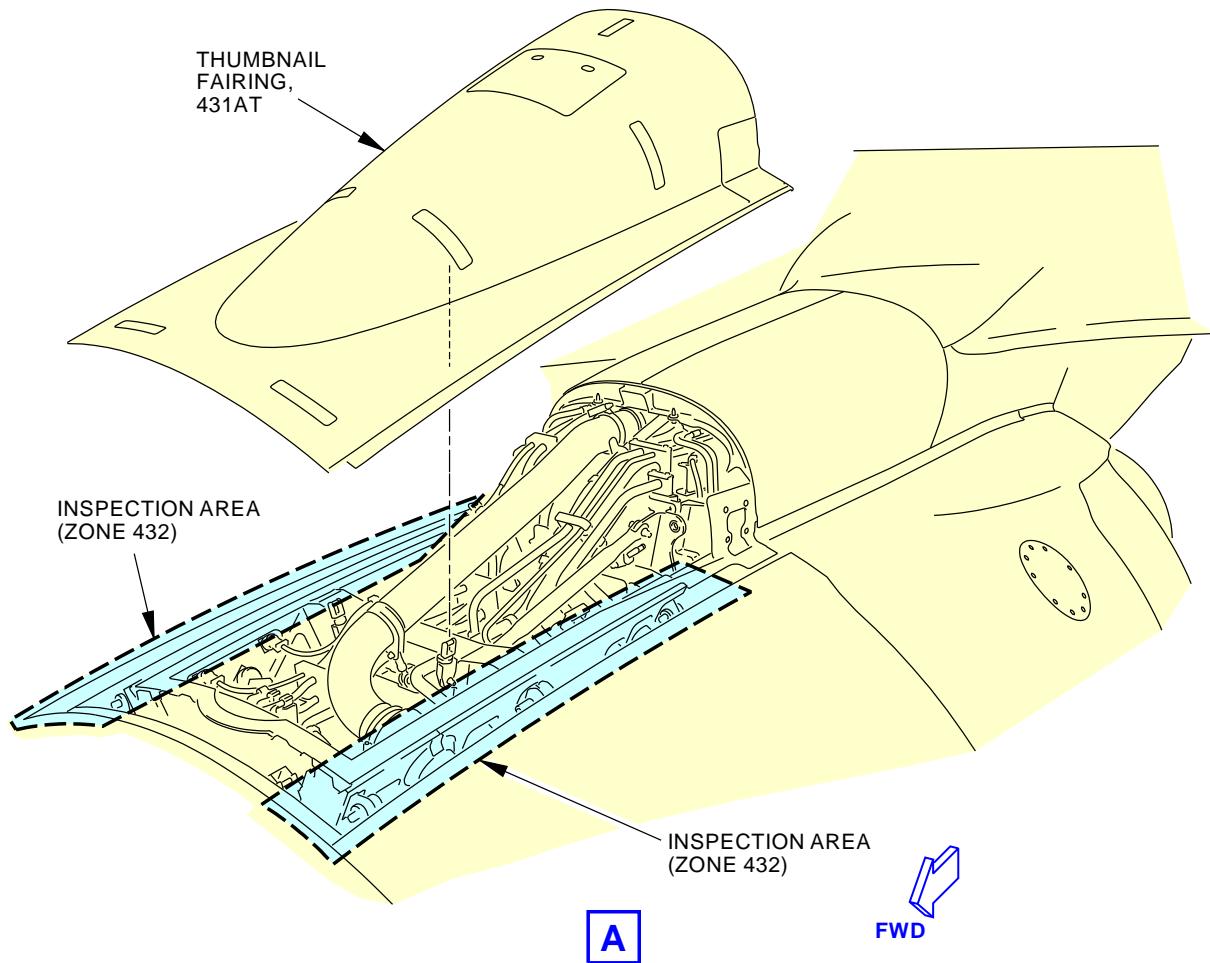
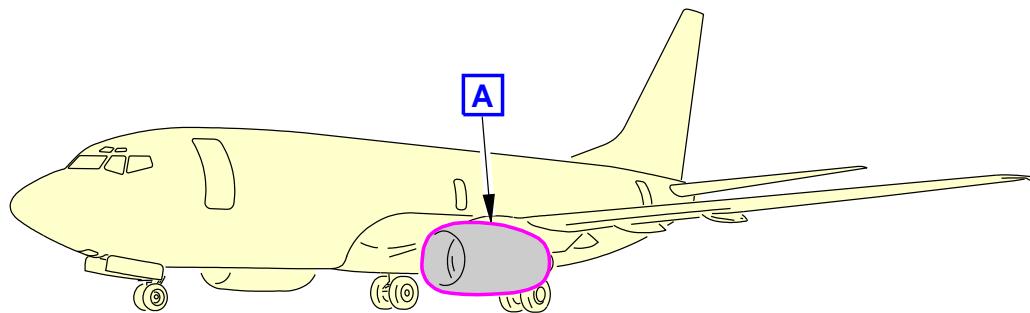
———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-500-00-01



**Fan Cowl Support Beam
Figure 1**

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EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 1
		D633A109-AKS 20-500-00-01

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Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE STRUT TORQUE BOX - ENGINE NO. 1			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-510-00-01
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 433AL 433AR 433AT 433BT 433CT 433DT			ZONE 433

Inspect (Detailed) all exposed EWIS in Strut Torque Box - Engine No. 1. (EZAP)

INTERVAL NOTE: Whichever comes first.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-510-00-01														
				MECH INSP														
► EWIS TASK 05-42-04-211-805																		
1. Detailed Inspection: Exposed EWIS in Strut Torque Box - Engine No. 1. (EZAP)																		
Figure 1																		
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																		
B. Inspection																		
SUBTASK 05-42-04-010-005																		
(1) Open these access panels:																		
<table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>433AL</td><td>Strut, Left Aft Dry Bay, Strut 1</td></tr><tr><td>433AR</td><td>Strut, Right Aft Dry Bay, Strut 1</td></tr><tr><td>433AT</td><td>Strut, Forward Spar Web, Strut 1</td></tr><tr><td>433BT</td><td>Strut, Forward Spar Web, Strut 1</td></tr><tr><td>433CT</td><td>Strut, Upper Spar Web, Strut 1</td></tr><tr><td>433DT</td><td>Strut, Upper Spar Web, Strut 1</td></tr></tbody></table>				Number	Name/Location	433AL	Strut, Left Aft Dry Bay, Strut 1	433AR	Strut, Right Aft Dry Bay, Strut 1	433AT	Strut, Forward Spar Web, Strut 1	433BT	Strut, Forward Spar Web, Strut 1	433CT	Strut, Upper Spar Web, Strut 1	433DT	Strut, Upper Spar Web, Strut 1	
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433DT	Strut, Upper Spar Web, Strut 1																	
SUBTASK 05-42-04-211-005																		
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.																		
(3) Inspect (Detailed) all exposed EWIS in Strut Torque Box - Engine No. 1. (EZAP)																		
SUBTASK 05-42-04-910-005																		
(4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.																		
SUBTASK 05-42-04-410-005																		
(5) Close these access panels:																		
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— END OF TASK —																		

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-510-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1 D633A109-AKS 20-510-00-01	Page 3 of 7 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. 20-510-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-510-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

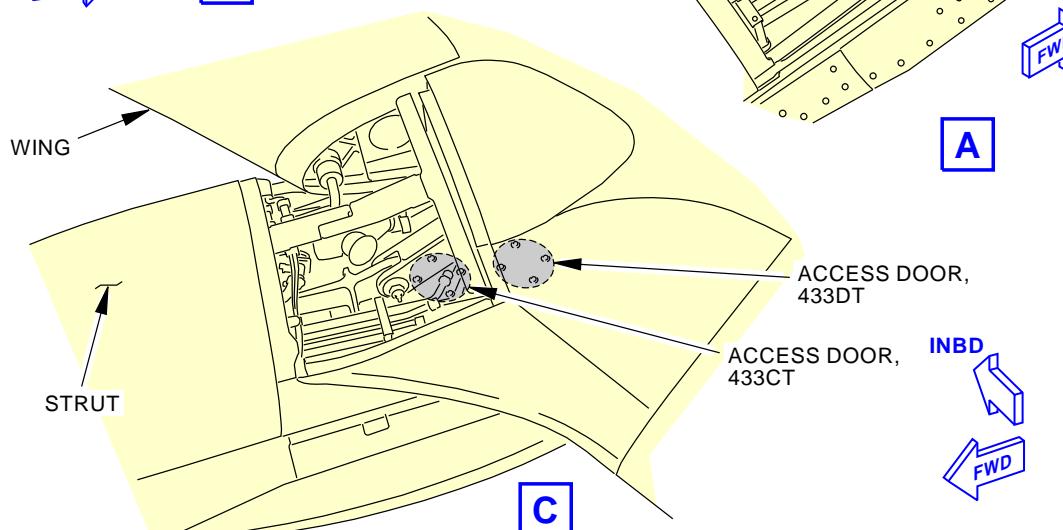
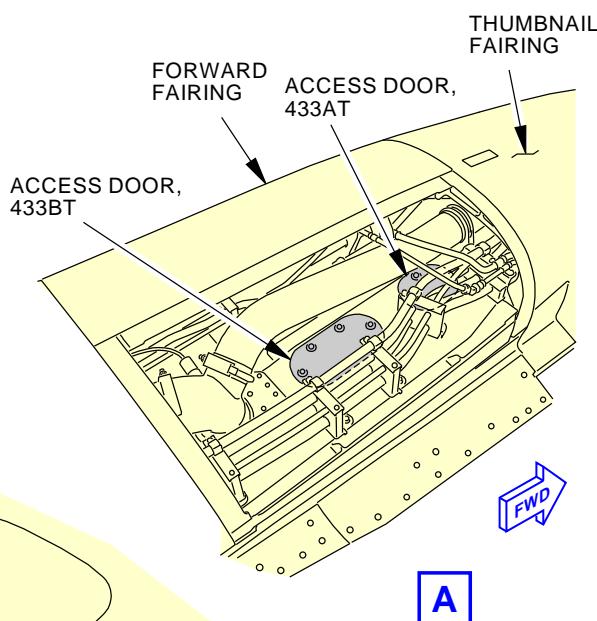
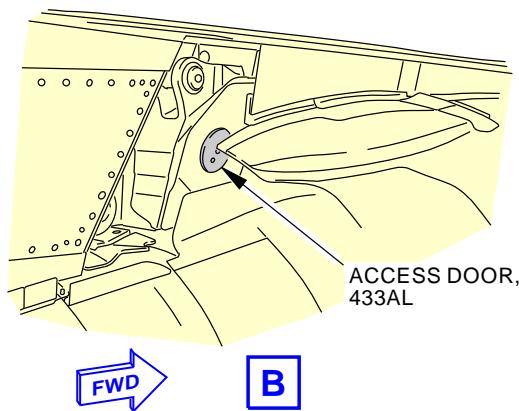
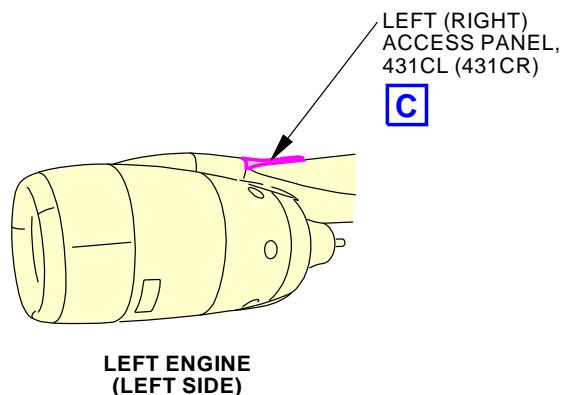
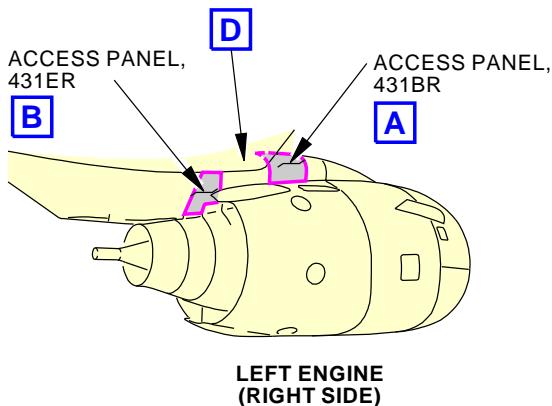
———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-510-00-01
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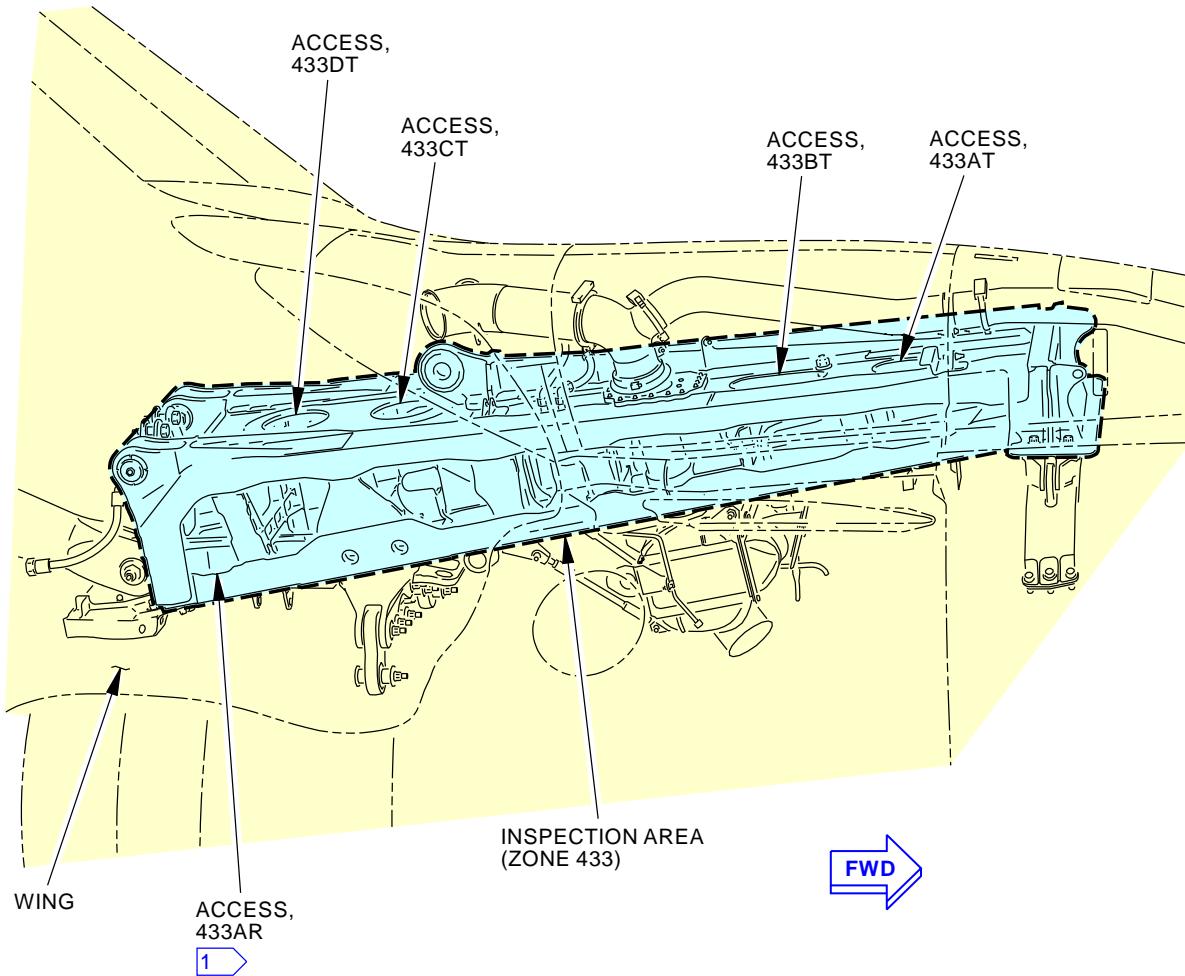
Exposed EWIS in Strut Torque Box - Engine 1
Figure 1 (Sheet 1 of 2)

1962923 S0000373265_V3

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-510-00-01
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1 TORQUE BOX SKIN INSTALLATION NOT SHOWN.

Exposed EWIS in Strut Torque Box - Engine 1
Figure 1 (Sheet 2 of 2)

1962931 S0000373267_V3

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 1
		D633A109-AKS 20-510-00-01

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

AIRLINE CARD NO		TITLE FWD STRUT FAIRING - ENGINE NO. 2			BOEING CARD NO. 20-520-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 441AL 441AR 441AT 441BL 441BR 441CL 441CR 441DL 441DR 441EL 441ER			ZONE 441

Inspect (Detailed) all exposed EWIS in the Forward Strut Fairing - Engine No. 2. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2
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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. 20-520-00-01																								
				MECH INSP																								
► EWIS TASK 05-42-04-211-806																												
1. Detailed Inspection: Exposed EWIS in the Forward Strut Fairing - Engine No. 2. (EZAP)																												
Figure 1																												
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																												
B. Inspection																												
SUBTASK 05-42-04-010-006																												
(1) Open these access panels:																												
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SUBTASK 05-42-04-211-006																												
(2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.																												
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EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2	
		D633A109-AKS 20-520-00-01	Page 2 of 7 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-520-00-01
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— END OF TASK —

MECH	INSP

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2
		D633A109-AKS 20-520-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-520-00-01
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EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2 D633A109-AKS 20-520-00-01	Page 4 of 7 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. 20-520-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2
		D633A109-AKS 20-520-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-520-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

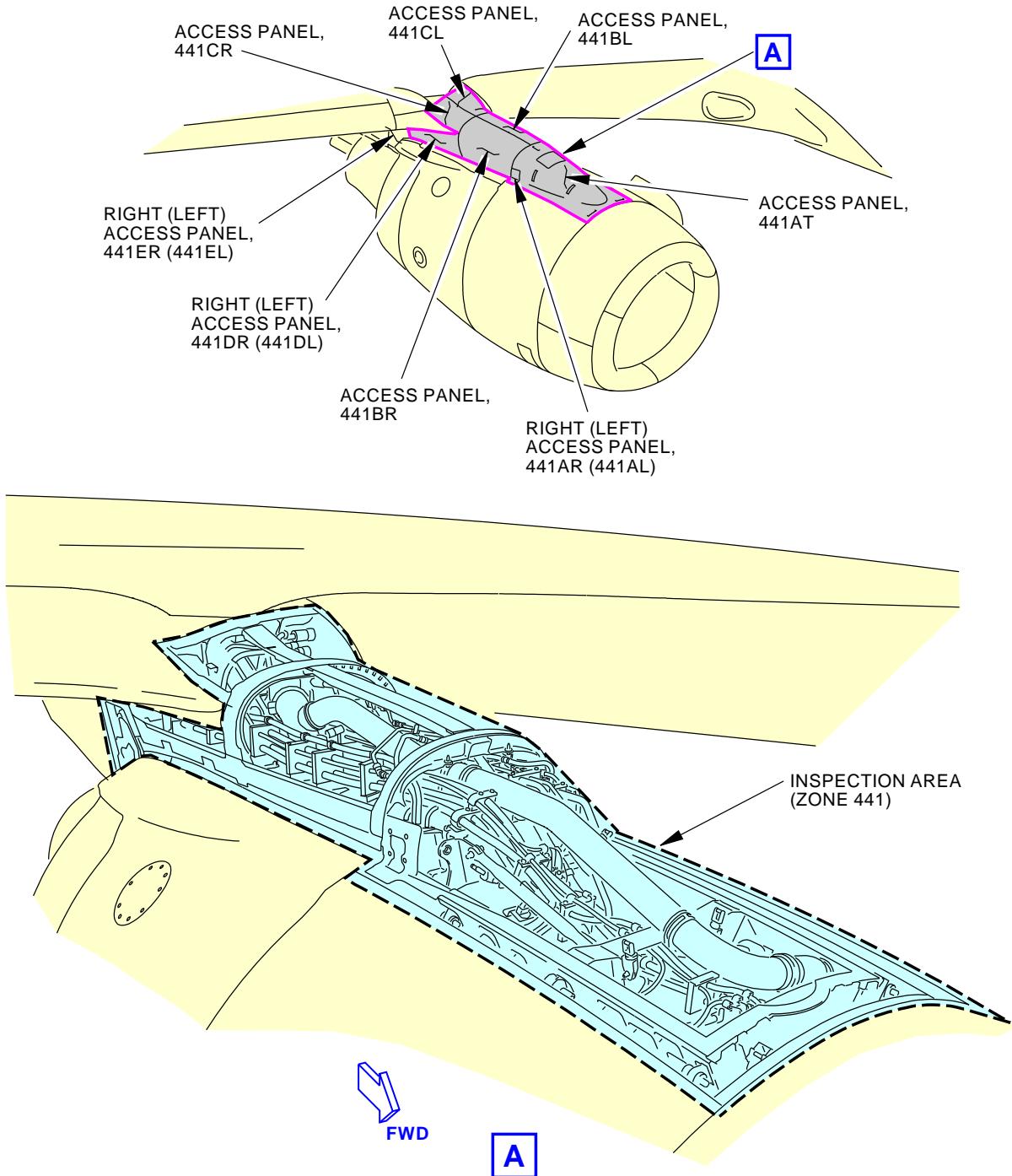
———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2
		D633A109-AKS 20-520-00-01

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Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-520-00-01
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**Forward Strut Fairing - Engine 2
Figure 1**

1962945 S0000373284_V2

EFFECTIVITY AKS ALL	SOURCE MRB	FWD STRUT FAIRING - ENGINE NO. 2
		D633A109-AKS 20-520-00-01

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Feb 15/2015

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

AIRLINE CARD NO		TITLE FAN COWL SUPPORT BEAM - ENGINE NO. 2			BOEING CARD NO. 20-530-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 441AT			ZONE 442

Inspect (Detailed) all exposed EWIS in Fan Cowl Support Beam - Engine No. 2. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 2
		D633A109-AKS 20-530-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-530-00-01
				MECH INSP
► EWIS TASK 05-42-04-211-807				
1. Detailed Inspection: Exposed EWIS in Fan Cowl Support Beam - Engine No. 2. (EZAP)				
Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection SUBTASK 05-42-04-010-007 (1) Open this access panel: Number Name/Location 441AT Forward Strut Fairing, Thumbnail Fairing, Strut 2				
SUBTASK 05-42-04-211-007 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.				
(3) Inspect (Detailed) all exposed EWIS in Fan Cowl Support Beam - Engine No. 2. (EZAP)				
SUBTASK 05-42-04-910-007 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-04-410-007 (5) Close this access panel: Number Name/Location 441AT Forward Strut Fairing, Thumbnail Fairing, Strut 2				
———— END OF TASK ——				

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 2	
		D633A109-AKS 20-530-00-01	Page 2 of 6 Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-530-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 2
		D633A109-AKS 20-530-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-530-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 2
		D633A109-AKS 20-530-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-530-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP											
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	FAN COWL SUPPORT BEAM - ENGINE NO. 2
		D633A109-AKS 20-530-00-01

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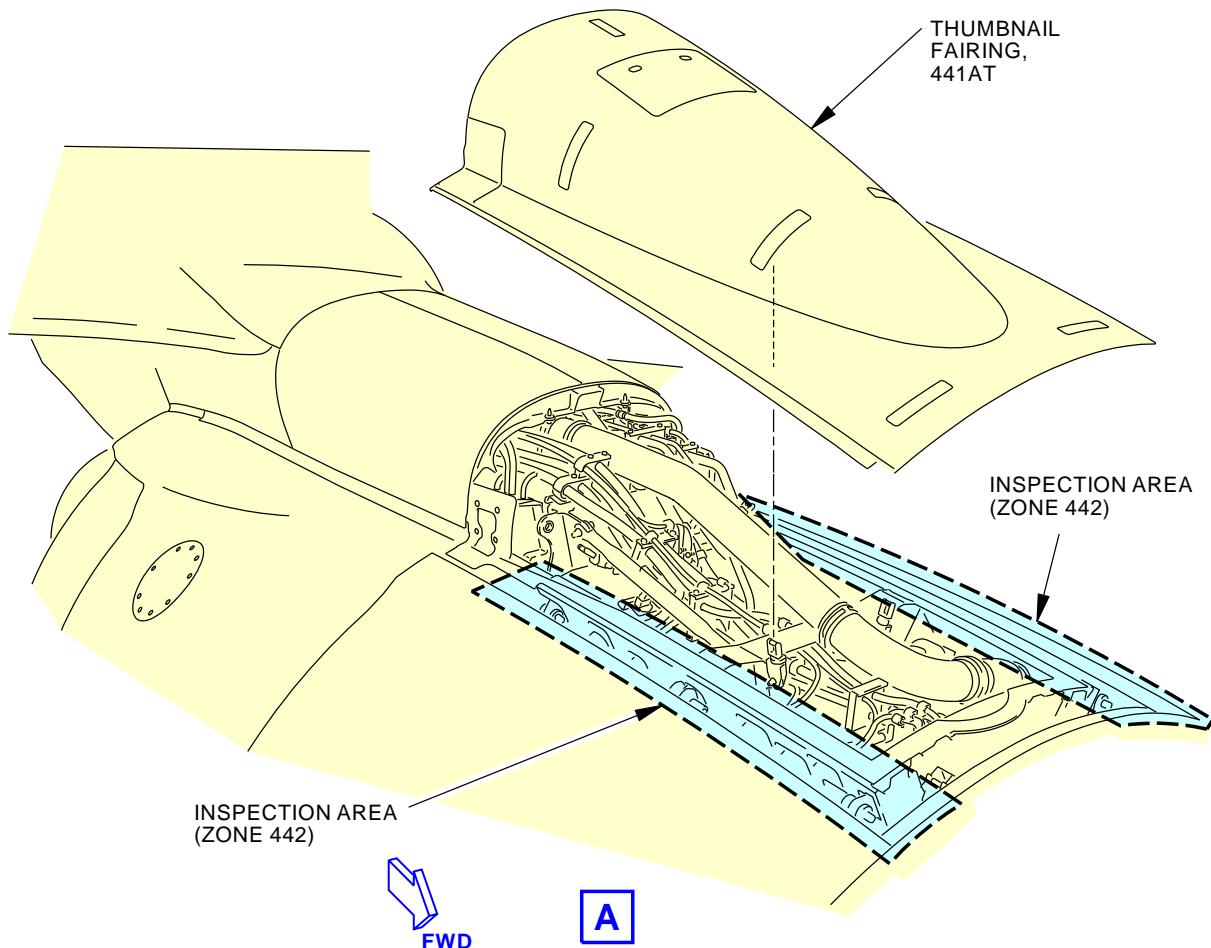
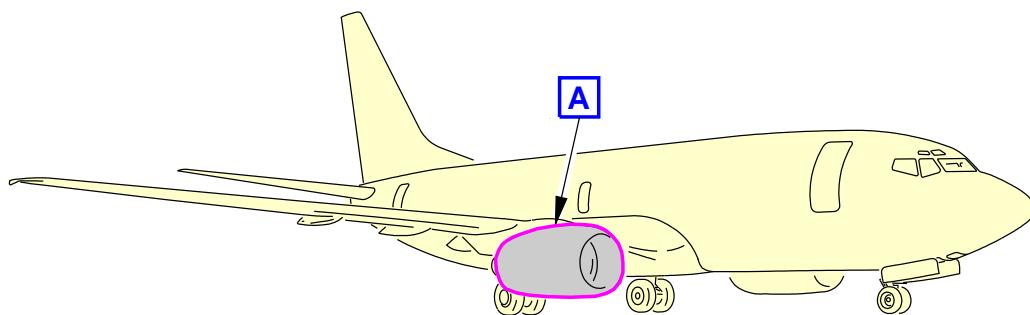
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-530-00-01**Fan Cowl Support Beam - Engine 2
Figure 1**

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EFFECTIVITY
AKS ALLSOURCE
MRB**FAN COWL SUPPORT BEAM - ENGINE NO. 2****D633A109-AKS
20-530-00-01****Page 6 of 6
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AKS
**737-600/700/800/900
TASK CARDS**

AIRLINE CARD NO		TITLE STRUT TORQUE BOX - ENGINE NO. 2			BOEING CARD NO. 20-540-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA ENG/STRUT	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL	1.2	6 YR	6 YR	
		NOTE ACCESS 443AL 443AR 443AT 443BT 443CT 443DT			ZONE 443

Inspect (Detailed) all exposed EWIS in Strut Torque Box - Engine No. 2. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2
		D633A109-AKS 20-540-00-01

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AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-540-00-01														
				MECH INSP														
► EWIS TASK 05-42-04-211-808																		
1. Detailed Inspection: Exposed EWIS in Strut Torque Box - Engine No. 2. (EZAP)																		
Figure 1																		
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																		
B. Inspection SUBTASK 05-42-04-010-008 (1) Open these access panels:																		
<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>443AL</td><td>Strut, Left Aft Dry Bay, Strut 2</td></tr><tr><td>443AR</td><td>Strut, Right Aft Dry Bay, Strut 2</td></tr><tr><td>443AT</td><td>Strut, Forward Spar Web, Strut 2</td></tr><tr><td>443BT</td><td>Strut, Forward Spar Web, Strut 2</td></tr><tr><td>443CT</td><td>Strut, Upper Spar Web, Strut 2</td></tr><tr><td>443DT</td><td>Strut, Upper Spar Web, Strut 2</td></tr></tbody></table>				<u>Number</u>	<u>Name/Location</u>	443AL	Strut, Left Aft Dry Bay, Strut 2	443AR	Strut, Right Aft Dry Bay, Strut 2	443AT	Strut, Forward Spar Web, Strut 2	443BT	Strut, Forward Spar Web, Strut 2	443CT	Strut, Upper Spar Web, Strut 2	443DT	Strut, Upper Spar Web, Strut 2	
<u>Number</u>	<u>Name/Location</u>																	
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443BT	Strut, Forward Spar Web, Strut 2																	
443CT	Strut, Upper Spar Web, Strut 2																	
443DT	Strut, Upper Spar Web, Strut 2																	
SUBTASK 05-42-04-211-008 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.																		
(3) Inspect (Detailed) all exposed EWIS in Strut Torque Box - Engine No. 2. (EZAP)																		
SUBTASK 05-42-04-910-008 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.																		
SUBTASK 05-42-04-410-008 (5) Close these access panels:																		
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<u>Number</u>	<u>Name/Location</u>																	
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— END OF TASK —																		

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2
		D633A109-AKS 20-540-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-540-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2 D633A109-AKS 20-540-00-01	Page 3 of 7 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. 20-540-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
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	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
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	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2
		D633A109-AKS 20-540-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-540-00-01									
				<table border="1"><tr><td>1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.</td><td></td><td></td></tr><tr><td>(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.</td><td></td><td></td></tr></table>	1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801	MECH	INSP	2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.			(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.		
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2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.													
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.													

SUBTASK 20-60-03-410-001

CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.

- (5) Install all panels removed for access.

SUBTASK 20-60-03-860-002

- (6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.
- (a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.

———— END OF TASK ———

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2
		D633A109-AKS 20-540-00-01

Page 5 of 7
Jun 15/2016

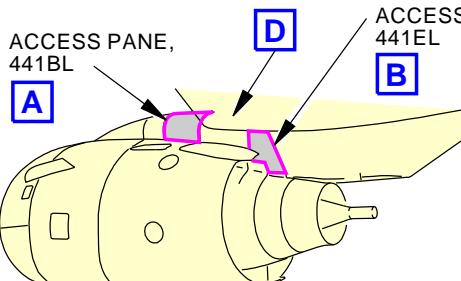
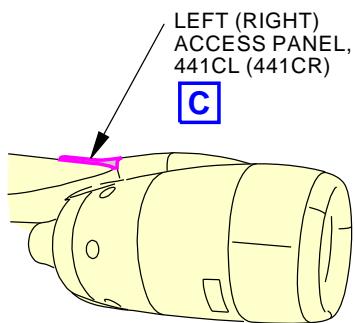
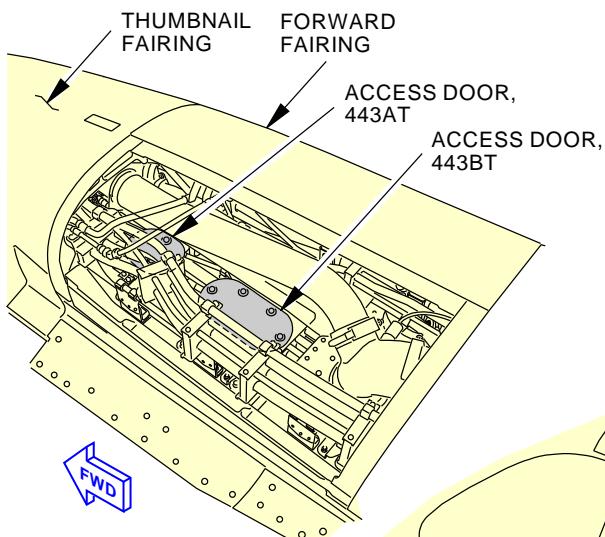
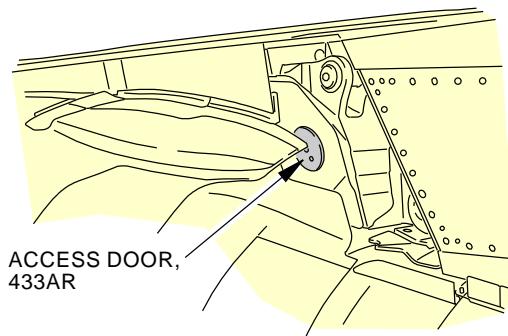
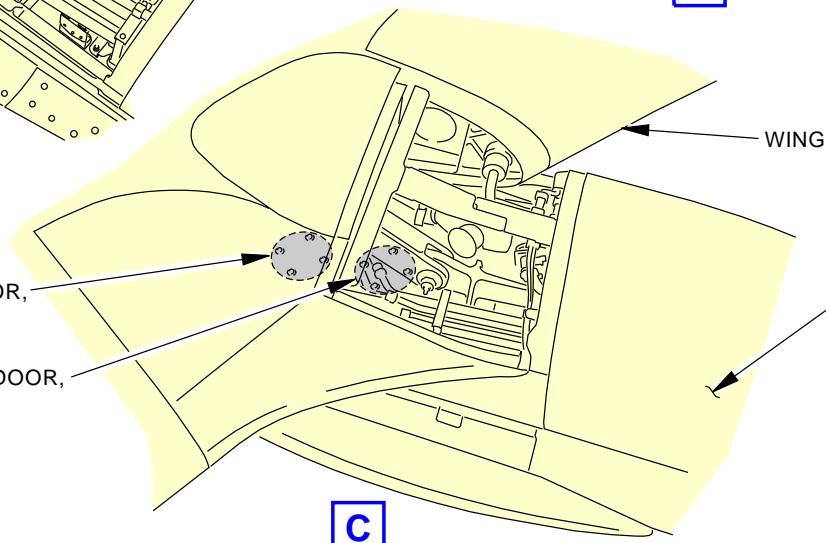
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-540-00-01**RIGHT ENGINE
(LEFT SIDE)****RIGHT STRUT
(RIGHT SIDE)**ACCESS DOOR,
443DTACCESS DOOR,
443CTACCESS DOOR,
433AR**B****A**

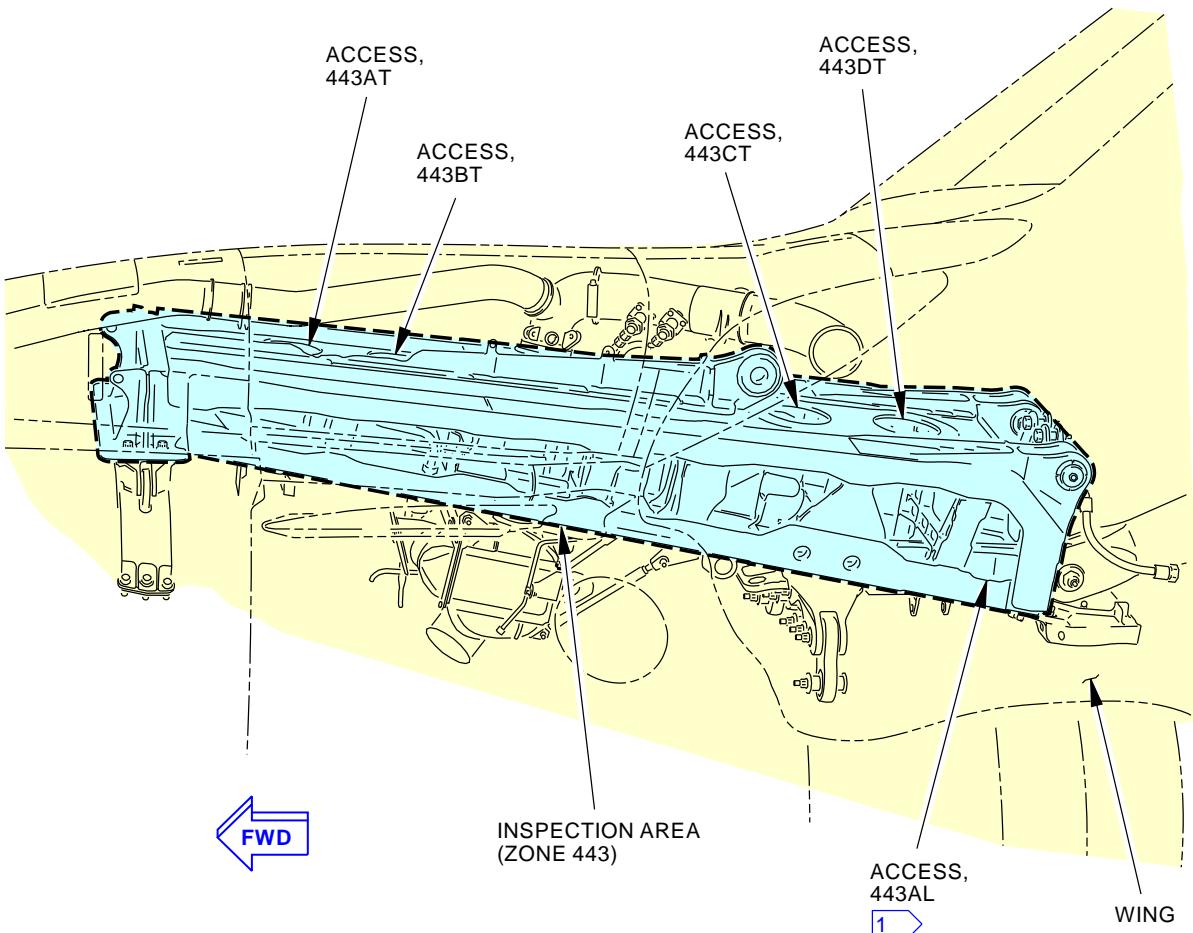
STRUT

1962991 S0000373333_V3

**Exposed EWIS in Strut Torque Box - Engine 2
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**STRUT TORQUE BOX - ENGINE NO. 2****D633A109-AKS
20-540-00-01****Page 6 of 7
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-540-00-01



(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

D

1 TORQUE BOX SKIN INSTALLATION NOT SHOWN.

1962995 S0000373335_V3

**Exposed EWIS in Strut Torque Box - Engine 2
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	STRUT TORQUE BOX - ENGINE NO. 2
		D633A109-AKS 20-540-00-01

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING			BOEING CARD NO. 20-550-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 511AB 511AT 511BT			ZONE 511
		NOTE			

Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Left Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Leading edge flaps extended.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-550-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-550-00-01
				MECH INSP
► EWIS TASK 05-42-05-211-801				
1. Detailed Inspection: Exposed EWIS in the area from Leading Edge to Front Spar - Left Wing. (EZAP)				
Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection SUBTASK 05-42-05-010-001 (1) Open these access panels: Number Name/Location 511AB Inboard Leading Edge, Lower Removable Panel 511AT Inboard Leading Edge, Strakelet Upper Panel 511BT Inboard Leading Edge, Upper Removable Access Panel NOTE: Leading edge flaps extended.				
SUBTASK 05-42-05-211-001 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801. (3) Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Left Wing. (EZAP)				
SUBTASK 05-42-05-910-001 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-05-410-001 (5) Close these access panels: Number Name/Location 511AB Inboard Leading Edge, Lower Removable Panel 511AT Inboard Leading Edge, Strakelet Upper Panel 511BT Inboard Leading Edge, Upper Removable Access Panel				
— END OF TASK —				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING	D633A109-AKS 20-550-00-01	Page 2 of 8 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. 20-550-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING D633A109-AKS 20-550-00-01		
				Page 3 of 8 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-550-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING	D633A109-AKS 20-550-00-01	Page 4 of 8 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-550-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task:SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING	D633A109-AKS 20-550-00-01	Page 5 of 8 Jun 15/2016
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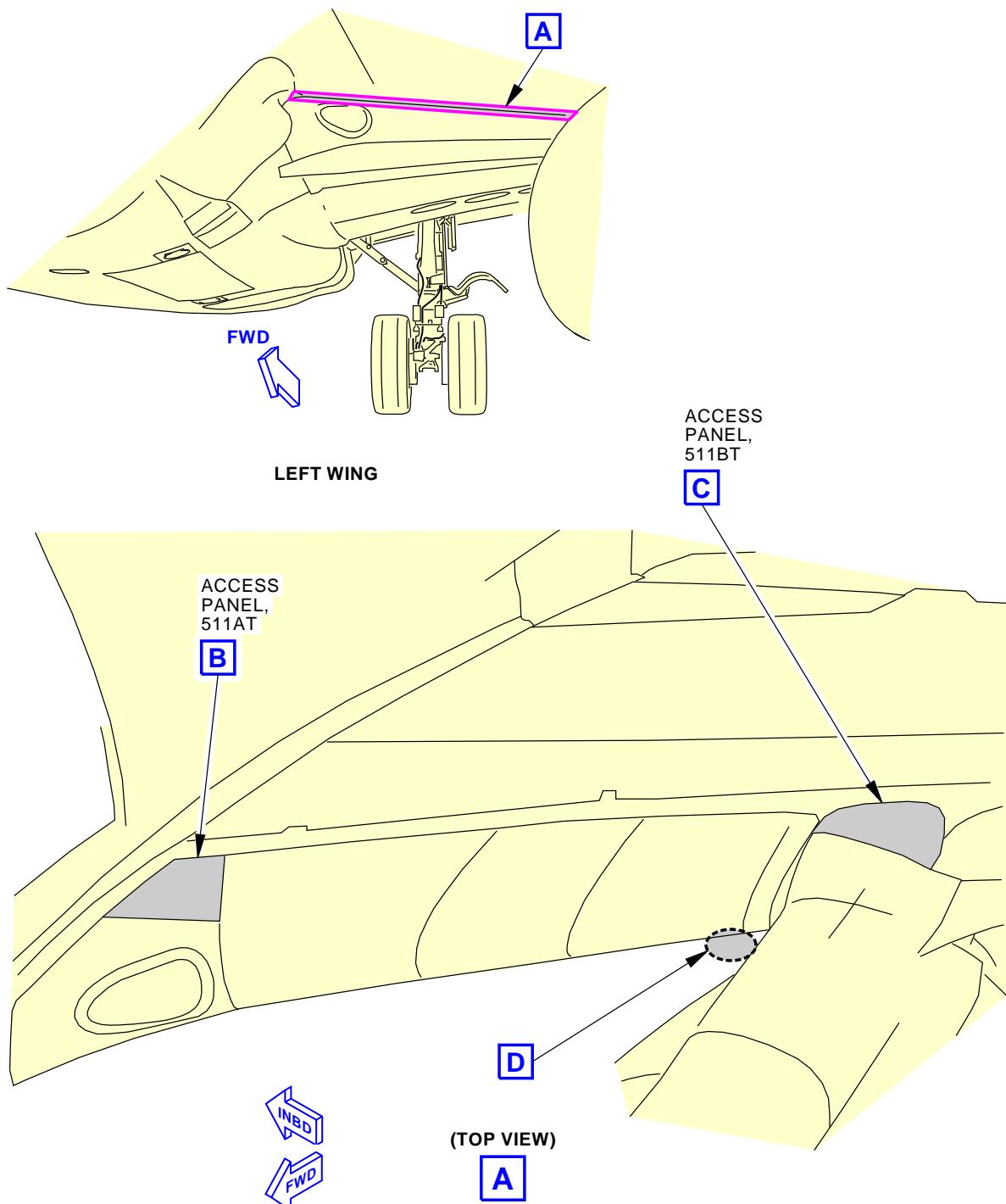
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

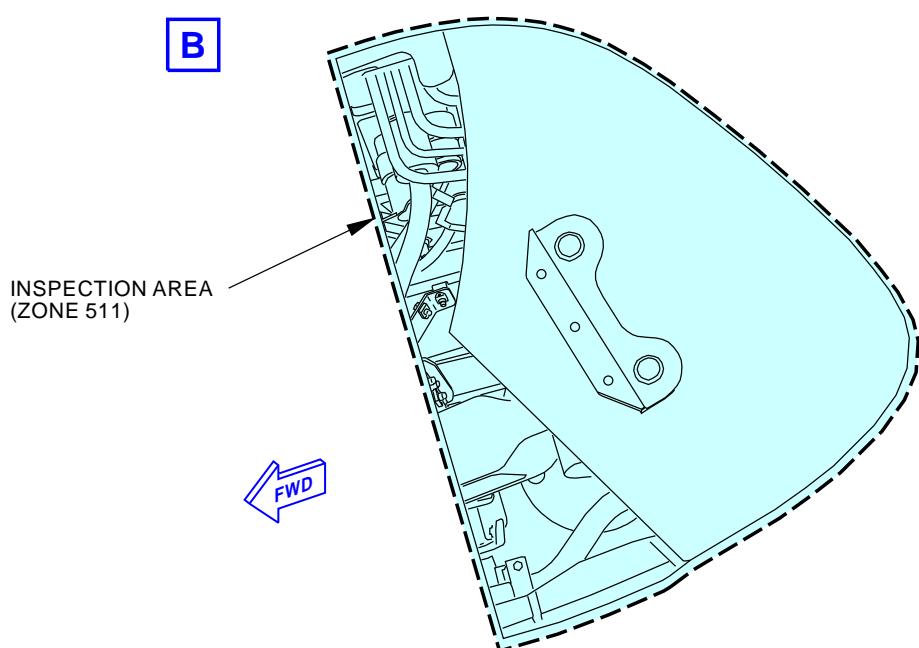
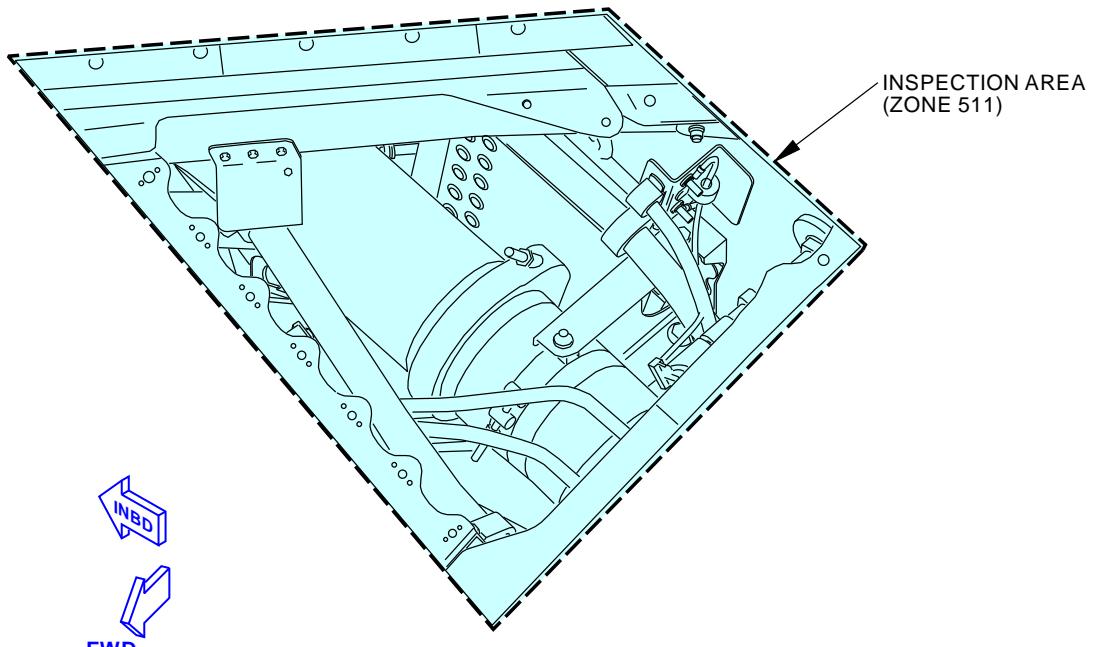
BOEING CARD NO.
20-550-00-01

1963008 S0000373011_V2

Leading Edge to Front Spar - Left Wing - Inboard
Figure 1 (Sheet 1 of 3)EFFECTIVITY
AKS ALLSOURCE
MRB**LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE
STRUT - LEFT WING****D633A109-AKS**
20-550-00-01**Page 6 of 8**
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-550-00-01



Leading Edge to Front Spar - Left Wing - Inboard
Figure 1 (Sheet 2 of 3)

1963012 S0000373012_V2

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-550-00-01

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Feb 15/2015

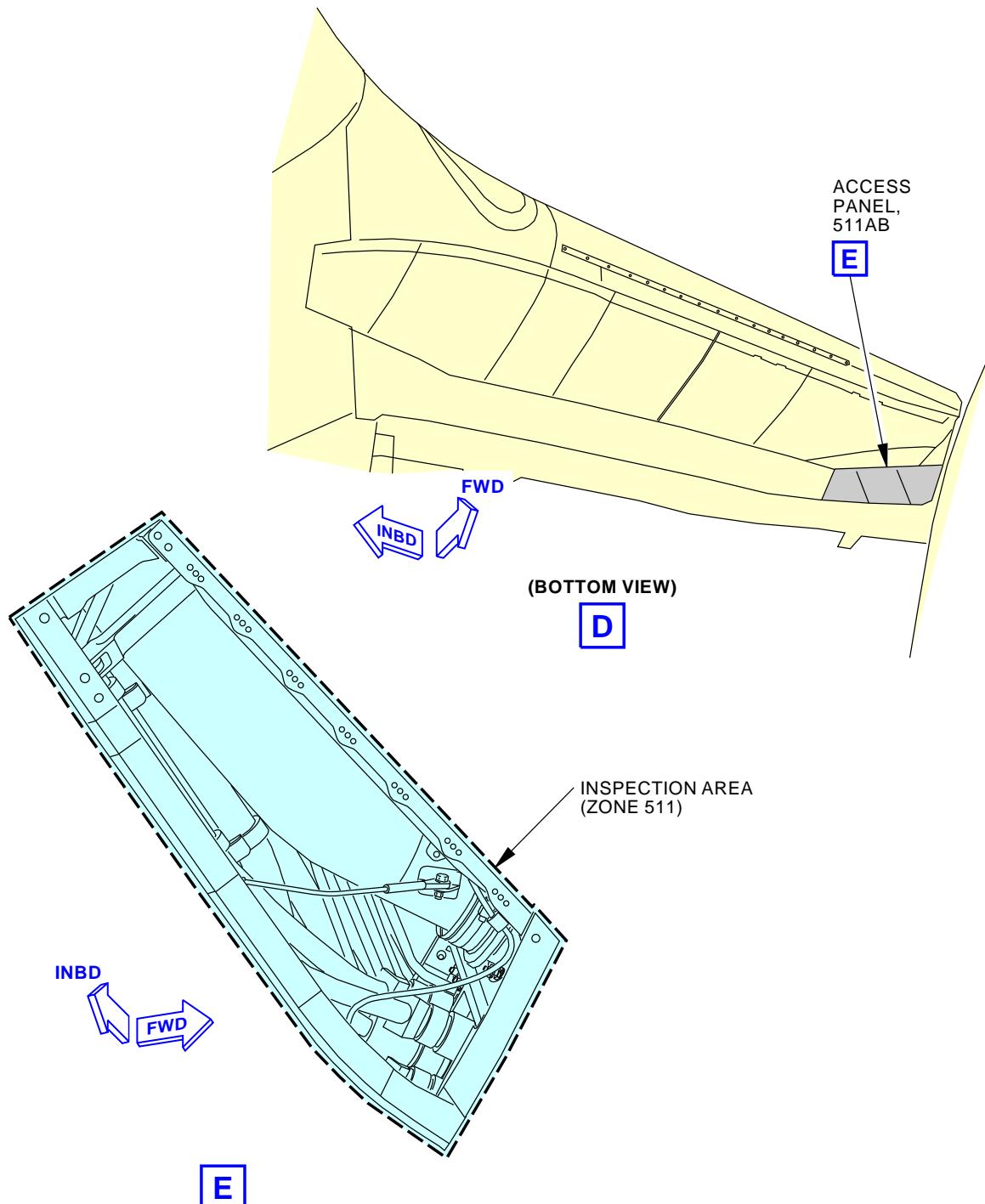
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-550-00-01

1963021 S0000373014_V2

**Leading Edge to Front Spar - Left Wing - Inboard
Figure 1 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE
STRUT - LEFT WING****D633A109-AKS
20-550-00-01****Page 8 of 8
Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING			BOEING CARD NO. 20-560-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 521AAB 521AB 521ABB 521AT 521BB 521CB 521DB 521EB 521FB 521GB 521HB 521JB 521KB 521LB 521MB 521NB 521PB 521QB 521RB 521SB 521TB 521UB 521VB 521WB 521XB 521YB 521ZB NOTE			ZONE 521

Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Left Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Access is gained by extending slats, and through lower wing surface access panels.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-560-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01																																																								
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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING D633A109-AKS 20-560-00-01																																																										
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01																																																								
				MECH INSP																																																								
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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-560-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING D633A109-AKS 20-560-00-01		
				Page 4 of 9 Jun 15/2016

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING	D633A109-AKS 20-560-00-01	Page 5 of 9 Jun 15/2016

AKS

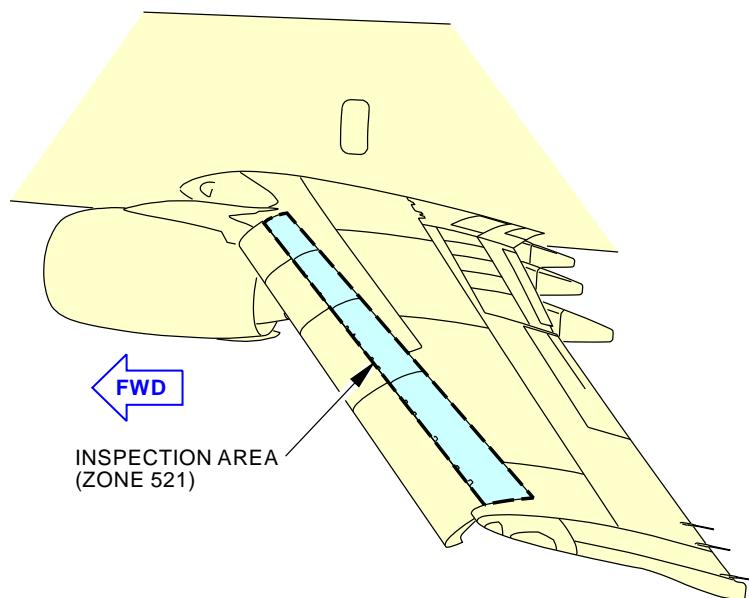
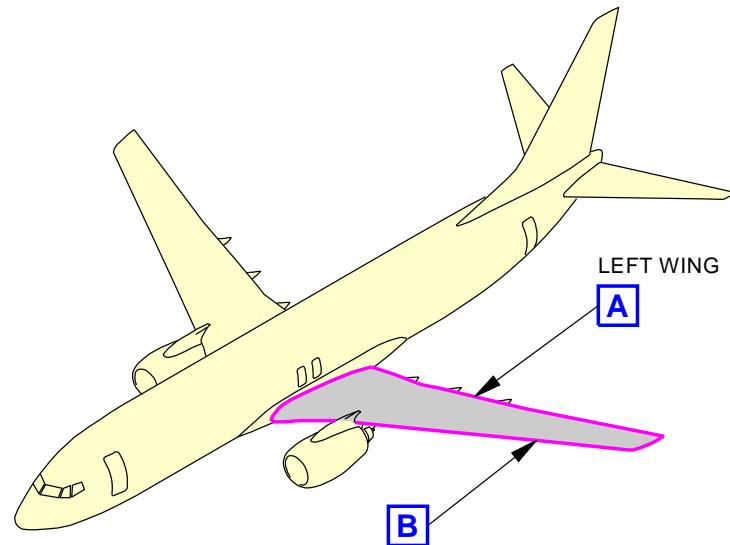


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
— END OF TASK —				

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-560-00-01

**LEFT WING
(TOP VIEW)**

1963037 S0000373015_V2

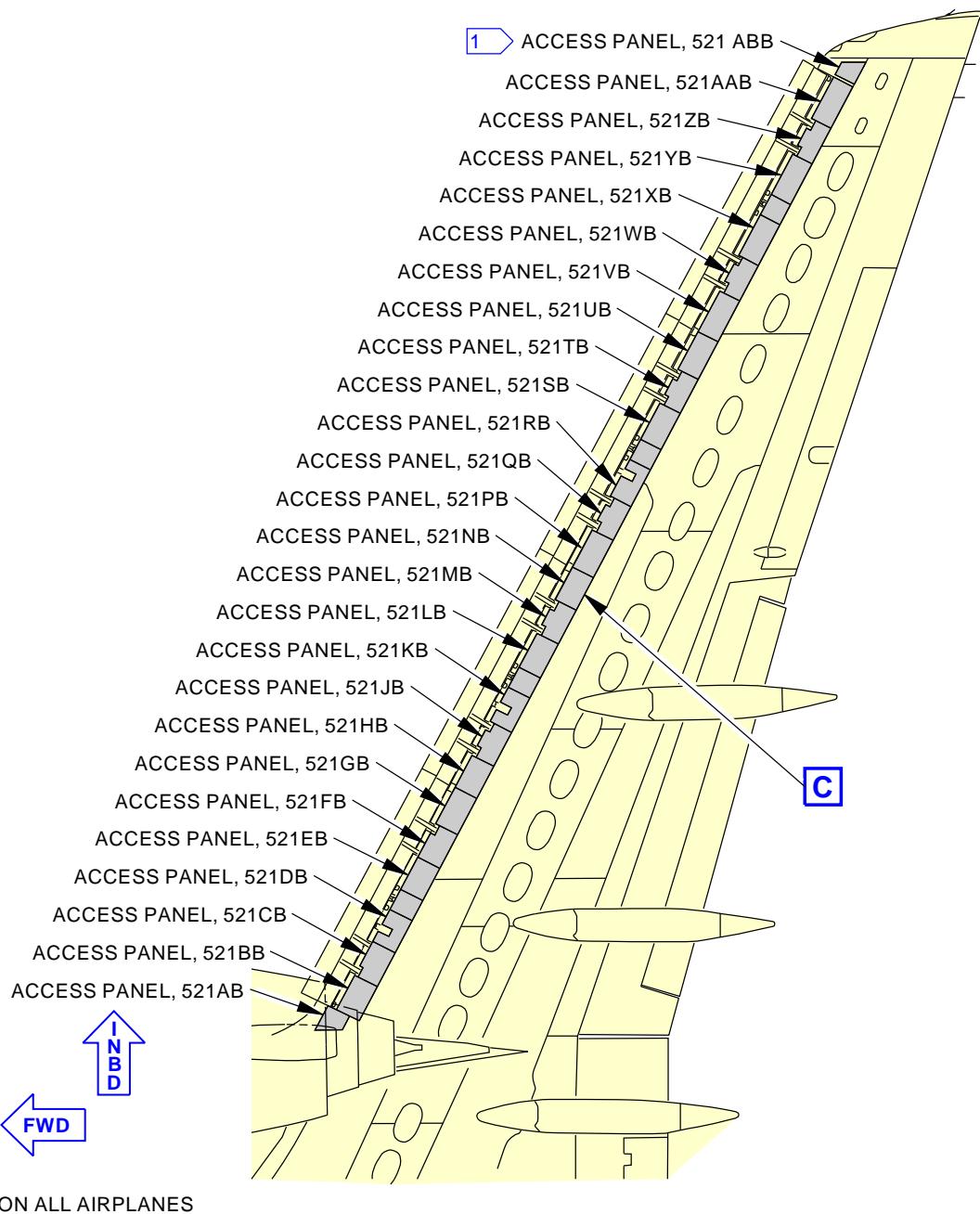
**Leading Edge to Front Spar - Left Wing - Outboard
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-560-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-560-00-01
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(BOTTOM VIEW)

B

1963049 S0000373016_V3

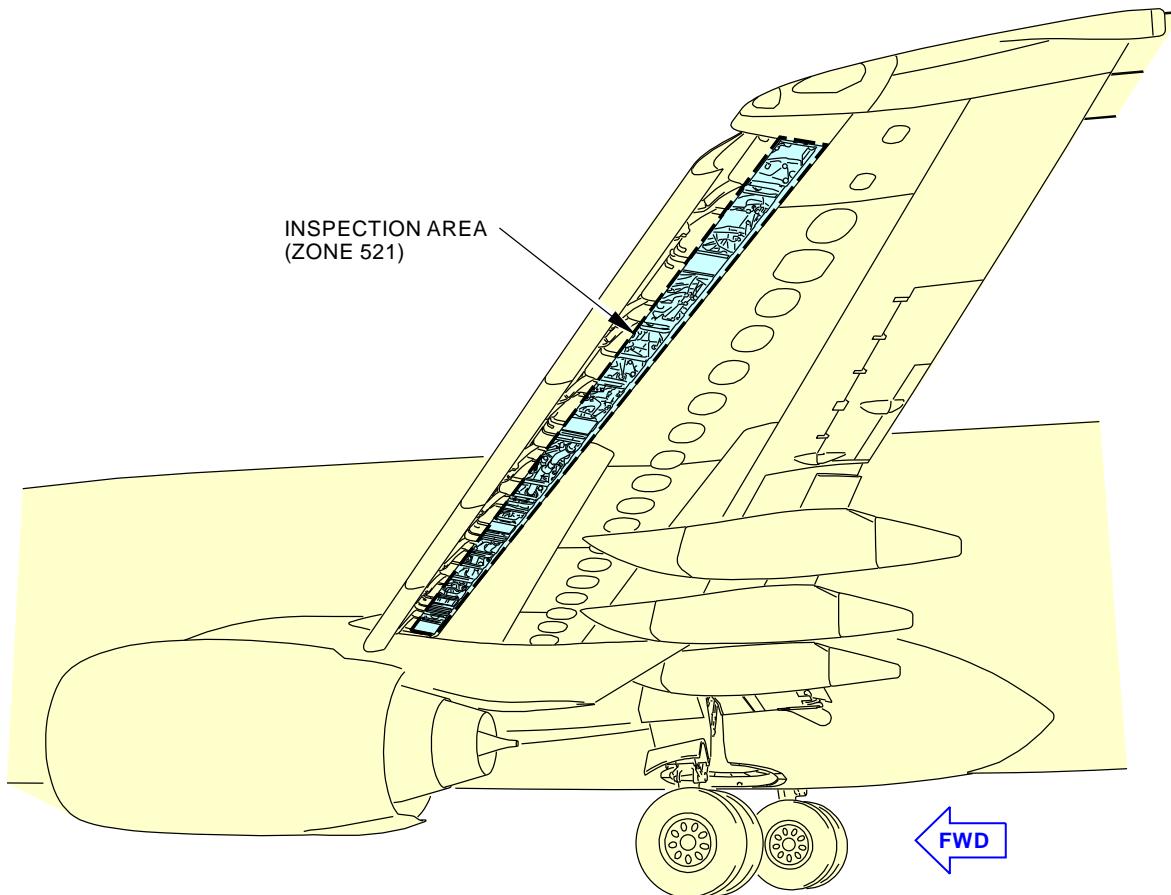
**Leading Edge to Front Spar - Left Wing - Outboard
Figure 1 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-560-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-560-00-01



(BOTTOM VIEW)

C

1963052 S0000373017_V3

**Leading Edge to Front Spar - Left Wing - Outboard
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - LEFT WING
		D633A109-AKS 20-560-00-01

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AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-570-00-01
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 551DB			ZONE 551

Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Left Wing.
(EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING
		D633A109-AKS 20-570-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-570-00-01
				MECH INSP
► EWIS TASK 05-42-05-211-803 1. Detailed Inspection: Exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Left Wing. (EZAP) Figure 1				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.				
B. Inspection SUBTASK 05-42-05-010-003 (1) Open this access panel: Number Name/Location 551DB Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel				
SUBTASK 05-42-05-211-003 (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801. (3) Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Left Wing. (EZAP)				
SUBTASK 05-42-05-910-004 (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.				
SUBTASK 05-42-05-410-003 (5) Close this access panel: Number Name/Location 551DB Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel				
— END OF TASK —				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING		
		D633A109-AKS 20-570-00-01	Page 2 of 6 Feb 15/2015	

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-570-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task. (2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: (1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701. (2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. (a) Identify the applicable electrical system(s) for the EWIS to be inspected. (b) Open circuit breakers and switches for the EWIS to be inspected. (c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING D633A109-AKS 20-570-00-01		
				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. 20-570-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING	
		D633A109-AKS 20-570-00-01	Page 4 of 6 Jun 15/2016

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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-570-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task:SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT WING	D633A109-AKS 20-570-00-01	Page 5 of 6 Jun 15/2016
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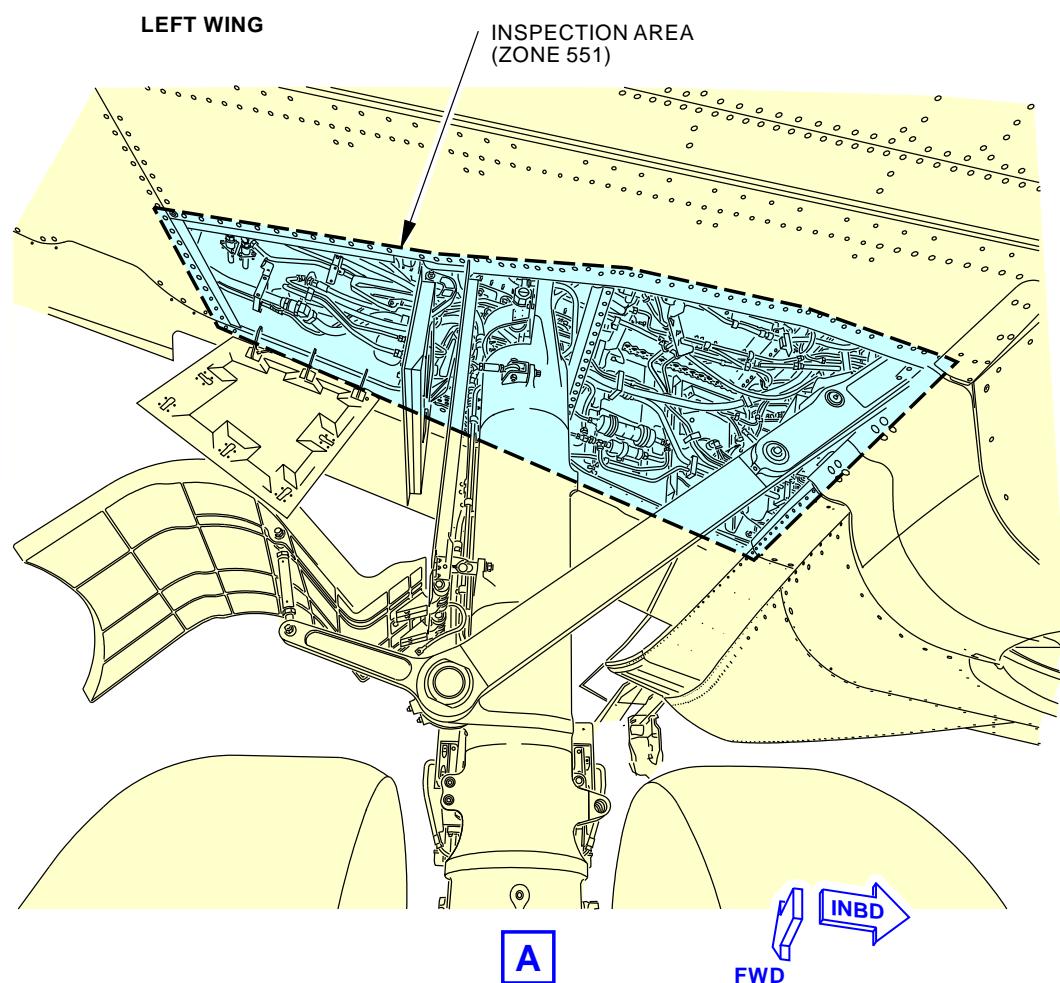
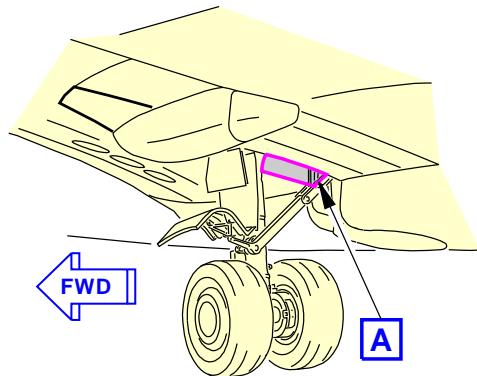
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-570-00-01

1963063 S0000373020_V2

**Rear Spar to Main Landing Gear Support Beam - Left Wing
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**REAR SPAR TO LANDING GEAR SUPPORT BEAM - LEFT
WING****D633A109-AKS
20-570-00-01****Page 6 of 6
Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING			BOEING CARD NO. 20-580-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LEFT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 561

Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Trailing Edge - Left Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Flaps extended, spoilers raised.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING
		D633A109-AKS 20-580-00-01

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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. 20-580-00-01
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► EWIS**TASK 05-42-05-211-804**

1. **Detailed Inspection: Exposed EWIS in the area from Rear Spar to Trailing Edge - Left Wing. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection

SUBTASK 05-42-05-211-004

NOTE: Flaps extended, spoilers raised.

- (1) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
(2) Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Trailing Edge - Left Wing. (EZAP)

SUBTASK 05-42-05-910-003

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING
		D633A109-AKS 20-580-00-01

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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. 20-580-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING		
		D633A109-AKS 20-580-00-01		
				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. 20-580-00-01
				MECH INSP
(a) Protect all EWIS during the inspection:				
CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.				
CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.				
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				
1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.				
CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.				
2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.				
(b) Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.				
1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.				
(c) Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.				
(d) Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.				
(e) Check switches for rear protection cap damage.				
(f) Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.				
(g) Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.				
(h) Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.				
(i) If damage is found on any EWIS, do the following:				

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING	D633A109-AKS 20-580-00-01	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. 20-580-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - LEFT WING		
D633A109-AKS 20-580-00-01				

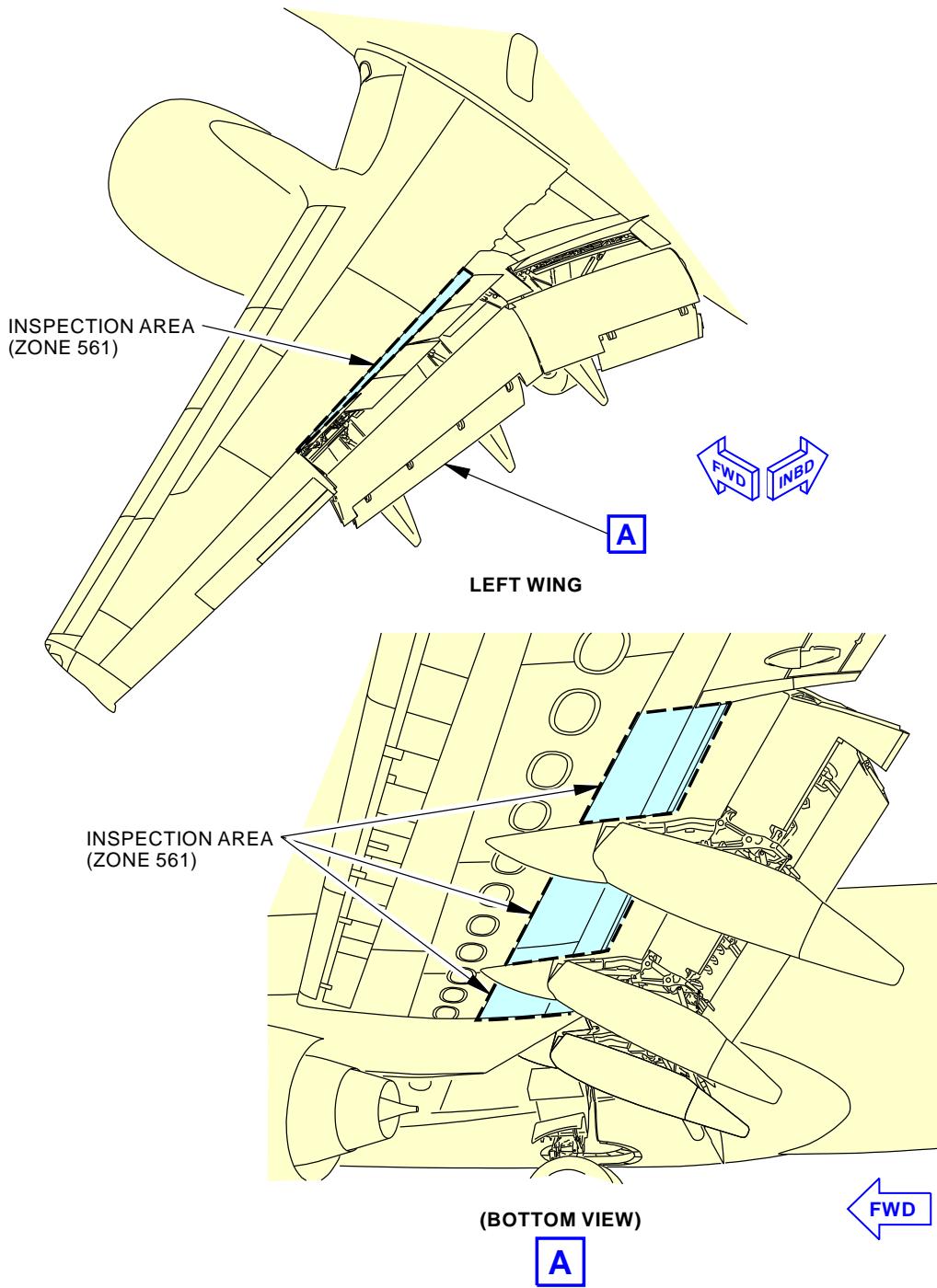
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-580-00-01

Rear Spar to Trailing Edge - Left Wing
Figure 1

1963072 S0000373021_V3

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBND OF INBND FLAP - INBND OF FIXED T.E. - LEFT WING
		D633A109-AKS 20-580-00-01

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Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING			BOEING CARD NO. 20-590-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 611AB 611AT 611BT			ZONE 611
		NOTE			

Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Right Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Leading edge flaps extended.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-590-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-590-00-01
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► EWIS**TASK 05-42-06-211-801**

- Detailed Inspection: Exposed EWIS in the area from Leading Edge to Front Spar - Right Wing. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection**SUBTASK 05-42-06-010-001**

- (1) Open these access panels:

Number Name/Location

- | | |
|-------|--|
| 611AB | Inboard Leading Edge, Lower Removable Access Panel |
| 611AT | Inboard Leading Edge, Strakelet Upper Access Panel |
| 611BT | Inboard Leading Edge, Upper Removable Access Panel |

SUBTASK 05-42-06-211-001**NOTE:** Leading edge flaps extended.

- (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
- (3) Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Right Wing. (EZAP)

SUBTASK 05-42-06-910-005

- (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

SUBTASK 05-42-06-410-001

- (5) Close these access panels:

Number Name/Location

- | | |
|-------|--|
| 611AB | Inboard Leading Edge, Lower Removable Access Panel |
| 611AT | Inboard Leading Edge, Strakelet Upper Access Panel |
| 611BT | Inboard Leading Edge, Upper Removable Access Panel |

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-590-00-01

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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. 20-590-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING D633A109-AKS 20-590-00-01		
				Page 3 of 8 Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-590-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING	D633A109-AKS 20-590-00-01	Page 4 of 8 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-590-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task:SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING	D633A109-AKS 20-590-00-01	Page 5 of 8 Jun 15/2016
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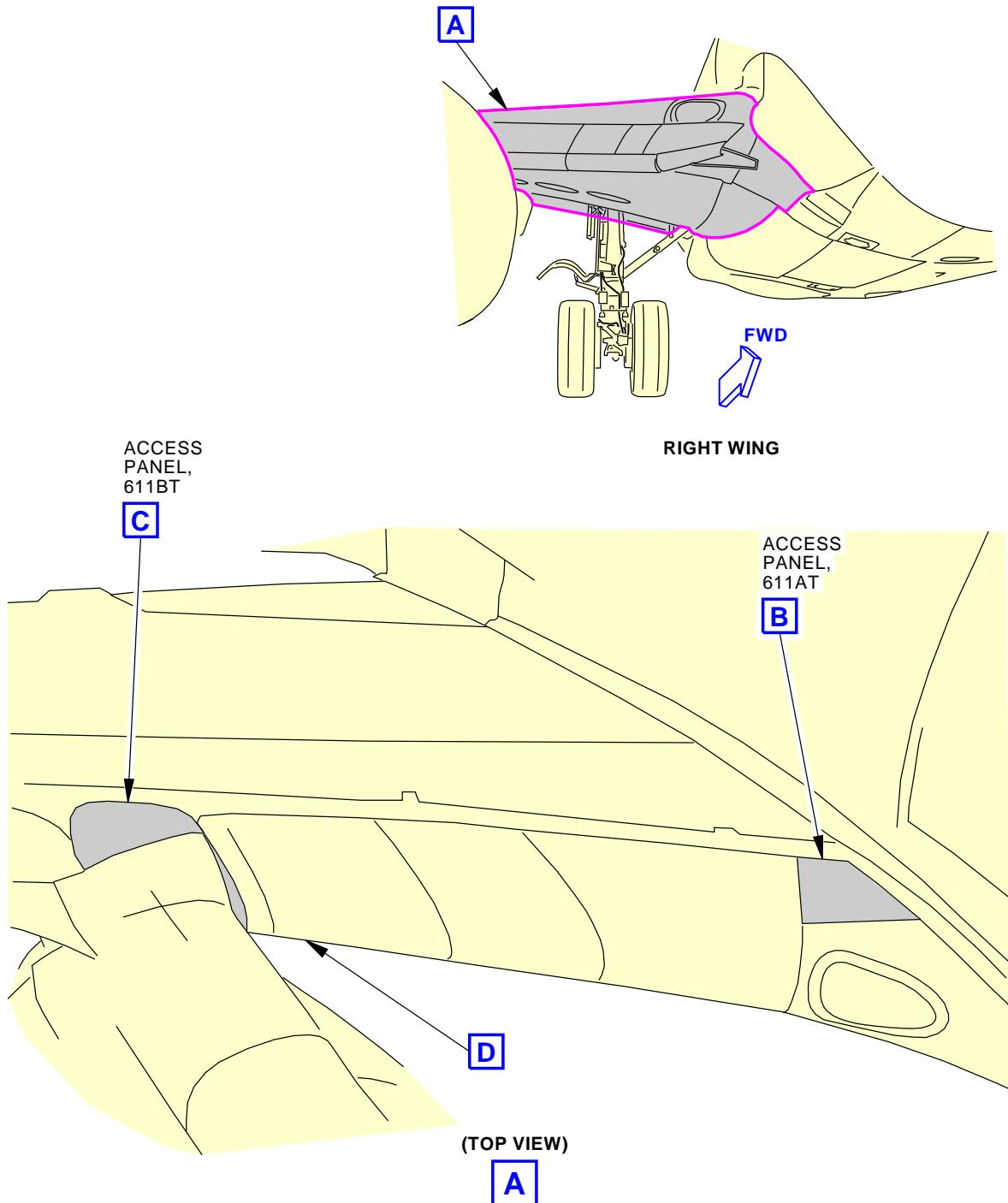
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-590-00-01

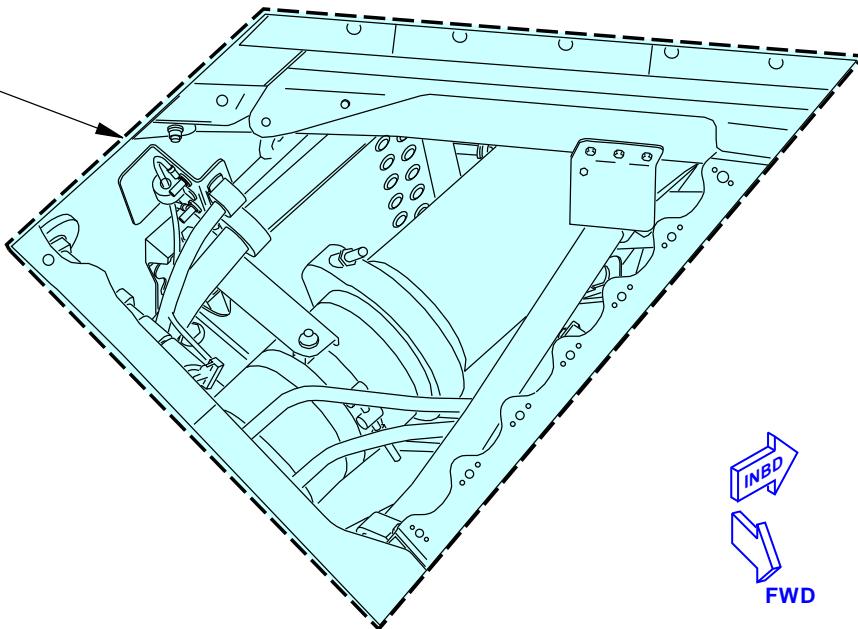
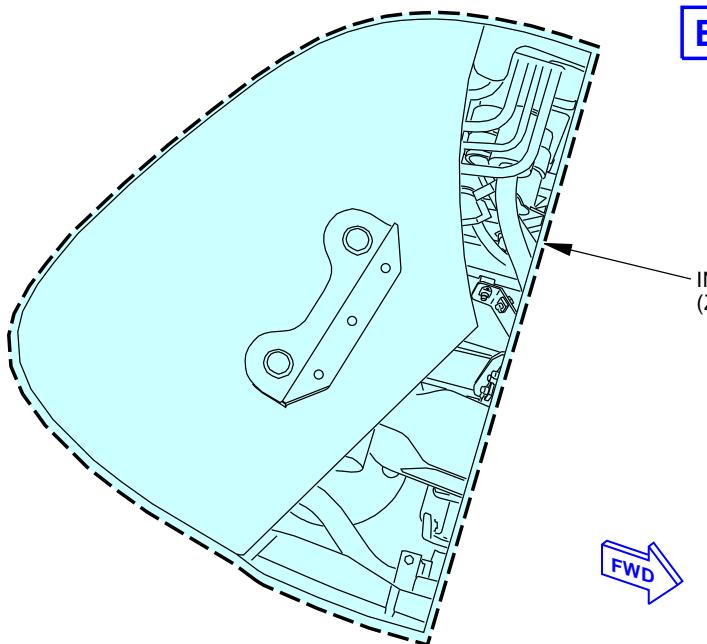
Leading Edge to Front Spar - Right Wing
Figure 1 (Sheet 1 of 3)

1964082 S0000373001_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE
STRUT - RIGHT WING****D633A109-AKS**
20-590-00-01**Page 6 of 8**
Feb 15/2015

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-590-00-01

INSPECTION AREA
(ZONE 611)**B**INSPECTION AREA
(ZONE 611)**C**

Leading Edge to Front Spar - Right Wing
Figure 1 (Sheet 2 of 3)

1964088 S0000373002_V3

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-590-00-01

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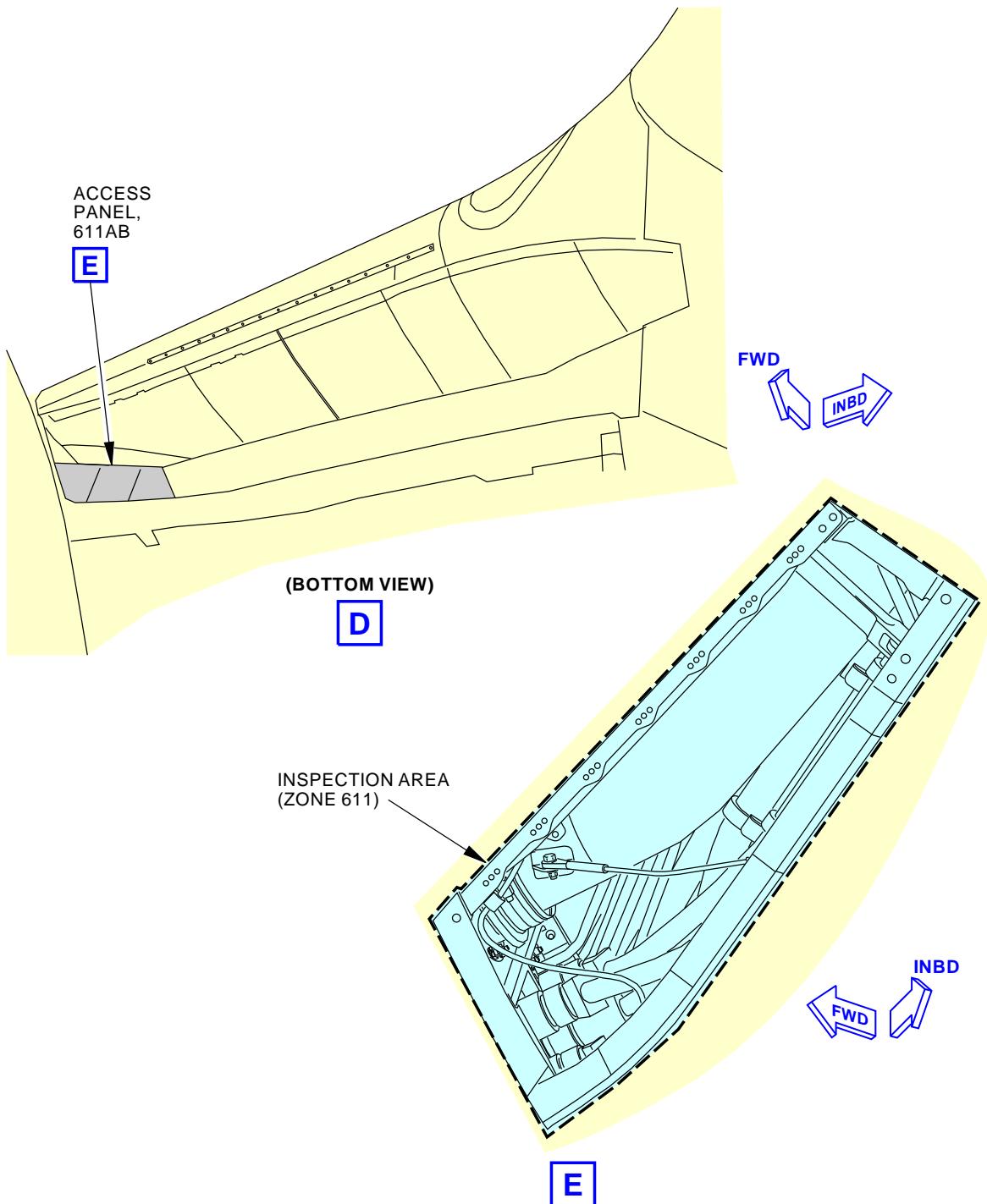
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-590-00-01

Leading Edge to Front Spar - Right Wing
Figure 1 (Sheet 3 of 3)

1964093 S0000373003_V4

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - INBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-590-00-01

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING			BOEING CARD NO. 20-600-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 36000 FC	REPEAT 36000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2	12 YR	12 YR	AIRPLANE ALL ENGINE ALL
		ACCESS 621AAB 621AB 621AT 621BB 621CB 621DB 621EB 621FB 621GB 621HB 621JB 621KB 621LB 621MB 621NB 621PB 621QB 621RB 621SB 621TB 621UB 621VB 621WB 621XB 621YB 621ZB			ZONE 621
		NOTE			

Inspect (Detailed) all exposed EWIS in the area from Leading Edge to Front Spar - Right Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.**ACCESS NOTE:** Slats extended.**A. References**

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-600-00-01

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-600-00-01																																																						
				MECH INSP																																																						
► EWIS TASK 05-42-06-211-802																																																										
1. Detailed Inspection: Exposed EWIS in the area from Leading Edge to Front Spar - Right Wing. (EZAP)																																																										
Figure 1																																																										
A. General (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.																																																										
B. Inspection SUBTASK 05-42-06-010-002 (1) Open these access panels:																																																										
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EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING D633A109-AKS 20-600-00-01																																																								
				Page 2 of 9 Feb 15/2015																																																						

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-600-00-01																																																						
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— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-600-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-600-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING D633A109-AKS 20-600-00-01		
				Page 4 of 9 Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-600-00-01
				MECH INSP
(a) Protect all EWIS during the inspection:				
CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.				
CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.				
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				
1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.				
CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.				
2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.				
(b) Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.				
1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.				
(c) Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.				
(d) Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.				
(e) Check switches for rear protection cap damage.				
(f) Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.				
(g) Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.				
(h) Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.				
(i) If damage is found on any EWIS, do the following:				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING		
		D633A109-AKS 20-600-00-01		Page 5 of 9 Jun 15/2016

AKS

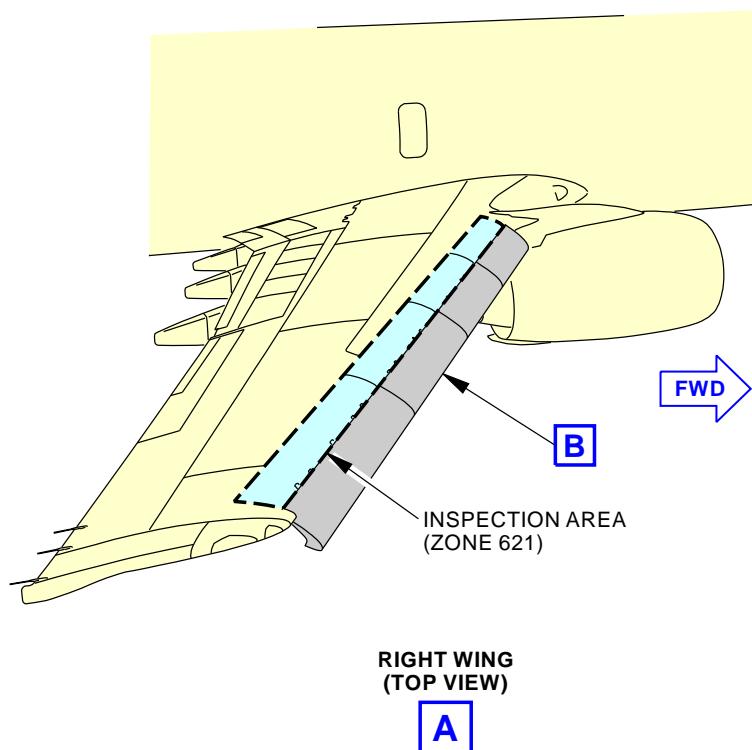
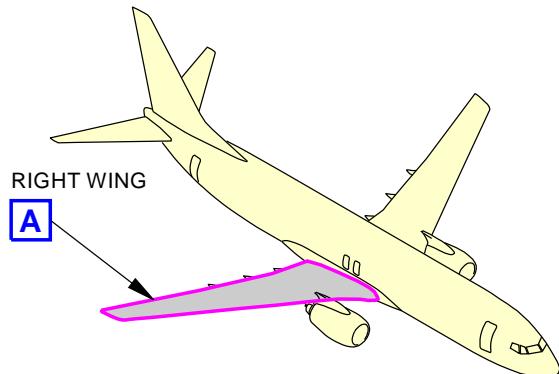


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-600-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING		
		D633A109-AKS 20-600-00-01		

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-600-00-01



Leading Edge to Front Spar - Right Wing - Outboard
Figure 1 (Sheet 1 of 3)

1964171 S0000373006_V2

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-600-00-01

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Feb 15/2015

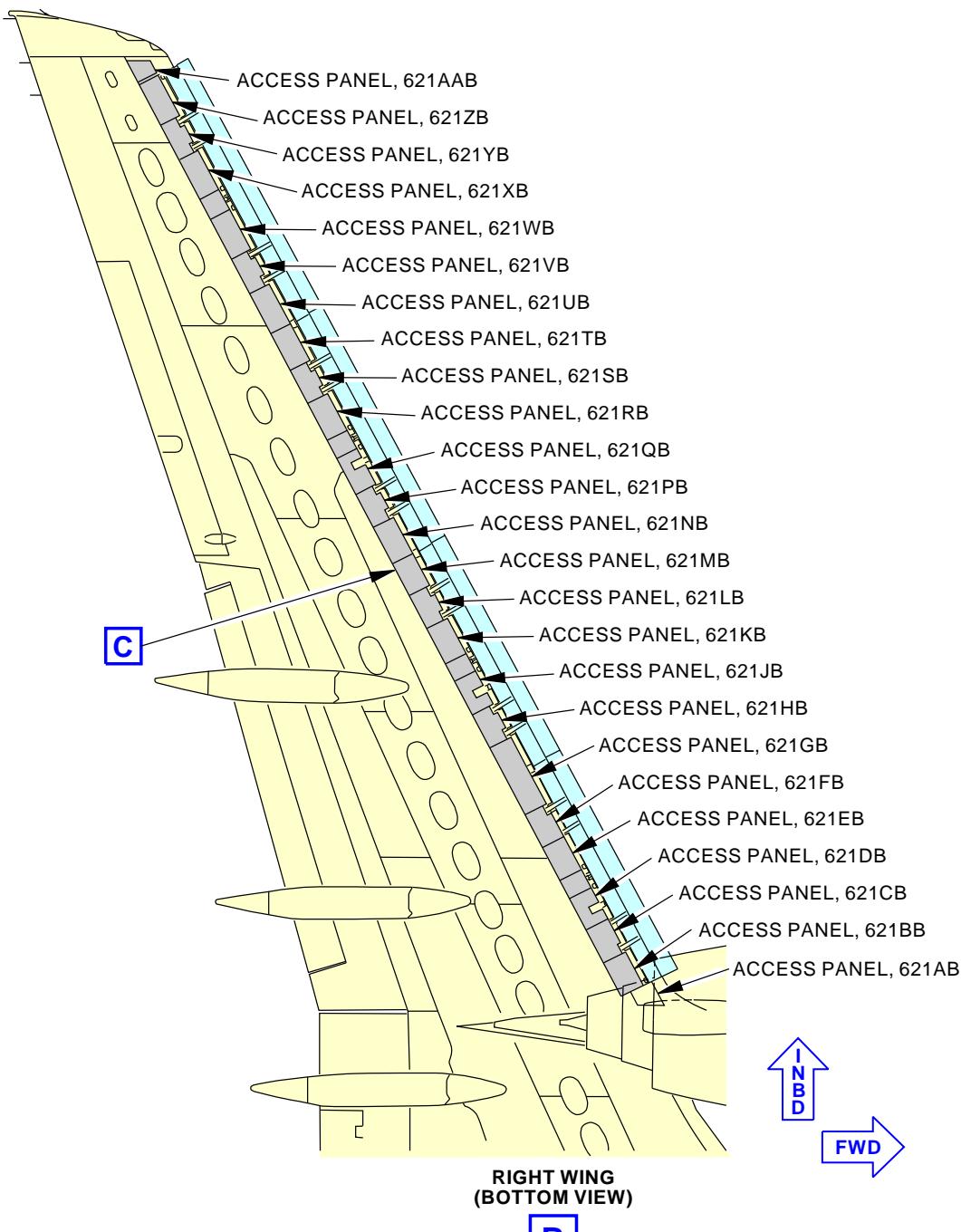
AKS**737-600/700/800/900
TASK CARDS**

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TAIL NUMBER

STATION

AIRLINE CARD NO.

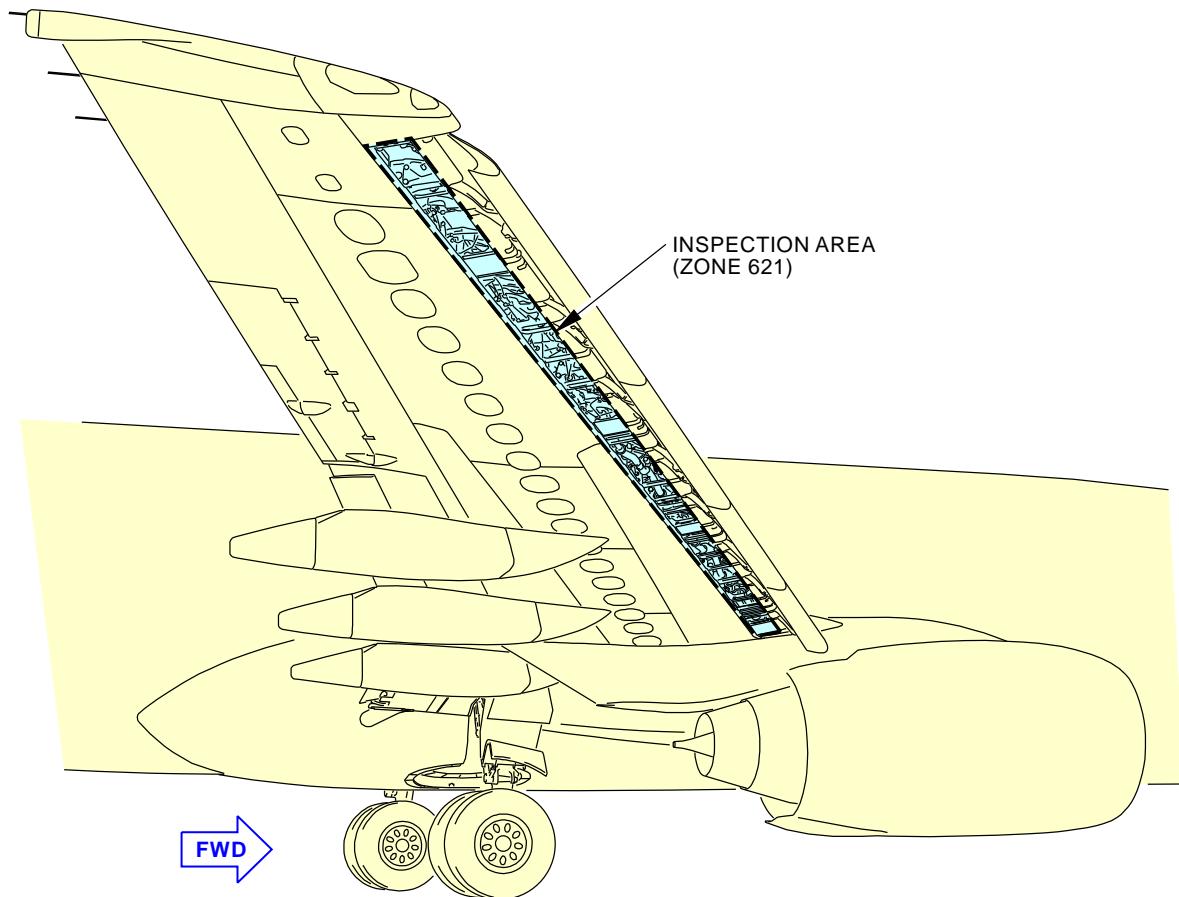
BOEING CARD NO.
20-600-00-01

1964182 S0000373007_V4

**Leading Edge to Front Spar - Right Wing - Outboard
Figure 1 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE
STRUT - RIGHT WING****D633A109-AKS
20-600-00-01****Page 8 of 9
Feb 15/2015**

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				20-600-00-01



(BOTTOM VIEW)

C

1964195 S0000373008_V3

**Leading Edge to Front Spar - Right Wing - Outboard
Figure 1 (Sheet 3 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	LEADING EDGE TO FRONT SPAR - OUTBOARD OF NACELLE STRUT - RIGHT WING
		D633A109-AKS 20-600-00-01

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Feb 15/2015

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING			BOEING CARD NO.
DATE	TASK INSPECTION - DETAILED				20-610-00-01
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	RELATED CARD
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 651DB			ZONE 651

Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Right Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING
		D633A109-AKS 20-610-00-01

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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. 20-610-00-01
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► EWIS**TASK 05-42-06-211-803**

- Detailed Inspection: Exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Right Wing. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection

SUBTASK 05-42-06-010-003

- (1) Open this access panel:

Number Name/Location

651DB Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam
Outboard Attach Pin Access Panel

SUBTASK 05-42-06-211-003

- (2) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
- (3) Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Main Landing Gear Support Beam - Right Wing. (EZAP)

SUBTASK 05-42-06-910-002

- (4) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

SUBTASK 05-42-06-410-003

- (5) Close this access panel:

Number Name/Location

651DB Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam
Outboard Attach Pin Access Panel

— END OF TASK —

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING
		D633A109-AKS 20-610-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-610-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING D633A109-AKS 20-610-00-01		
				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. 20-610-00-01
				MECH INSP
(a)	Protect all EWIS during the inspection:			
	CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.			
	CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.			
	CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.			
	1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.			
	CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.			
	2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.			
(b)	Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.			
	1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.			
(c)	Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.			
(d)	Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.			
(e)	Check switches for rear protection cap damage.			
(f)	Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.			
(g)	Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.			
(h)	Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.			
(i)	If damage is found on any EWIS, do the following:			

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING D633A109-AKS 20-610-00-01	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. 20-610-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT WING		
		D633A109-AKS 20-610-00-01		

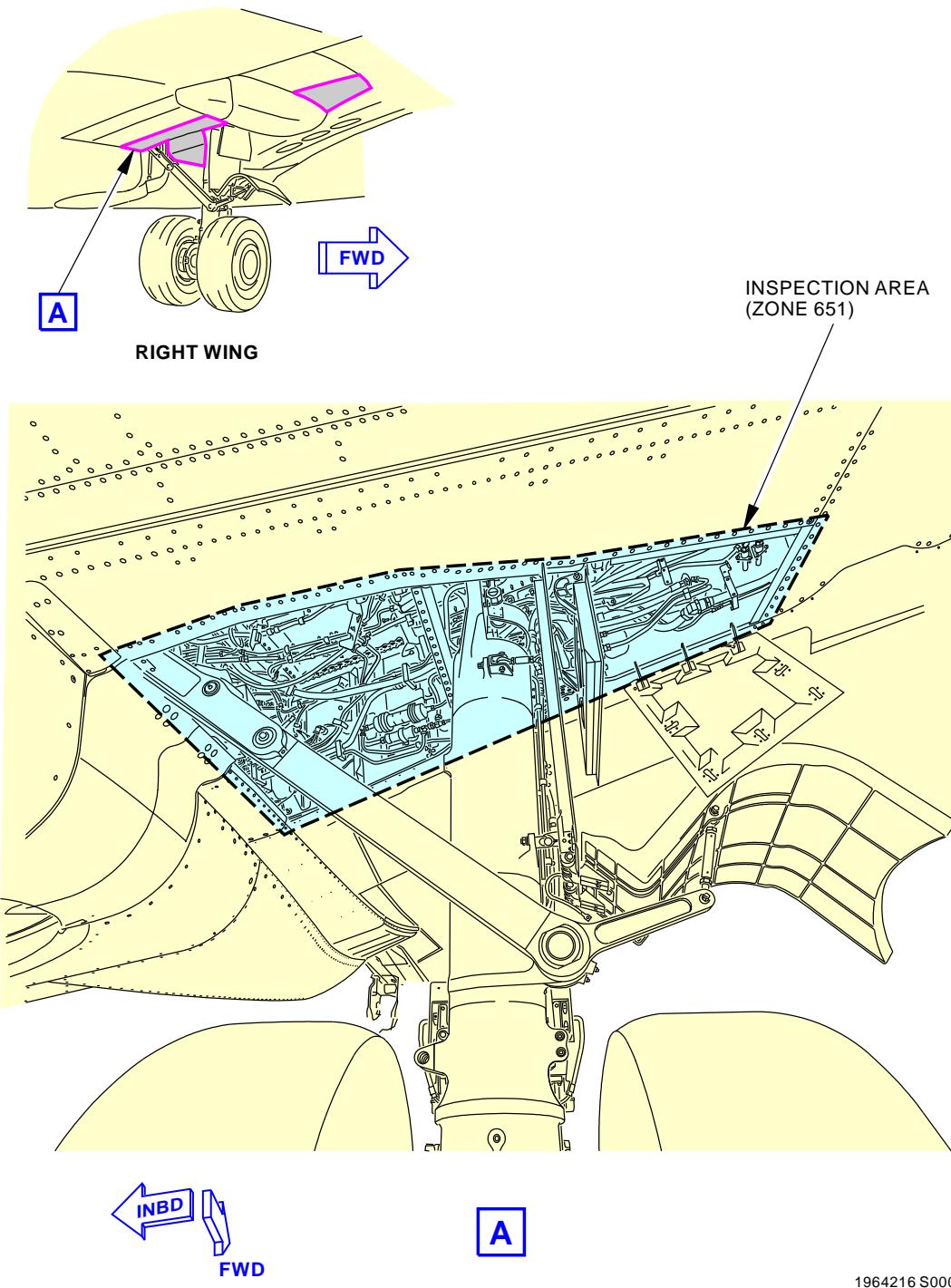
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-610-00-01

1964216 S0000373009_V2

**Rear Spar to Main Landing Gear Support Beam - Right Wing
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**REAR SPAR TO LANDING GEAR SUPPORT BEAM - RIGHT
WING****D633A109-AKS
20-610-00-01****Page 6 of 6
Feb 15/2015**

AKS

737-600/700/800/900

TASK CARDS

AIRLINE CARD NO		TITLE REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - RIGHT WING			BOEING CARD NO. 20-620-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA RIGHT WING	VERSION 1.1	THRESHOLD 18000 FC	REPEAT 18000 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	6 YR	6 YR	AIRPLANE ALL ENGINE ALL
		ACCESS NOTE			ZONE 661

Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Trailing Edge - Right Wing. (EZAP)

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Flaps extended, spoilers raised.

A. References

Reference	Title
AMM 20-40-11-910-801	Static Grounding (P/B 201)
AMM 20-60-02-100-801	Cleaning to Remove Combustible Material (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)
SWPM 20, Standard Wiring Practices	Standard Wiring Practices
SWPM 20-10-20	Standard Wiring Practices Manual

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - RIGHT WING
		D633A109-AKS 20-620-00-01

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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. 20-620-00-01
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► EWIS**TASK 05-42-06-211-804**

1. **Detailed Inspection: Exposed EWIS in the area from Rear Spar to Trailing Edge - Right Wing. (EZAP)**

Figure 1

A. General

- (1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.

B. Inspection

SUBTASK 05-42-06-211-004

NOTE: Flaps extended, spoilers raised.

- (1) Do the inspection, Detailed Inspection of EWIS, Task 20-60-03-100-801.
(2) Inspect (Detailed) all exposed EWIS in the area from Rear Spar to Trailing Edge - Right Wing. (EZAP)

SUBTASK 05-42-06-910-003

- (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

———— END OF TASK ————

EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - RIGHT WING
		D633A109-AKS 20-620-00-01

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-620-00-01
				MECH INSP
► EWIS TASK 20-60-03-100-801				
2. Detailed Inspection of EWIS				
A. General <ul style="list-style-type: none">(1) This procedure is an Enhanced Zonal Analysis Procedure (EZAP) task.(2) This procedure performs a detailed inspection of Electrical Wiring Interconnection System (EWIS).				
B. Definitions: <ul style="list-style-type: none">(1) Electrical Wiring Interconnection System (EWIS): means any wire, power feeder, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. EWIS is defined in full by 14 CFR section 25.1701.(2) Detailed Inspection (DET)—An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, or other means may be necessary. Surface cleaning and elaborate access procedures may be required. A DET can be more than just a visual inspection, since it may include tactile assessment in which a component or assembly is checked for tightness/security. It may require the removal of items such as access panels and drip shields, or the moving of components.				
C. Procedure SUBTASK 20-60-03-100-001 (1) Do this task: Static Grounding, AMM TASK 20-40-11-910-801. SUBTASK 20-60-03-860-001 WARNING: BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. (2) If it is necessary to touch the EWIS, it is recommended to remove electrical power from the EWIS to be inspected: <u>NOTE:</u> You can remove all electrical power from the airplane if the removal from one or more systems is not possible. <ul style="list-style-type: none">(a) Identify the applicable electrical system(s) for the EWIS to be inspected.(b) Open circuit breakers and switches for the EWIS to be inspected.(c) Put a collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the EWIS to be inspected. SUBTASK 20-60-03-010-003 (3) Remove panels as necessary to gain access to the EWIS. SUBTASK 20-60-03-211-001 (4) Do these steps to perform a detailed inspection of the EWIS: <u>NOTE:</u> You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - RIGHT WING		
		D633A109-AKS 20-620-00-01		
				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. 20-620-00-01
				MECH INSP
(a) Protect all EWIS during the inspection:				
CAUTION: KEEP TOOLS, TOOL TRAYS, AND OTHER WORK ITEMS OFF OF THE WIRES. OBJECTS PUT ON THE WIRE BUNDLES OR THEIR RELATED COMPONENTS CAN CAUSE DAMAGE TO THE WIRES, INSULATION, AND CONNECTORS.				
CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.				
CAUTION: DO NOT CUT, CAUSE NICKS, OR CAUSE OTHER DAMAGE TO THE CABLES, WIRES, METAL-BRAIDED SHIELD, OR OVERBRAID. DAMAGE TO THESE COMPONENTS CAN CAUSE MALFUNCTIONS, OR DAMAGE TO OTHER EQUIPMENT.				
1) EWIS that are undisturbed and kept free of contamination will provide trouble-free service without the need for unscheduled maintenance.				
CAUTION: DO NOT USE WIRE BUNDLES, TUBING, DUCTS, OR OTHER ENGINE COMPONENTS AS A STEP OR HAND-HOLD. DAMAGE TO EQUIPMENT CAN OCCUR.				
2) EWIS can be easily damaged during the inspection if they are used as a handhold or support for personal equipment.				
(b) Check the EWIS and the area around them for combustible material such as dust, lint and other surface contamination.				
1) If combustible material is found, do this task: Cleaning to Remove Combustible Material, AMM TASK 20-60-02-100-801.				
(c) Check the EWIS for: contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath / conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.				
(d) Check connectors for: external corrosion, backshell tail, rubber pad/packing on backshell, backshell wire securing device, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.				
(e) Check switches for rear protection cap damage.				
(f) Check ground points for: corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.				
(g) Check EWIS clamps or brackets for: presence, corrosion, condition, bends or twists, attachment, protection/cushion.				
(h) Check EWIS supports such as rails, racks, shelves, or tubes/conduits for: breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.				
(i) If damage is found on any EWIS, do the following:				
EFFECTIVITY AKS ALL	SOURCE MRB	REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - RIGHT WING		
		D633A109-AKS 20-620-00-01		Page 4 of 6 Jun 15/2016

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 20-620-00-01
				MECH INSP
1) Do this task: Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801				
2) Repair or replace per the applicable task: SWPM 20, Standard Wiring Practices.				
(j) If damage is found with the pressure seals, replace the component: SWPM 20-10-20.				
SUBTASK 20-60-03-410-001				
CAUTION: MAKE SURE THAT YOU REMOVE ALL TOOLS, LOOSE PARTS AND UNWANTED MATERIAL FROM THE AREA WHEN YOU COMPLETE MAINTENANCE. DAMAGE TO EQUIPMENT COULD OCCUR.				
(5) Install all panels removed for access.				
SUBTASK 20-60-03-860-002				
(6) Restore electrical power in the area(s) and/or from the item(s) that had the electrical power removed.				
(a) Remove the collar/warning tag on the applicable circuit breaker(s), and warning tag on the applicable switch(s) for the area(s) and/or from the item(s) that had the electrical power removed.				
———— END OF TASK ————				

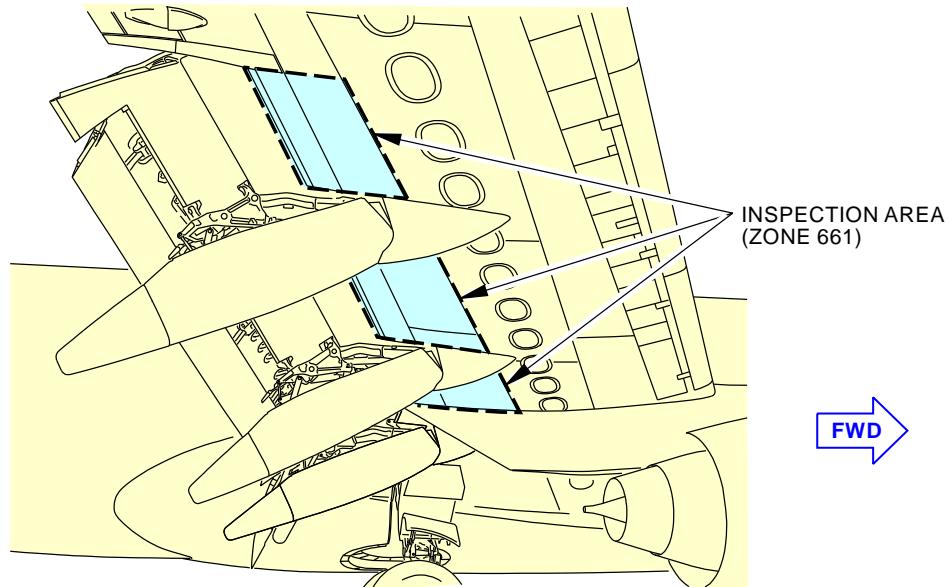
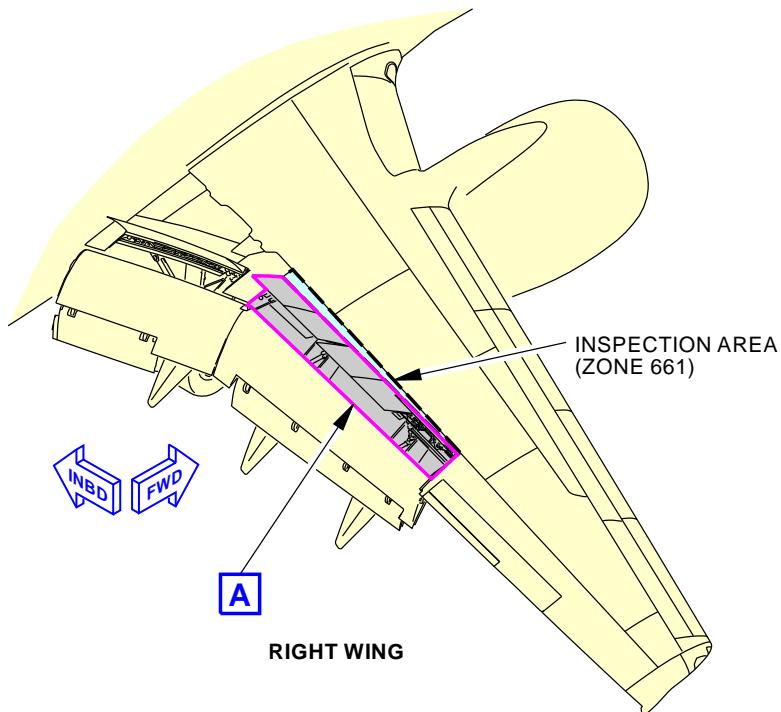
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
20-620-00-01

BOTTOM VIEW

A

**Front Spar to Trailing Edge - Right Wing
Figure 1**

1964230 S0000372995_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED
T.E. - RIGHT WING****D633A109-AKS
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