

CHAPTER

27

**FLIGHT
CONTROLS**

AKS
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TASK CARDS**
**CHAPTER 27
FLIGHT CONTROLS**

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| 27-EFFECTIVE PAGES | | | 27-022-00-01 | SYS (cont) | | 27-026-01-01 | SYS (cont) | |
| 1 thru 13 | JUN 15/2016 | | 3 | Oct 15/2014 | | 9 | Oct 15/2015 | |
| 14 | BLANK | | 4 | Jun 15/2015 | R | 10 | Jun 15/2016 | |
| 27-011-00-01 | SYS | | 5 | Jun 15/2015 | R | 11 | Jun 15/2016 | |
| 1 | Oct 15/2014 | | 6 | Jun 15/2015 | | 12 | Jun 15/2015 | |
| 2 | Oct 15/2015 | | 7 | Jun 15/2015 | | 13 | Jun 15/2015 | |
| 3 | Jun 15/2015 | | 27-024-00-01 | SYS | | 14 | Jun 15/2015 | |
| 27-012-00-01 | SYS | | 1 | Oct 15/2015 | | 15 | Jun 15/2015 | |
| 1 | Oct 15/2014 | R | 2 | Jun 15/2016 | | 16 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 3 | Feb 15/2015 | | 27-026-02-01 | SYS | |
| 3 | Jun 15/2015 | | 4 | Jun 15/2015 | R | 1 | Jun 15/2016 | |
| 27-013-01-01 | SYS | | 5 | Oct 15/2014 | R | 2 | Jun 15/2016 | |
| 1 | Oct 15/2014 | | 6 | Oct 15/2014 | | 3 | Feb 15/2015 | |
| R | 2 | Jun 15/2016 | 7 | Oct 15/2014 | | 4 | Oct 15/2014 | |
| 3 | Jun 15/2015 | | 8 | Oct 15/2015 | | 5 | Oct 15/2014 | |
| 27-013-02-01 | SYS | | 9 | Oct 15/2014 | | 6 | Oct 15/2014 | |
| 1 | Oct 15/2014 | | 10 | Oct 15/2014 | | 7 | Oct 15/2014 | |
| R | 2 | Jun 15/2016 | 11 | Oct 15/2014 | | 8 | Oct 15/2015 | |
| 3 | Jun 15/2015 | | 12 | Oct 15/2014 | R | 9 | Jun 15/2016 | |
| 27-016-00-01 | SYS | | 13 | Oct 15/2014 | R | 10 | Jun 15/2016 | |
| 1 | Oct 15/2015 | | 14 | Oct 15/2015 | | 11 | Jun 15/2015 | |
| 2 | Jun 15/2015 | | 15 | Oct 15/2014 | | 12 | Jun 15/2015 | |
| 3 | Oct 15/2015 | | 16 | Oct 15/2014 | | 13 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 17 | Oct 15/2014 | | 14 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 18 | Oct 15/2015 | | 27-028-00-01 | SYS | |
| 6 | Jun 15/2015 | | 19 | Jun 15/2015 | | 1 | Oct 15/2014 | |
| 27-018-00-01 | SYS | | 20 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 1 | Oct 15/2015 | | 21 | Jun 15/2015 | | 3 | Oct 15/2015 | |
| 2 | Jun 15/2015 | | 27-026-01-01 | SYS | | 4 | Oct 15/2015 | |
| 3 | Oct 15/2014 | R | 1 | Jun 15/2016 | | 27-030-00-01 | SYS | |
| 4 | Oct 15/2015 | R | 2 | Jun 15/2016 | | 1 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 3 | Feb 15/2015 | | 2 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 4 | Oct 15/2014 | | 27-032-00-01 | SYS | |
| 7 | Jun 15/2015 | | 5 | Oct 15/2014 | | 1 | Jun 15/2015 | |
| 27-022-00-01 | SYS | | 6 | Oct 15/2014 | | 2 | Jun 15/2015 | |
| R | 1 | Jun 15/2016 | 7 | Oct 15/2014 | | 3 | Jun 15/2015 | |
| R | 2 | Jun 15/2016 | 8 | Oct 15/2014 | | | | |

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

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| 27-033-00-01 | SYS | | 27-036-00-01 | SYS (cont) | | 27-047-00-01 | SYS (cont) | |
| 1 | Oct 15/2015 | | 3 | Oct 15/2015 | | 6 | Oct 15/2014 | |
| 2 | Jun 15/2015 | | 4 | Oct 15/2015 | | 7 | Oct 15/2014 | |
| 3 | Oct 15/2014 | | 5 | Oct 15/2015 | | 8 | Oct 15/2014 | |
| 4 | Oct 15/2015 | | 27-038-00-01 | SYS | | 9 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 1 | Oct 15/2014 | | 10 | Jun 15/2015 | |
| 27-033-00-02 | SYS | | 2 | Feb 15/2015 | | 27-048-00-01 | SYS | |
| 1 | Oct 15/2015 | | 3 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 2 | Jun 15/2015 | | 27-040-00-01 | SYS | | 2 | Jun 15/2015 | |
| 3 | Oct 15/2014 | | 1 | Oct 15/2014 | | 3 | Oct 15/2014 | |
| 4 | Oct 15/2015 | | 2 | Feb 15/2015 | | 4 | Oct 15/2014 | |
| 5 | Jun 15/2015 | | 3 | Feb 15/2015 | | 5 | Oct 15/2014 | |
| 27-034-01-01 | SYS | | 4 | Jun 15/2015 | | 6 | Oct 15/2014 | |
| 1 | Oct 15/2014 | | 27-041-00-01 | SYS | | 7 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 1 | Jun 15/2015 | | 8 | Oct 15/2014 | |
| 3 | Jun 15/2015 | | 2 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 4 | Jun 15/2015 | R | 3 | Jun 15/2016 | | 10 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 4 | Oct 15/2014 | | 27-054-00-01 | SYS | |
| 27-034-02-01 | SYS | | 5 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 6 | Jun 15/2015 | R | 2 | Jun 15/2016 | |
| 2 | Feb 15/2015 | | 27-043-00-01 | SYS | | 3 | Feb 15/2015 | |
| 3 | Jun 15/2015 | | 1 | Oct 15/2014 | | 4 | Feb 15/2015 | |
| 4 | Jun 15/2015 | | 2 | Feb 15/2015 | | 5 | Feb 15/2015 | |
| 5 | Jun 15/2015 | | 3 | Feb 15/2015 | | 6 | Jun 15/2015 | |
| 27-035-00-01 | SYS | | 4 | Jun 15/2015 | | 7 | Feb 15/2015 | |
| 1 | Oct 15/2015 | | 27-046-00-01 | SYS | | 8 | Feb 15/2015 | |
| 2 | Jun 15/2015 | | 1 | Oct 15/2014 | | 9 | Feb 15/2015 | |
| 3 | Oct 15/2015 | | 2 | Feb 15/2015 | | 10 | Oct 15/2015 | |
| 4 | Jun 15/2015 | | 3 | Feb 15/2015 | | 11 | Jun 15/2015 | |
| 27-035-00-02 | SYS | | 4 | Jun 15/2015 | | 12 | Feb 15/2015 | |
| 1 | Oct 15/2015 | | 5 | Jun 15/2015 | | 13 | Jun 15/2015 | |
| 2 | Jun 15/2015 | | 27-047-00-01 | SYS | | 14 | Jun 15/2015 | |
| 3 | Oct 15/2015 | | 1 | Jun 15/2015 | | 15 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 2 | Jun 15/2015 | | 16 | Jun 15/2015 | |
| 27-036-00-01 | SYS | | 3 | Oct 15/2014 | | 27-056-00-01 | SYS | |
| 1 | Oct 15/2014 | | 4 | Oct 15/2014 | | 1 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 5 | Oct 15/2014 | | 2 | Feb 15/2015 | |

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| 27-056-00-01 | SYS (cont) | | 27-070-00-01 | SYS (cont) | | 27-074-00-01 | SYS | |
| 3 | Jun 15/2015 | | 9 | Feb 15/2016 | | 1 | Feb 15/2016 | |
| 27-058-00-01 | SYS | | 10 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 1 | Oct 15/2014 | | 11 | Jun 15/2015 | | 3 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 12 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 3 | Jun 15/2015 | | 13 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 27-060-00-02 | SYS | | 14 | Jun 15/2015 | | 27-075-01-01 | SYS | |
| 1 | Oct 15/2014 | | 15 | Jun 15/2015 | | 1 | Feb 15/2016 | |
| 2 | Feb 15/2016 | | 16 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 3 | Feb 15/2016 | | 17 | Jun 15/2015 | | 3 | Feb 15/2016 | |
| 4 | Feb 15/2016 | | 18 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 5 | Feb 15/2016 | | 19 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 27-062-00-02 | SYS | | 27-070-00-02 | SYS | | 27-075-02-01 | SYS | |
| 1 | Oct 15/2014 | | 1 | Jun 15/2015 | | 1 | Feb 15/2016 | |
| 2 | Feb 15/2015 | | 2 | Feb 15/2015 | | 2 | Feb 15/2016 | |
| 3 | Feb 15/2015 | | 3 | Jun 15/2015 | | 3 | Feb 15/2016 | |
| 27-064-00-02 | SYS | | 4 | Feb 15/2015 | | 4 | Jun 15/2015 | |
| 1 | Jun 15/2015 | | 5 | Oct 15/2014 | | 5 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 6 | Oct 15/2014 | | 27-076-00-01 | SYS | |
| 3 | Oct 15/2014 | | 7 | Feb 15/2015 | | 1 | Oct 15/2015 | |
| 4 | Jun 15/2015 | | 8 | Feb 15/2016 | | 2 | Oct 15/2015 | |
| 27-068-00-01 | SYS | | 9 | Feb 15/2016 | | 3 | Jun 15/2015 | |
| 1 | Jun 15/2015 | | 10 | Jun 15/2015 | | 4 | Oct 15/2015 | |
| 2 | Jun 15/2015 | | 11 | Jun 15/2015 | | 27-078-00-01 | SYS | |
| 3 | Oct 15/2014 | | 12 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 4 | Oct 15/2014 | | 13 | Jun 15/2015 | | R 2 | Jun 15/2016 | |
| 5 | Oct 15/2014 | | 14 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 6 | Jun 15/2015 | | 15 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 27-070-00-01 | SYS | | 16 | Jun 15/2015 | | 5 | Oct 15/2014 | |
| 1 | Jun 15/2015 | | 17 | Jun 15/2015 | | 6 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 18 | Jun 15/2015 | | 7 | Oct 15/2014 | |
| 3 | Jun 15/2015 | | 19 | Jun 15/2015 | | 8 | Oct 15/2015 | |
| 4 | Feb 15/2015 | | 27-073-00-01 | SYS | | 9 | Oct 15/2014 | |
| 5 | Oct 15/2014 | | 1 | Oct 15/2014 | | 10 | Oct 15/2014 | |
| 6 | Oct 15/2014 | | 2 | Feb 15/2015 | | 11 | Oct 15/2014 | |
| 7 | Feb 15/2015 | | 3 | Feb 15/2015 | | 12 | Oct 15/2014 | |
| 8 | Feb 15/2016 | | | | | 13 | Oct 15/2014 | |

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| 27-078-00-01 | SYS (cont) | | 27-088-00-01 | SYS (cont) | | 27-093-00-02 | SYS (cont) | |
| 14 | Oct 15/2015 | | 9 | Oct 15/2015 | | 12 | Jun 15/2015 | |
| 15 | Oct 15/2014 | | 10 | Oct 15/2015 | | 27-094-00-01 | SYS | |
| 16 | Oct 15/2014 | | 11 | Oct 15/2015 | | 1 | Oct 15/2015 | |
| 17 | Oct 15/2014 | | 27-092-00-01 | SYS | | 2 | Jun 15/2015 | |
| 18 | Oct 15/2015 | | 1 | Feb 15/2016 | | 3 | Oct 15/2015 | |
| 19 | Jun 15/2015 | | 2 | Feb 15/2015 | | 27-098-01-01 | SYS | |
| 20 | Jun 15/2015 | R | 3 | Jun 15/2016 | | R | 1 | Jun 15/2016 |
| 21 | Jun 15/2015 | | 4 | Oct 15/2014 | | 2 | Feb 15/2015 | |
| 27-080-00-01 | SYS | | 5 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| O 1 | Jun 15/2016 | | 6 | Jun 15/2015 | | 4 | Feb 15/2015 | |
| R 2 | Jun 15/2016 | | 7 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 3 | Feb 15/2015 | | 27-093-00-01 | SYS | | 6 | Jun 15/2015 | |
| 4 | Feb 15/2015 | | 1 | Oct 15/2014 | | 27-099-00-01 | SYS | |
| 5 | Feb 15/2015 | | 2 | Feb 15/2015 | | R | 1 | Jun 15/2016 |
| 6 | Feb 15/2015 | | 3 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 7 | Feb 15/2015 | | 4 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 8 | Oct 15/2015 | | 5 | Jun 15/2015 | | 4 | Oct 15/2014 | |
| 9 | Jun 15/2015 | | 6 | Jun 15/2015 | | 5 | Oct 15/2014 | |
| 10 | Jun 15/2015 | | 7 | Jun 15/2015 | | 6 | Oct 15/2014 | |
| 27-084-00-01 | SYS | | 8 | Jun 15/2015 | | 7 | Oct 15/2014 | |
| 1 | Feb 15/2015 | | 9 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 10 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 3 | Oct 15/2014 | | 11 | Jun 15/2015 | | 10 | Jun 15/2015 | |
| 27-086-00-01 | SYS | | 12 | Jun 15/2015 | | 11 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 27-093-00-02 | SYS | | 12 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 1 | Oct 15/2014 | | 13 | Jun 15/2015 | |
| 3 | Feb 15/2015 | | 2 | Feb 15/2015 | | 27-099-00-02 | SYS | |
| 27-088-00-01 | SYS | | 3 | Jun 15/2015 | | R | 1 | Jun 15/2016 |
| 1 | Jun 15/2015 | | 4 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 2 | Feb 15/2016 | | 5 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 3 | Feb 15/2015 | | 6 | Jun 15/2015 | | 4 | Oct 15/2014 | |
| 4 | Feb 15/2016 | | 7 | Jun 15/2015 | | 5 | Oct 15/2014 | |
| 5 | Feb 15/2016 | | 8 | Jun 15/2015 | | 6 | Oct 15/2014 | |
| 6 | Feb 15/2016 | | 9 | Jun 15/2015 | | 7 | Oct 15/2014 | |
| 7 | Feb 15/2016 | | 10 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 8 | Jun 15/2015 | | 11 | Jun 15/2015 | | 9 | Jun 15/2015 | |

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| 27-099-00-02 | SYS (cont) | | 27-107-00-01 | SYS | | 27-110-00-01 | SYS (cont) | |
| 10 | Jun 15/2015 | | 1 | Oct 15/2015 | | 3 | Oct 15/2014 | |
| 11 | Jun 15/2015 | | 2 | Feb 15/2015 | | 4 | Oct 15/2014 | |
| 12 | Jun 15/2015 | | 3 | Feb 15/2015 | | 5 | Oct 15/2014 | |
| 13 | Jun 15/2015 | | 4 | Feb 15/2015 | | 6 | Jun 15/2015 | |
| 27-100-00-01 | SYS | | 5 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 1 | Oct 15/2014 | R | 6 | Jun 15/2016 | | 27-112-00-01 | SYS | |
| 2 | Feb 15/2015 | | 27-108-00-01 | SYS | | 1 | Feb 15/2016 | |
| 3 | Jun 15/2015 | R | 1 | Jun 15/2016 | | 2 | Jun 15/2015 | |
| 27-101-00-01 | SYS | R | 2 | Jun 15/2016 | | 3 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 3 | Jun 15/2015 | | 4 | Oct 15/2015 | |
| 2 | Feb 15/2015 | | 4 | Jun 15/2015 | | 5 | Feb 15/2015 | |
| 3 | Jun 15/2015 | | 5 | Jun 15/2015 | | 6 | Oct 15/2014 | |
| 27-102-00-01 | SYS | | 6 | Jun 15/2015 | | 7 | Oct 15/2014 | |
| 1 | Jun 15/2015 | | 7 | Jun 15/2015 | | 27-114-00-01 | SYS | |
| 2 | Oct 15/2015 | R | 8 | Jun 15/2016 | | 1 | Jun 15/2015 | |
| 3 | Oct 15/2015 | R | 9 | Jun 15/2016 | | 2 | Feb 15/2015 | |
| 4 | Oct 15/2015 | R | 10 | Jun 15/2016 | | 3 | Oct 15/2014 | |
| 5 | Oct 15/2015 | R | 11 | Jun 15/2016 | | 4 | Oct 15/2014 | |
| 6 | Jun 15/2015 | R | 12 | Jun 15/2016 | | 5 | Oct 15/2014 | |
| 7 | Jun 15/2015 | R | 13 | Jun 15/2016 | | 6 | Oct 15/2014 | |
| 8 | Jun 15/2015 | | 14 | Jun 15/2015 | | 7 | Oct 15/2014 | |
| 9 | Jun 15/2015 | | 15 | Oct 15/2015 | | 8 | Oct 15/2014 | |
| 27-104-00-01 | SYS | | 16 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 1 | Jun 15/2015 | | 17 | Oct 15/2015 | | 10 | Oct 15/2015 | |
| 2 | Oct 15/2015 | | 18 | Oct 15/2015 | | 11 | Jun 15/2015 | |
| 3 | Oct 15/2015 | | 19 | Jun 15/2015 | | 12 | Oct 15/2015 | |
| 4 | Jun 15/2015 | | 20 | Oct 15/2015 | | 13 | Oct 15/2015 | |
| 5 | Oct 15/2015 | | 21 | Oct 15/2015 | | 27-116-00-01 | SYS | |
| 27-106-00-01 | SYS | | 22 | Oct 15/2015 | | 1 | Jun 15/2015 | |
| 1 | Feb 15/2015 | | 23 | Oct 15/2015 | | 2 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 24 | Oct 15/2015 | | 27-118-00-01 | SYS | |
| 3 | Oct 15/2015 | | 25 | Oct 15/2015 | | 1 | Jun 15/2015 | |
| 4 | Oct 15/2014 | | 26 | Oct 15/2015 | | 2 | Jun 15/2015 | |
| 5 | Oct 15/2015 | | 27-110-00-01 | SYS | | 3 | Feb 15/2015 | |
| 6 | Oct 15/2015 | | 1 | Oct 15/2014 | | | | |
| | | | 2 | Feb 15/2015 | | | | |

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| 27-120-00-01 | SYS | | 27-136-01-01 | SYS (cont) | | 27-138-00-01 | SYS (cont) | |
| 1 | Oct 15/2015 | | 3 | Feb 15/2015 | | 11 | Jun 15/2015 | |
| R 2 | Jun 15/2016 | | 4 | Feb 15/2015 | | 12 | Jun 15/2015 | |
| R 3 | Jun 15/2016 | | 5 | Feb 15/2015 | | 13 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 6 | Jun 15/2015 | | 27-138-00-02 | SYS | |
| 5 | Jun 15/2015 | | 7 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 8 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 7 | Jun 15/2015 | | 9 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 8 | Jun 15/2015 | | 10 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 9 | Jun 15/2015 | | 11 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 10 | Jun 15/2015 | | 12 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 11 | Jun 15/2015 | | 13 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 12 | Jun 15/2015 | | 27-136-02-01 | SYS | | 8 | Jun 15/2015 | |
| 27-121-00-01 | SYS | | 1 | Oct 15/2014 | | 9 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 2 | Feb 15/2015 | | 10 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 3 | Feb 15/2015 | | 11 | Jun 15/2015 | |
| 3 | Oct 15/2015 | | 4 | Feb 15/2015 | | 12 | Jun 15/2015 | |
| 4 | Oct 15/2015 | | 5 | Feb 15/2015 | | 13 | Jun 15/2015 | |
| 5 | Oct 15/2015 | | 6 | Jun 15/2015 | | 27-140-01-01 | SYS | |
| 27-122-00-01 | SYS | | 7 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 1 | Jun 15/2015 | | 8 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 2 | Jun 15/2015 | | 9 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 3 | Feb 15/2015 | | 10 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 27-132-00-01 | SYS | | 11 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 1 | Oct 15/2015 | | 12 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 13 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 3 | Jun 15/2015 | | 27-138-00-01 | SYS | | 8 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 1 | Jun 15/2015 | | 27-140-02-01 | SYS | |
| 27-134-00-01 | SYS | | 2 | Feb 15/2015 | | 1 | Oct 15/2015 | |
| 1 | Oct 15/2015 | | 3 | Feb 15/2015 | | 2 | Feb 15/2015 | |
| 2 | Feb 15/2015 | | 4 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 3 | Feb 15/2015 | | 5 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 6 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 7 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 27-136-01-01 | SYS | | 8 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 9 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 10 | Jun 15/2015 | | | | |

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| 27-142-01-01 | SYS | | 27-144-00-01 | SYS (cont) | | 27-148-01-01 | SYS (cont) | |
| R 1 | Jun 15/2016 | | 9 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 10 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| R 3 | Jun 15/2016 | | 11 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| O 4 | Jun 15/2016 | | 12 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 13 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 14 | Jun 15/2015 | | 10 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | 15 | Jun 15/2015 | | 11 | Jun 15/2015 | |
| 8 | Jun 15/2015 | | 16 | Jun 15/2015 | | 12 | Jun 15/2015 | |
| 9 | Jun 15/2015 | | 17 | Jun 15/2015 | | 13 | Jun 15/2015 | |
| 10 | Jun 15/2015 | | 18 | Jun 15/2015 | | 14 | Jun 15/2015 | |
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| 13 | Jun 15/2015 | | 1 | Jun 15/2015 | | 17 | Jun 15/2015 | |
| 27-142-02-01 | SYS | | 2 | Feb 15/2015 | | 18 | Jun 15/2015 | |
| R 1 | Jun 15/2016 | | R 3 | Jun 15/2016 | | 19 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 4 | Feb 15/2015 | | 20 | Jun 15/2015 | |
| R 3 | Jun 15/2016 | | R 5 | Jun 15/2016 | | 21 | Jun 15/2015 | |
| O 4 | Jun 15/2016 | | 6 | Jun 15/2015 | | 27-148-02-01 | SYS | |
| 5 | Jun 15/2015 | | 7 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 8 | Jun 15/2015 | | 2 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | 9 | Jun 15/2015 | | R 3 | Jun 15/2016 | |
| 8 | Jun 15/2015 | | 10 | Jun 15/2015 | | R 4 | Jun 15/2016 | |
| 9 | Jun 15/2015 | | 11 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 10 | Jun 15/2015 | | 12 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 11 | Jun 15/2015 | | 13 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 12 | Jun 15/2015 | | 14 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 13 | Jun 15/2015 | | 15 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 27-144-00-01 | SYS | | 16 | Jun 15/2015 | | 10 | Jun 15/2015 | |
| 1 | Jun 15/2015 | | 17 | Jun 15/2015 | | 11 | Jun 15/2015 | |
| 2 | Feb 15/2015 | | 18 | Jun 15/2015 | | 12 | Jun 15/2015 | |
| R 3 | Jun 15/2016 | | 19 | Jun 15/2015 | | 13 | Jun 15/2015 | |
| 4 | Feb 15/2015 | | 27-148-01-01 | SYS | | 14 | Jun 15/2015 | |
| R 5 | Jun 15/2016 | | 1 | Jun 15/2015 | | 15 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 2 | Jun 15/2015 | | 16 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | R 3 | Jun 15/2016 | | 17 | Jun 15/2015 | |
| 8 | Jun 15/2015 | | R 4 | Jun 15/2016 | | 18 | Jun 15/2015 | |

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

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| 27-148-02-01 | SYS (cont) | | 27-148-04-01 | SYS (cont) | | 27-156-00-01 | SYS (cont) | |
| 19 | Jun 15/2015 | | 11 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 20 | Jun 15/2015 | | 12 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 21 | Jun 15/2015 | | 13 | Jun 15/2015 | | 27-158-00-01 | SYS | |
| 27-148-03-01 | SYS | | 14 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 1 | Jun 15/2015 | | 15 | Jun 15/2015 | | 2 | Jun 15/2015 | |
| 2 | Oct 15/2015 | | 16 | Jun 15/2015 | | 3 | Oct 15/2015 | |
| 3 | Oct 15/2015 | | 17 | Jun 15/2015 | | 4 | Jun 15/2015 | |
| 4 | Oct 15/2015 | | 18 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 5 | Oct 15/2015 | | 19 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 6 | Oct 15/2015 | | 20 | Jun 15/2015 | | 27-162-00-01 | SYS | |
| 7 | Oct 15/2015 | | 21 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 8 | Feb 15/2016 | | 27-152-01-01 | SYS | | 2 | Jun 15/2015 | |
| 9 | Oct 15/2015 | | 1 | Oct 15/2014 | | 3 | Feb 15/2015 | |
| 10 | Jun 15/2015 | | 2 | Feb 15/2015 | | 4 | Jun 15/2015 | |
| 11 | Jun 15/2015 | | 3 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 12 | Jun 15/2015 | | 4 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 13 | Jun 15/2015 | | 27-152-02-01 | SYS | R | 7 | Jun 15/2016 | |
| 14 | Jun 15/2015 | | 1 | Oct 15/2014 | R | 8 | Jun 15/2016 | |
| 15 | Jun 15/2015 | | 2 | Feb 15/2015 | R | 9 | Jun 15/2016 | |
| 16 | Jun 15/2015 | | 3 | Jun 15/2015 | R | 10 | Jun 15/2016 | |
| 17 | Jun 15/2015 | | 4 | Jun 15/2015 | R | 11 | Jun 15/2016 | |
| 18 | Jun 15/2015 | | 27-154-00-01 | SYS | R | 12 | Jun 15/2016 | |
| 19 | Jun 15/2015 | | 1 | Oct 15/2015 | R | 13 | Jun 15/2016 | |
| 20 | Jun 15/2015 | | 2 | Jun 15/2015 | R | 14 | Jun 15/2016 | |
| 21 | Jun 15/2015 | | 3 | Oct 15/2015 | A | 15 | Jun 15/2016 | |
| 27-148-04-01 | SYS | | 4 | Jun 15/2015 | 27-164-00-01 | SYS | | |
| 1 | Jun 15/2015 | | 5 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 2 | Oct 15/2015 | | 6 | Jun 15/2015 | | 2 | Jun 15/2015 | |
| 3 | Oct 15/2015 | | 27-156-00-01 | SYS | | 3 | Oct 15/2014 | |
| 4 | Oct 15/2015 | O | 1 | Jun 15/2016 | | 4 | Oct 15/2014 | |
| 5 | Oct 15/2015 | R | 2 | Jun 15/2016 | | 5 | Jun 15/2015 | |
| 6 | Oct 15/2015 | | 3 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 7 | Oct 15/2015 | | 4 | Oct 15/2015 | | 7 | Jun 15/2015 | |
| 8 | Feb 15/2016 | | 5 | Feb 15/2015 | 27-166-00-01 | SYS | | |
| 9 | Oct 15/2015 | | 6 | Oct 15/2015 | | 1 | Oct 15/2014 | |
| 10 | Jun 15/2015 | | 7 | Jun 15/2015 | | 2 | Feb 15/2015 | |

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| 27-166-00-01 | SYS (cont) | | 27-170-01-01 | SYS (cont) | | 27-171-01-01 | SYS | |
| 3 | Feb 15/2015 | | 15 | Jun 15/2015 | | 1 | Oct 15/2014 | |
| 4 | Oct 15/2014 | | 16 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 5 | Jun 15/2015 | | 17 | Jun 15/2015 | | 3 | Jun 15/2015 | |
| 6 | Jun 15/2015 | | 18 | Jun 15/2015 | | 27-171-02-01 | SYS | |
| 7 | Jun 15/2015 | | 19 | Jun 15/2015 | | 1 | Oct 15/2014 | |
| 27-168-01-01 | SYS | | 20 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| R 1 | Jun 15/2016 | | 21 | Jun 15/2015 | | 3 | Jun 15/2015 | |
| 2 | Jun 15/2015 | | 22 | Jun 15/2015 | | 27-172-01-01 | SYS | |
| R 3 | Jun 15/2016 | | 23 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| O 4 | Jun 15/2016 | | 24 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| O 5 | Jun 15/2016 | | 27-170-02-01 | SYS | | 3 | Feb 15/2015 | |
| O 6 | Jun 15/2016 | | 1 | Oct 15/2015 | | 4 | Feb 15/2015 | |
| A 7 | Jun 15/2016 | | 2 | Oct 15/2015 | | 5 | Jun 15/2015 | |
| 27-168-02-01 | SYS | | 3 | Oct 15/2015 | | 6 | Jun 15/2015 | |
| R 1 | Jun 15/2016 | | 4 | Feb 15/2015 | | 7 | Jun 15/2015 | |
| 2 | Jun 15/2015 | | 5 | Feb 15/2015 | | 8 | Jun 15/2015 | |
| R 3 | Jun 15/2016 | | 6 | Oct 15/2015 | | 9 | Jun 15/2015 | |
| O 4 | Jun 15/2016 | | 7 | Jun 15/2015 | | 10 | Jun 15/2015 | |
| O 5 | Jun 15/2016 | | 8 | Jun 15/2015 | | 11 | Jun 15/2015 | |
| O 6 | Jun 15/2016 | | 9 | Jun 15/2015 | | 12 | Jun 15/2015 | |
| A 7 | Jun 15/2016 | | 10 | Jun 15/2015 | | 13 | Jun 15/2015 | |
| 27-170-01-01 | SYS | | 11 | Jun 15/2015 | | 14 | Jun 15/2015 | |
| 1 | Oct 15/2015 | | 12 | Jun 15/2015 | | 15 | Jun 15/2015 | |
| 2 | Oct 15/2015 | | 13 | Jun 15/2015 | | 27-172-02-01 | SYS | |
| 3 | Oct 15/2015 | | 14 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 4 | Feb 15/2015 | | 15 | Jun 15/2015 | | 2 | Feb 15/2015 | |
| 5 | Feb 15/2015 | | 16 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 6 | Oct 15/2015 | | 17 | Jun 15/2015 | | 4 | Feb 15/2015 | |
| 7 | Jun 15/2015 | | 18 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 8 | Jun 15/2015 | | 19 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 9 | Jun 15/2015 | | 20 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 10 | Jun 15/2015 | | 21 | Jun 15/2015 | | 8 | Jun 15/2015 | |
| 11 | Jun 15/2015 | | 22 | Jun 15/2015 | | 9 | Jun 15/2015 | |
| 12 | Jun 15/2015 | | 23 | Jun 15/2015 | | 10 | Jun 15/2015 | |
| 13 | Jun 15/2015 | | 24 | Jun 15/2015 | | 11 | Jun 15/2015 | |
| 14 | Jun 15/2015 | | | | | 12 | Jun 15/2015 | |

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| 27-172-02-01 | SYS (cont) | | 27-182-00-01 | SYS | | 27-186-00-01 | SYS | |
| 13 | Jun 15/2015 | | 1 | Oct 15/2014 | | 1 | Oct 15/2015 | |
| 14 | Jun 15/2015 | | 2 | Feb 15/2015 | | 2 | Oct 15/2015 | |
| 15 | Jun 15/2015 | | 3 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 27-174-01-01 | SYS | | 27-182-01-01 | SYS | | 4 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 1 | Feb 15/2016 | | 27-187-00-01 | SYS | |
| 2 | Feb 15/2015 | | 2 | Feb 15/2016 | | 1 | Oct 15/2014 | |
| 3 | Feb 15/2015 | | 3 | Feb 15/2016 | | 2 | Feb 15/2015 | |
| 4 | Feb 15/2015 | | 4 | Jun 15/2015 | | 3 | Oct 15/2014 | |
| 5 | Jun 15/2015 | | 5 | Feb 15/2015 | | 27-188-00-02 | SYS | |
| 6 | Jun 15/2015 | | 6 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | 7 | Jun 15/2015 | | 2 | Jun 15/2015 | |
| 27-174-02-01 | SYS | | 8 | Oct 15/2015 | | 3 | Feb 15/2015 | |
| 1 | Oct 15/2014 | | 9 | Jun 15/2015 | | 4 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 10 | Jun 15/2015 | | 5 | Feb 15/2015 | |
| 3 | Feb 15/2015 | | 27-182-02-01 | SYS | | 6 | Jun 15/2015 | |
| 4 | Feb 15/2015 | | 1 | Feb 15/2016 | | 7 | Jun 15/2015 | |
| 5 | Jun 15/2015 | | 2 | Feb 15/2016 | | 27-190-00-01 | SYS | |
| 6 | Jun 15/2015 | | 3 | Feb 15/2016 | | 1 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | 4 | Jun 15/2015 | | 2 | Jun 15/2015 | |
| 27-176-01-01 | SYS | | 5 | Feb 15/2015 | | 3 | Oct 15/2014 | |
| 1 | Oct 15/2014 | | 6 | Jun 15/2015 | | 4 | Oct 15/2014 | |
| 2 | Feb 15/2015 | | 7 | Jun 15/2015 | | 27-192-01-01 | SYS | |
| 3 | Jun 15/2015 | | 8 | Oct 15/2015 | | 1 | Feb 15/2015 | |
| 4 | Jun 15/2015 | | 9 | Jun 15/2015 | | R 2 | Jun 15/2016 | |
| 27-176-02-01 | SYS | | 10 | Jun 15/2015 | | O 3 | Jun 15/2016 | |
| 1 | Oct 15/2014 | | 27-184-00-01 | SYS | | O 4 | Jun 15/2016 | |
| 2 | Feb 15/2015 | | 1 | Jun 15/2015 | | 5 | Jun 15/2015 | |
| 3 | Jun 15/2015 | | 2 | Jun 15/2015 | | 6 | Jun 15/2015 | |
| 4 | Jun 15/2015 | | 3 | Jun 15/2015 | | 7 | Jun 15/2015 | |
| 27-178-00-01 | SYS | | 4 | Jun 15/2015 | | 27-192-02-01 | SYS | |
| 1 | Oct 15/2014 | | 5 | Jun 15/2015 | | 1 | Feb 15/2015 | |
| R 2 | Jun 15/2016 | | 6 | Jun 15/2015 | | R 2 | Jun 15/2016 | |
| 3 | Jun 15/2015 | | 7 | Jun 15/2015 | | O 3 | Jun 15/2016 | |
| 4 | Jun 15/2015 | | 8 | Jun 15/2015 | | O 4 | Jun 15/2016 | |
| | | | | | | 5 | Jun 15/2015 | |
| | | | | | | 6 | Jun 15/2015 | |

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| 27-192-02-01 | SYS (cont) | | 27-212-00-01 | SYS (cont) | | 27-215-03-01 | SYS (cont) | |
| 7 | Jun 15/2015 | | 5 | Oct 15/2014 | | 3 | Jun 15/2015 | |
| 27-194-00-01 | SYS | | 6 | Oct 15/2014 | | 27-216-00-01 | SYS | |
| 1 | Jun 15/2015 | | 7 | Oct 15/2014 | | 1 | Oct 15/2015 | |
| 2 | Feb 15/2015 | | 8 | Oct 15/2015 | | 2 | Jun 15/2015 | |
| 3 | Feb 15/2015 | | 9 | Oct 15/2014 | | 3 | Oct 15/2014 | |
| 27-196-00-01 | SYS | | 10 | Oct 15/2014 | | 4 | Oct 15/2014 | |
| 1 | Oct 15/2014 | | 11 | Oct 15/2014 | | 5 | Oct 15/2015 | |
| 2 | Oct 15/2015 | | 12 | Oct 15/2014 | | 6 | Oct 15/2015 | |
| 3 | Oct 15/2015 | | 13 | Oct 15/2014 | | 27-218-00-01 | SYS | |
| 27-210-00-01 | SYS | | 14 | Oct 15/2015 | | 1 | Oct 15/2015 | |
| 1 | Oct 15/2015 | | 15 | Oct 15/2014 | | 2 | Jun 15/2015 | |
| R 2 | Jun 15/2016 | | 16 | Oct 15/2014 | | 3 | Feb 15/2015 | |
| 3 | Feb 15/2015 | | 17 | Oct 15/2014 | | 4 | Oct 15/2015 | |
| 4 | Jun 15/2015 | | 18 | Oct 15/2015 | | 27-220-01-01 | SYS | |
| 5 | Oct 15/2014 | | 19 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 6 | Oct 15/2014 | | 20 | Jun 15/2015 | | 2 | Oct 15/2015 | |
| 7 | Oct 15/2014 | | 21 | Jun 15/2015 | | 3 | Feb 15/2015 | |
| 8 | Oct 15/2015 | | 27-214-00-01 | SYS | | 4 | Oct 15/2015 | |
| 9 | Oct 15/2014 | | 1 | Oct 15/2015 | | 5 | Jun 15/2015 | |
| 10 | Oct 15/2014 | R 2 | Jun 15/2016 | | | 6 | Jun 15/2015 | |
| 11 | Oct 15/2014 | | 3 | Oct 15/2015 | | 27-220-02-01 | SYS | |
| 12 | Oct 15/2014 | | 4 | Oct 15/2014 | | 1 | Oct 15/2015 | |
| 13 | Oct 15/2014 | | 5 | Oct 15/2014 | | 2 | Oct 15/2015 | |
| 14 | Oct 15/2015 | | 27-215-01-01 | SYS | | 3 | Feb 15/2015 | |
| 15 | Oct 15/2014 | | 1 | Oct 15/2015 | | 4 | Oct 15/2015 | |
| 16 | Oct 15/2014 | R 2 | Jun 15/2016 | | | 5 | Jun 15/2015 | |
| 17 | Oct 15/2014 | | 3 | Oct 15/2015 | | 6 | Jun 15/2015 | |
| 18 | Oct 15/2015 | | 4 | Oct 15/2015 | | 27-222-01-01 | SYS | |
| 19 | Jun 15/2015 | | 27-215-02-01 | SYS | | 1 | Oct 15/2015 | |
| 20 | Jun 15/2015 | | 1 | Oct 15/2015 | | 2 | Oct 15/2015 | |
| 21 | Jun 15/2015 | R 2 | Jun 15/2016 | | | 3 | Feb 15/2015 | |
| 27-212-00-01 | SYS | | 3 | Oct 15/2015 | | 4 | Feb 15/2015 | |
| 1 | Oct 15/2015 | | 4 | Oct 15/2015 | | 5 | Oct 15/2015 | |
| R 2 | Jun 15/2016 | | 27-215-03-01 | SYS | | 6 | Jun 15/2015 | |
| 3 | Feb 15/2015 | | 1 | Oct 15/2014 | | 7 | Jun 15/2015 | |
| 4 | Jun 15/2015 | R 2 | Jun 15/2016 | | | | | |

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| 27-222-02-01 | SYS | | 27-226-00-01 | SYS (cont) | | 27-228-00-02 | SYS | |
| 1 | Oct 15/2015 | | 6 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| 2 | Oct 15/2015 | | 7 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 3 | Feb 15/2015 | | 27-226-00-02 | SYS | | 3 | Feb 15/2016 | |
| 4 | Feb 15/2015 | | 1 | Jun 15/2015 | | 4 | Feb 15/2015 | |
| 5 | Oct 15/2015 | | 2 | Feb 15/2016 | | 5 | Feb 15/2016 | |
| 6 | Jun 15/2015 | | 3 | Feb 15/2016 | | 6 | Jun 15/2015 | |
| 7 | Jun 15/2015 | | 4 | Feb 15/2015 | | 7 | Jun 15/2015 | |
| 27-224-00-01 | SYS | | 5 | Feb 15/2016 | | 27-228-00-03 | SYS | |
| 1 | Oct 15/2015 | | 6 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| R 2 | Jun 15/2016 | | 7 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 3 | Jun 15/2015 | | 27-226-00-03 | SYS | | 3 | Feb 15/2016 | |
| 4 | Oct 15/2014 | | 1 | Jun 15/2015 | | 4 | Feb 15/2015 | |
| 27-225-01-01 | SYS | | 2 | Feb 15/2016 | | 5 | Feb 15/2016 | |
| 1 | Oct 15/2014 | | 3 | Feb 15/2016 | | 6 | Jun 15/2015 | |
| R 2 | Jun 15/2016 | | 4 | Feb 15/2015 | | 7 | Jun 15/2015 | |
| O 3 | Jun 15/2016 | | 5 | Feb 15/2016 | | 27-228-00-04 | SYS | |
| O 4 | Jun 15/2016 | | 6 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| O 5 | Jun 15/2016 | | 7 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| O 6 | Jun 15/2016 | | 27-226-00-04 | SYS | | 3 | Feb 15/2016 | |
| D 7 | Jun 15/2016 | | 1 | Jun 15/2015 | | 4 | Feb 15/2015 | |
| D 8 | Jun 15/2016 | | 2 | Feb 15/2016 | | 5 | Feb 15/2016 | |
| 27-225-02-01 | SYS | | 3 | Feb 15/2016 | | 6 | Jun 15/2015 | |
| 1 | Oct 15/2014 | | 4 | Feb 15/2015 | | 7 | Jun 15/2015 | |
| R 2 | Jun 15/2016 | | 5 | Feb 15/2016 | | 27-228-00-05 | SYS | |
| O 3 | Jun 15/2016 | | 6 | Jun 15/2015 | | 1 | Oct 15/2015 | |
| O 4 | Jun 15/2016 | | 7 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| O 5 | Jun 15/2016 | | 27-228-00-01 | SYS | | 3 | Feb 15/2016 | |
| O 6 | Jun 15/2016 | | 1 | Oct 15/2015 | | 4 | Feb 15/2015 | |
| D 7 | Jun 15/2016 | | 2 | Feb 15/2016 | | 5 | Feb 15/2016 | |
| D 8 | Jun 15/2016 | | 3 | Feb 15/2016 | | 6 | Jun 15/2015 | |
| 27-226-00-01 | SYS | | 4 | Feb 15/2015 | | 7 | Jun 15/2015 | |
| 1 | Jun 15/2015 | | 5 | Feb 15/2016 | | 27-228-00-06 | SYS | |
| 2 | Feb 15/2016 | | 6 | Jun 15/2015 | | 1 | Jun 15/2015 | |
| 3 | Feb 15/2016 | | 7 | Jun 15/2015 | | 2 | Feb 15/2016 | |
| 4 | Feb 15/2015 | | | | | 3 | Feb 15/2016 | |
| 5 | Feb 15/2016 | | | | | 4 | Feb 15/2015 | |

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| 27-228-00-06 | SYS (cont) | | 27-230-00-01 | SYS (cont) | | 27-235-00-02 | SYS (cont) | |
| 5 | Feb 15/2016 | | 5 | Feb 15/2016 | | 25 | Oct 15/2015 | |
| 6 | Jun 15/2015 | | 6 | Jun 15/2015 | | 26 | Oct 15/2015 | |
| 7 | Jun 15/2015 | | 7 | Jun 15/2015 | | 27 | Oct 15/2015 | |
| 27-228-00-07 | SYS | | 27-230-00-02 | SYS | | 28 | Oct 15/2015 | |
| 1 | Jun 15/2015 | | 1 | Oct 15/2014 | | 29 | Oct 15/2015 | |
| 2 | Feb 15/2016 | | 2 | Feb 15/2016 | | 30 | Oct 15/2015 | |
| 3 | Feb 15/2016 | | 3 | Feb 15/2016 | | 31 | Oct 15/2015 | |
| 4 | Feb 15/2015 | | 4 | Feb 15/2015 | | 32 | Oct 15/2015 | |
| 5 | Feb 15/2016 | | 5 | Feb 15/2016 | | 33 | Oct 15/2015 | |
| 6 | Jun 15/2015 | | 6 | Jun 15/2015 | | 34 | Oct 15/2015 | |
| 7 | Jun 15/2015 | | 7 | Jun 15/2015 | | 35 | Oct 15/2015 | |
| 27-228-00-08 | SYS | | 27-235-00-02 | SYS | | 36 | Oct 15/2015 | |
| 1 | Jun 15/2015 | | 1 | Oct 15/2015 | | 37 | Oct 15/2015 | |
| 2 | Feb 15/2016 | | 2 | Feb 15/2016 | | 38 | Oct 15/2015 | |
| 3 | Feb 15/2016 | R | 3 | Jun 15/2016 | | 39 | Oct 15/2015 | |
| 4 | Feb 15/2015 | O | 4 | Jun 15/2016 | | 40 | Oct 15/2015 | |
| 5 | Feb 15/2016 | O | 5 | Jun 15/2016 | | 41 | Oct 15/2015 | |
| 6 | Jun 15/2015 | O | 6 | Jun 15/2016 | | 42 | Oct 15/2015 | |
| 7 | Jun 15/2015 | R | 7 | Jun 15/2016 | | 43 | Oct 15/2015 | |
| 27-229-00-01 | SYS | R | 8 | Jun 15/2016 | | 44 | Oct 15/2015 | |
| 1 | Oct 15/2014 | R | 9 | Jun 15/2016 | | 45 | Oct 15/2015 | |
| 2 | Feb 15/2016 | R | 10 | Jun 15/2016 | | 46 | Oct 15/2015 | |
| 3 | Feb 15/2016 | R | 11 | Jun 15/2016 | | 47 | Oct 15/2015 | |
| 4 | Feb 15/2015 | R | 12 | Jun 15/2016 | | 48 | Oct 15/2015 | |
| 5 | Jun 15/2015 | R | 13 | Jun 15/2016 | A | 49 | Jun 15/2016 | |
| 27-229-00-02 | SYS | O | 14 | Jun 15/2016 | A | 50 | Jun 15/2016 | |
| 1 | Oct 15/2014 | O | 15 | Jun 15/2016 | A | 51 | Jun 15/2016 | |
| 2 | Feb 15/2016 | R | 16 | Jun 15/2016 | A | 52 | Jun 15/2016 | |
| 3 | Feb 15/2016 | O | 17 | Jun 15/2016 | A | 53 | Jun 15/2016 | |
| 4 | Feb 15/2015 | R | 18 | Jun 15/2016 | A | 54 | Jun 15/2016 | |
| 5 | Jun 15/2015 | R | 19 | Jun 15/2016 | A | 55 | Jun 15/2016 | |
| 27-230-00-01 | SYS | R | 20 | Jun 15/2016 | A | 56 | Jun 15/2016 | |
| 1 | Oct 15/2014 | O | 21 | Jun 15/2016 | | | | |
| 2 | Feb 15/2016 | R | 22 | Jun 15/2016 | | | | |
| 3 | Feb 15/2016 | R | 23 | Jun 15/2016 | | | | |
| 4 | Feb 15/2015 | O | 24 | Jun 15/2016 | | | | |

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TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON MECHANICAL COMPONENTS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-011-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 112A | | | |
| | | | ZONE 112 210 | | |

General visual inspection of the forward aileron mechanical components.

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON MECHANICAL COMPONENTS |
| | | D633A109-AKS 27-011-00-01 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-011-00-01 |
|------------------------------|-------------|---------|------------------|--|
| TASK 27-11-00-210-801 | | | | MECH INSP |

1. Aileron Mechanical Components Inspection - Forward components
(Figure 1)

A. Procedure

SUBTASK 27-11-00-010-005

(1) To get access to the aileron mechanical components, do this step:
Open this access panel:

Number Name/Location
112A Forward Access Door

SUBTASK 27-11-00-210-003

(2) Do a general visual inspection of the forward aileron mechanical components to include the following:

(a) control wheels,

(b) aileron control drum,

(c) bus drums.

SUBTASK 27-11-00-410-004

(3) Close this access panel:

Number Name/Location
112A Forward Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON MECHANICAL COMPONENTS |
| | | D633A109-AKS 27-011-00-01 |

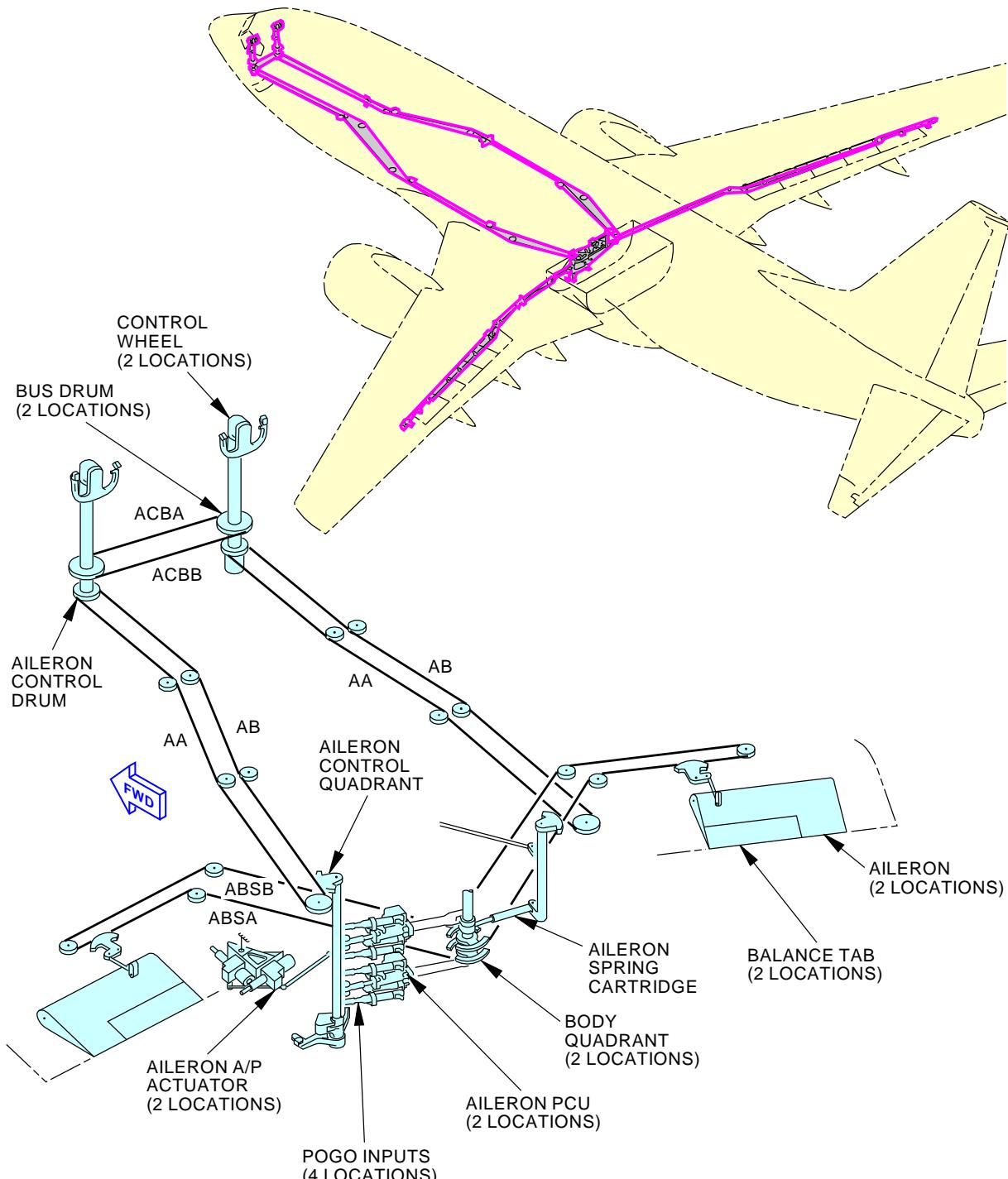
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-011-00-01EFFECTIVITY
AKS ALLSOURCE
MRB**AILERON MECHANICAL COMPONENTS****D633A109-AKS**
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| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON TRANSFER MECHANISM | | | BOEING CARD NO. 27-012-00-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA LWR FUSELAGE | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 112A | | | |
| | | | | | |
| | | | | | |

Perform a general visual inspection of the aileron transfer mechanism.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON TRANSFER MECHANISM |
| | | D633A109-AKS 27-012-00-01 |

Page 1 of 3
Oct 15/2014

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-012-00-01 |
|------|-------------|---------|------------------|--|

TASK 27-11-61-210-801

MECH

INSP

1. Aileron Transfer Mechanism Inspection

(Figure 1)

A. Procedure

SUBTASK 27-11-61-010-002

- (1) To get access to the aileron transfer mechanism, do this task:

Open this access panel:

Number Name/Location

112A Forward Access Door

SUBTASK 27-11-61-210-001

- (2) Do a general visual inspection of the aileron transfer mechanism.

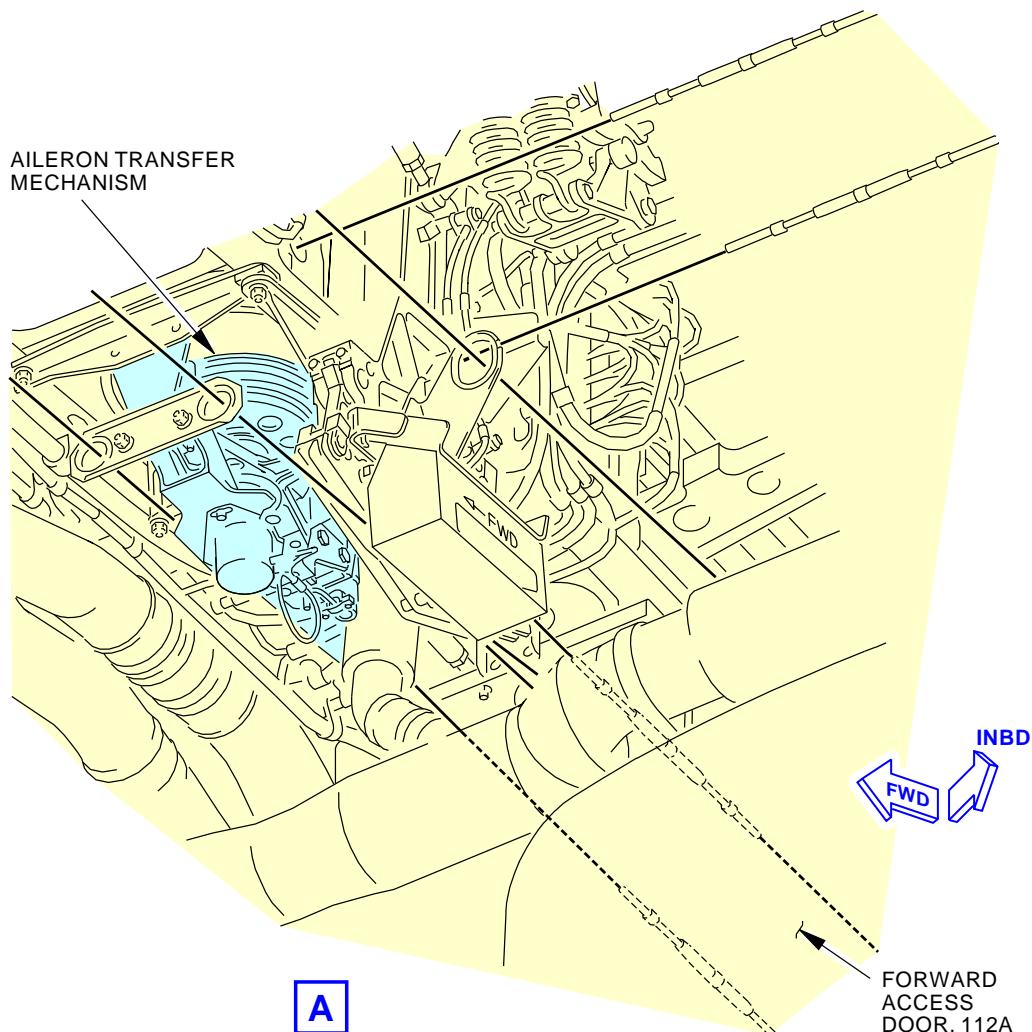
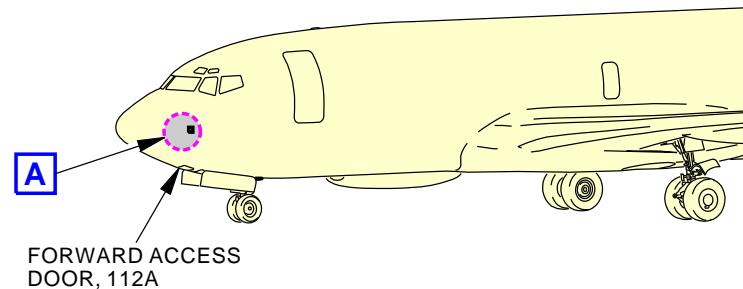
— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON TRANSFER MECHANISM |
| | | D633A109-AKS 27-012-00-01 |

Page 2 of 3
Feb 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-012-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**Aileron Transfer Mechanism Inspection
Figure 1**

H51457 S0006568845_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON TRANSFER MECHANISM |
| | | D633A109-AKS 27-012-00-01 |

Page 3 of 3
Jun 15/2015

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

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING AILERON MECHANICAL COMPONENTS | | | BOEING CARD NO. 27-013-01-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 572BB | | | |
| | | | ZONE 133 572 | | |

Perform a general visual inspection of the left wing aileron mechanical components from the aileron PCU's to the aileron and the flight spoiler mechanical control path.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON MECHANICAL COMPONENTS |
| | | D633A109-AKS 27-013-01-01 |

Page 1 of 3
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-013-01-01 | | | | | | | | | | |
|---|--|---------|------------------|--|---------------|----------------------|-------|---|-------|--|-------|---|-------|--|
| | | | | MECH INSP | | | | | | | | | | |
| TASK 27-11-00-210-802 | | | | | | | | | | | | | | |
| 1. Aileron Mechanical Components Inspection - from the Aileron PCUs to the Aileron and the Flight Spoiler Mechanical Control Path | | | | | | | | | | | | | | |
| (Figure 1) | | | | | | | | | | | | | | |
| A. Procedure | | | | | | | | | | | | | | |
| SUBTASK 27-11-00-010-006 | | | | | | | | | | | | | | |
| (1) Open these access panels to get access to the aileron mechanical components: | | | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>571BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>572BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr><tr><td>671BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>672BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr></tbody></table> | | | | | Number | Name/Location | 571BB | Lower Outboard Fixed Trailing Edge Access Panel | 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | 671BB | Lower Outboard Fixed Trailing Edge Access Panel | 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |
| Number | Name/Location | | | | | | | | | | | | | |
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| SUBTASK 27-11-00-210-004 | | | | | | | | | | | | | | |
| (2) Do a general visual inspection of all aileron mechanical components from the aileron PCUs to the aileron and the flight spoiler mechanical control path including the following: | | | | | | | | | | | | | | |
| (a) aileron PCUs, | | | | | | | | | | | | | | |
| (b) pogo inputs | | | | | | | | | | | | | | |
| SUBTASK 27-11-00-010-010 | | | | | | | | | | | | | | |
| (3) Close these panels: | | | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>571BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>572BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr><tr><td>671BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>672BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr></tbody></table> | | | | | Number | Name/Location | 571BB | Lower Outboard Fixed Trailing Edge Access Panel | 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | 671BB | Lower Outboard Fixed Trailing Edge Access Panel | 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |
| Number | Name/Location | | | | | | | | | | | | | |
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| <hr style="text-align: center; width: 20%; margin-left: auto; margin-right: auto;"/> END OF TASK <hr style="text-align: center; width: 20%; margin-left: auto; margin-right: auto;"/> | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON MECHANICAL COMPONENTS | |
| | | D633A109-AKS 27-013-01-01 | Page 2 of 3 Jun 15/2016 |

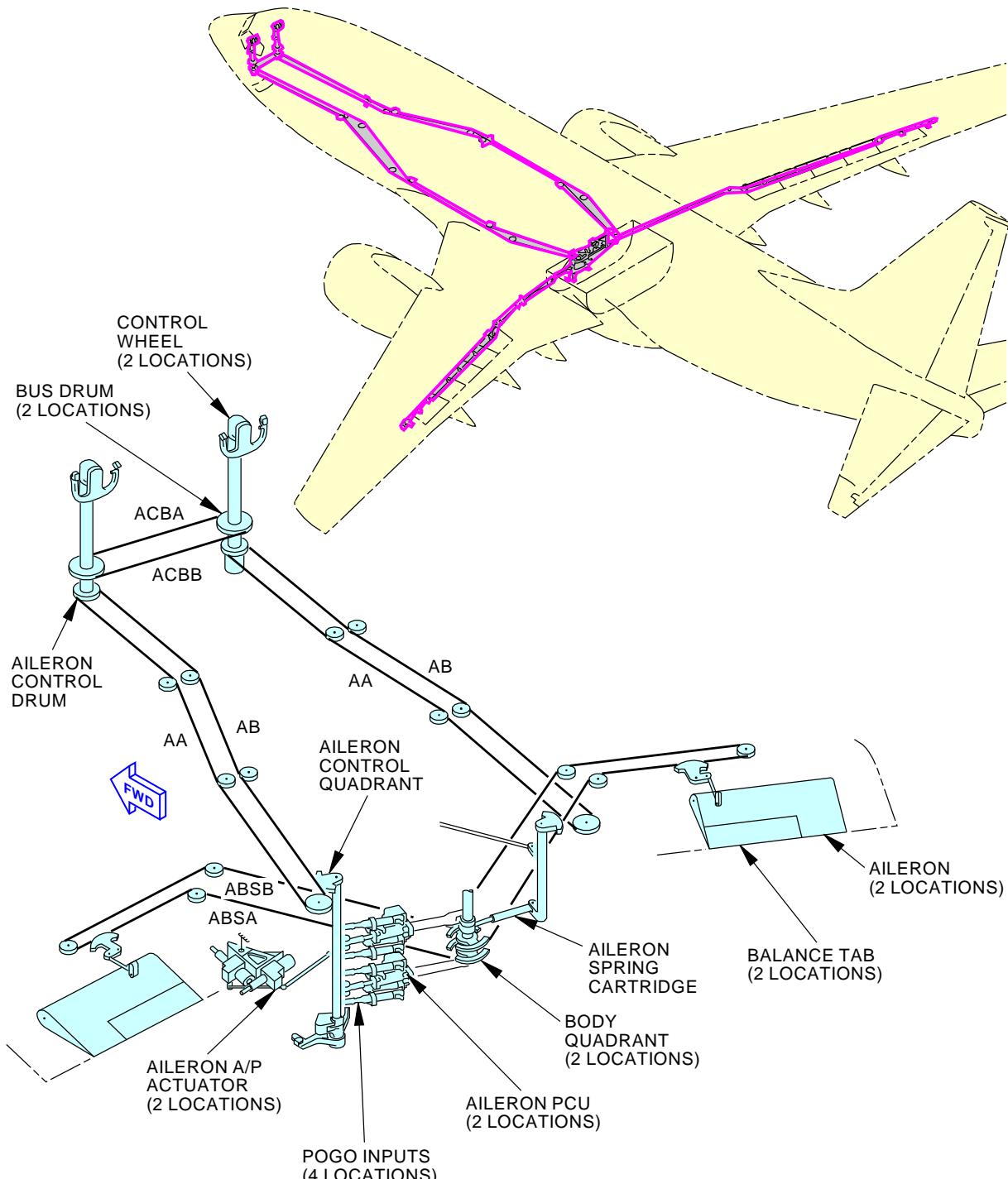
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-013-01-01

**Aileron and Aileron Trim Control System
Figure 1**

H51695 S0006568714_V3

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON MECHANICAL COMPONENTS**D633A109-AKS
27-013-01-01Page 3 of 3
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING AILERON MECHANICAL COMPONENTS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-013-02-01 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 672BB | | | ZONE 134 672 |

Perform a general visual inspection of the right wing aileron mechanical components from the aileron PCU's to the aileron and the flight spoiler mechanical control path.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON MECHANICAL COMPONENTS |
| | | D633A109-AKS 27-013-02-01 |

Page 1 of 3
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-013-02-01 | | | | | | | | | | |
|---|--|---------|------------------|--|---------------|----------------------|-------|---|-------|--|-------|---|-------|--|
| | | | | MECH INSP | | | | | | | | | | |
| TASK 27-11-00-210-802 | | | | | | | | | | | | | | |
| 1. Aileron Mechanical Components Inspection - from the Aileron PCUs to the Aileron and the Flight Spoiler Mechanical Control Path | | | | | | | | | | | | | | |
| (Figure 1) | | | | | | | | | | | | | | |
| A. Procedure | | | | | | | | | | | | | | |
| SUBTASK 27-11-00-010-006 | | | | | | | | | | | | | | |
| (1) Open these access panels to get access to the aileron mechanical components: | | | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>571BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>572BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr><tr><td>671BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>672BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr></tbody></table> | | | | | Number | Name/Location | 571BB | Lower Outboard Fixed Trailing Edge Access Panel | 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | 671BB | Lower Outboard Fixed Trailing Edge Access Panel | 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |
| Number | Name/Location | | | | | | | | | | | | | |
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| SUBTASK 27-11-00-210-004 | | | | | | | | | | | | | | |
| (2) Do a general visual inspection of all aileron mechanical components from the aileron PCUs to the aileron and the flight spoiler mechanical control path including the following: | | | | | | | | | | | | | | |
| (a) aileron PCUs, | | | | | | | | | | | | | | |
| (b) pogo inputs | | | | | | | | | | | | | | |
| SUBTASK 27-11-00-010-010 | | | | | | | | | | | | | | |
| (3) Close these panels: | | | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>571BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>572BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr><tr><td>671BB</td><td>Lower Outboard Fixed Trailing Edge Access Panel</td></tr><tr><td>672BB</td><td>Lower Aileron, Actuator Rod Fairing - WBL 472.00</td></tr></tbody></table> | | | | | Number | Name/Location | 571BB | Lower Outboard Fixed Trailing Edge Access Panel | 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | 671BB | Lower Outboard Fixed Trailing Edge Access Panel | 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |
| Number | Name/Location | | | | | | | | | | | | | |
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel | | | | | | | | | | | | | |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 | | | | | | | | | | | | | |
| <hr style="text-align: center; width: 20%; margin-left: auto; margin-right: auto;"/> END OF TASK <hr style="text-align: center; width: 20%; margin-left: auto; margin-right: auto;"/> | | | | | | | | | | | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON MECHANICAL COMPONENTS |
| | | D633A109-AKS 27-013-02-01 |

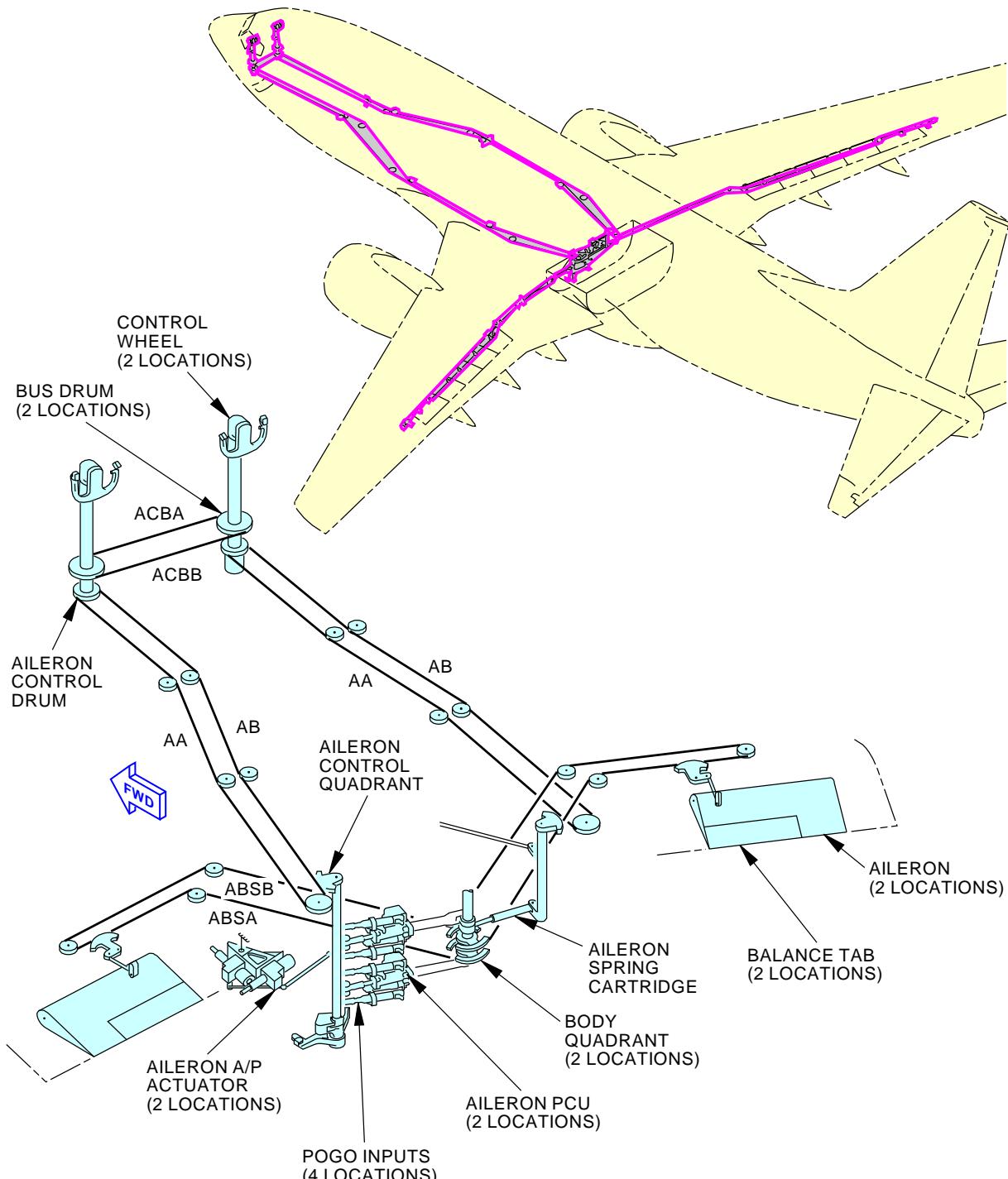
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-013-02-01

H51695 S0006568714_V3

**Aileron and Aileron Trim Control System
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING AILERON MECHANICAL COMPONENTS****D633A109-AKS
27-013-02-01****Page 3 of 3
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-016-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 130 211 212 |
| | | | | | |

Operationally check the aileron spring cartridge and transfer mechanism.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 29-11-00-860-801 | 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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-016-00-01 |

Page 1 of 6
Oct 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-016-00-01 |
|---|-------------|---------|------------------|--|
| TASK 27-11-00-710-802 | | | | MECH INSP |
| 1. Aileron Spring Cartridge and Transfer Mechanism Operational Test (Figure 1) | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-11-00-860-064 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-11-00-860-065 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THE CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR CAN MOVE SUDDENLY WITH THE PRESSURIZATION OF A HYDRAULIC SYSTEM. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-11-00-210-005 | | | | |
| (3) Make sure the FLT CONTROL A and B switches, on the forward overhead panel P5, are ON. | | | | |
| SUBTASK 27-11-00-860-066 | | | | |
| (4) Make sure that the aileron trim control system is at the neutral position. | | | | |
| B. Aileron Spring Cartridge and Transfer Mechanism Operational Test | | | | |
| SUBTASK 27-11-00-710-003 | | | | |
| (1) Do the operational test of the spring cartridge [17] and the transfer mechanism: | | | | |
| (a) Operate the two aileron trim switches to put the aileron control wheels to the neutral (zero unit) position. | | | | |
| (b) Shake the control wheel to center the aileron system. | | | | |
| (c) Turn the captain's control wheel fully clockwise and hold. | | | | |
| (d) Turn the first officer's control wheel counterclockwise through neutral and beyond 10 units left aileron, and return the control wheel to neutral. | | | | |
| 1) After the initial breakout, the force required to continue wheel motion should increase steadily and smoothly. Verify that there is no binding or sudden increase in the force required to turn the wheel. | | | | |
| 2) Make sure that the drain holes on the aileron spring cartridge [17] are down. | | | | |
| 3) Make sure the aileron spring cartridge [17] extends and can move freely while you turn the control wheel. | | | | |
| (e) Turn the captain's control wheel fully counterclockwise and hold. | | | | |
| (f) Turn the first officer's control wheel clockwise through neutral and beyond 10 units right aileron, and return the control wheel to neutral. | | | | |

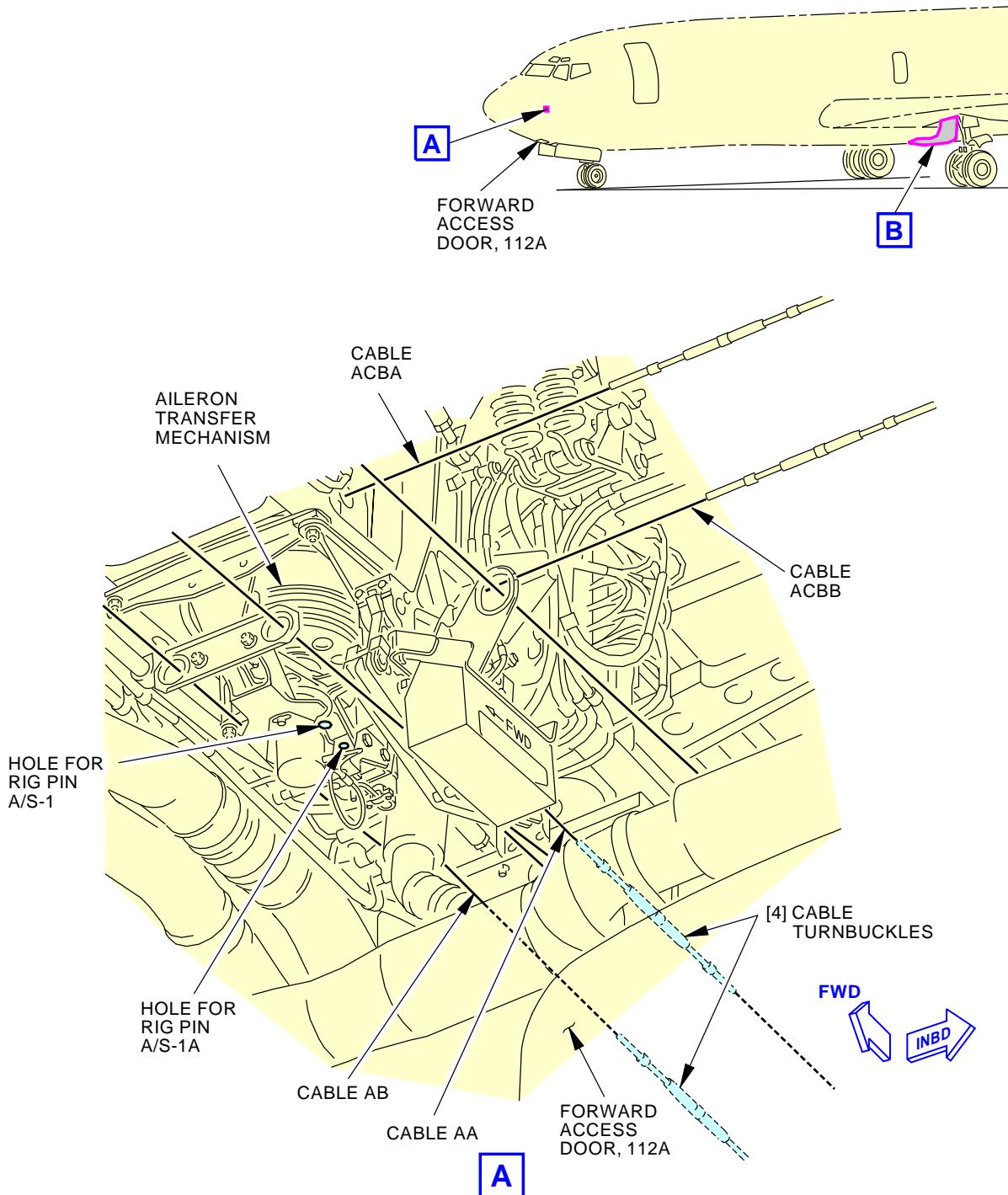
| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-016-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-016-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| <p>1) After the initial breakout, the force required to continue wheel motion should increase steadily and smoothly. Verify that there is no binding or sudden increase in the force required to turn the wheel.</p> <p>2) Make sure that the drain holes on the aileron spring cartridge [17] are down.</p> <p>3) Make sure the aileron spring cartridge [17] compresses and can move freely while you turn the control wheel.</p> <p>(g) Return the captain's control wheel to neutral.</p> <p>(h) Insert a 0.0625 inch (1.6 mm) pin a minimum distance of .50 inch (12.7 mm) into the inspection hole in the aileron input crank [16] (Figure 1, sheet 3)to verify that the crank [16] has not moved on the shaft and the shear rivets in the crank [16] are not sheared.</p> | | | | |
| <p>C. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 27-11-00-860-067</p> <p>(1) Remove power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.</p> <p>SUBTASK 27-11-00-860-094</p> <p>(2) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p> <p style="text-align: center;">———— END OF TASK ————</p> | | | | |
| <p>EFFECTIVITY AKS ALL</p> <p>SOURCE MRB</p> <p>AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM</p> <p>D633A109-AKS 27-016-00-01</p> | | | | |
| Page 3 of 6 Oct 15/2015 | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-016-00-01 |



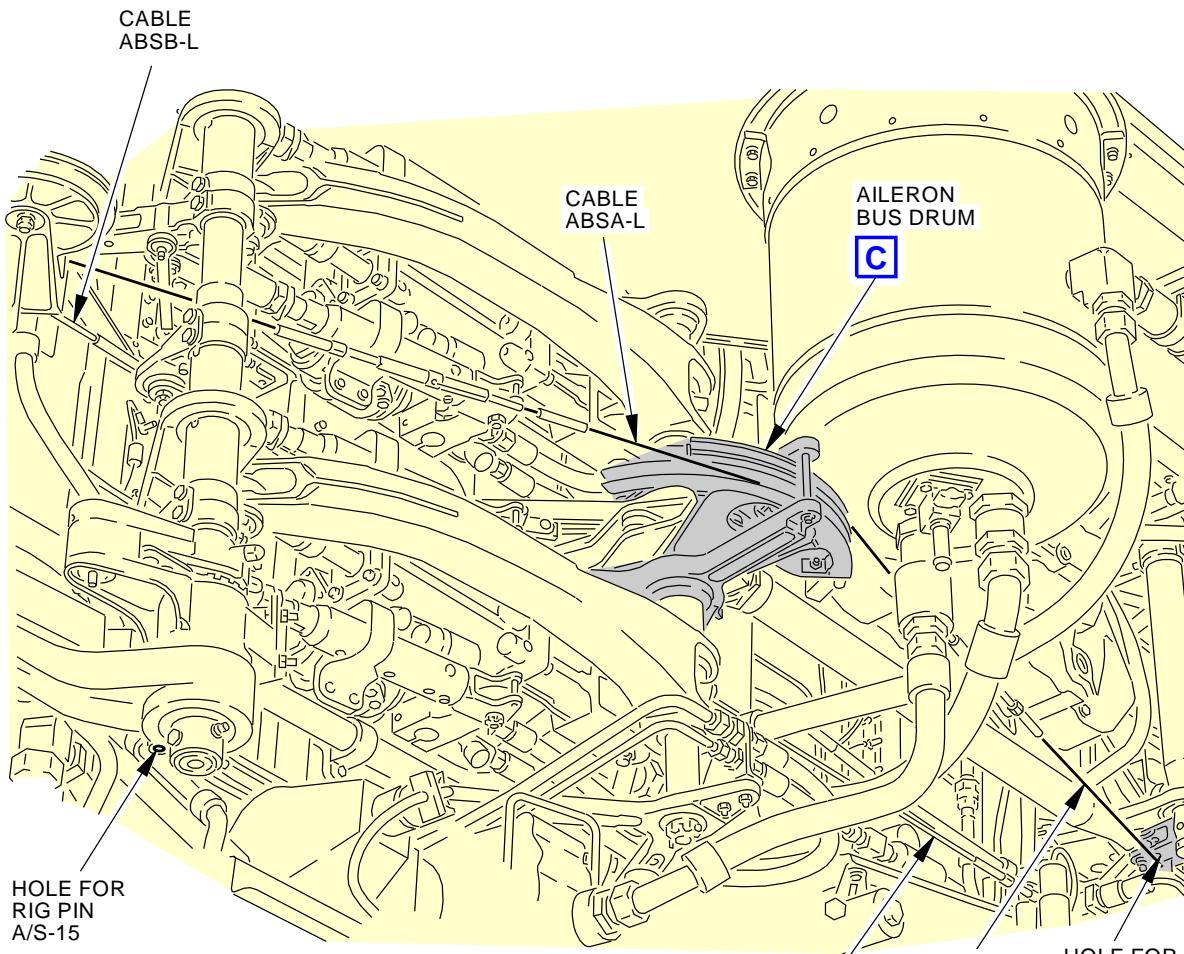
G24536 S0006568676_V2

**Rig Pin Location
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-016-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-016-00-01 |

**MAIN LANDING GEAR WHEEL WELL**

G24572 S0006568677_V4

**Rig Pin Location
Figure 1 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-016-00-01 |

**Page 5 of 6
Jun 15/2015**

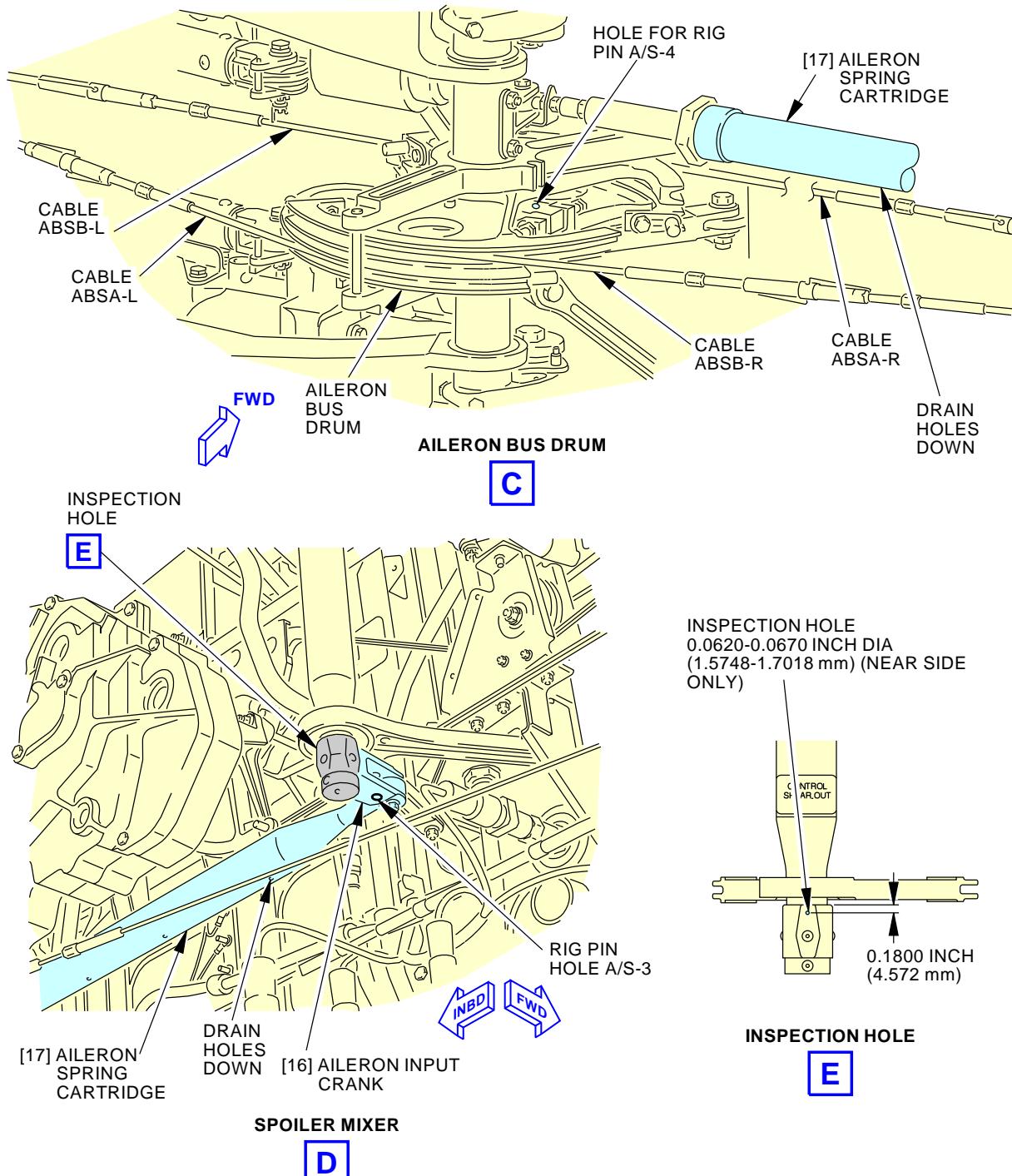
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-016-00-01

H07429 S0006568678_V6

Rig Pin Location
Figure 1 (Sheet 3 of 3)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-016-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-018-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the aileron spring cartridge and transfer mechanism.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 29-11-00-860-801 | 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) |

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-1585 | Kit - Rigging Pins, All Systems Part #: F70207-109 Supplier: 81205 |
| SPL-1670 | Mount - Control Wheel Protractor Part #: F72790 Supplier: 81205 |
| SPL-1674 | Assembly - Adapter, Control Wheel, Torque and Force Test Part #: C27060-1 Supplier: 81205 Opt Part #: F72867-1 Supplier: 81205 |
| SPL-1680 | Protractor - Assembly, Control Column Part #: 4MIT65B80307-1 Supplier: 81205 Part #: A27021-29 Supplier: 81205 Part #: G76002-19 Supplier: 81205 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-018-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-018-00-01 |
|---|----------------------|--|----------------------------|--|
| | | | | MECH INSP |
| TASK 27-11-00-700-806 | | | | |
| 1. Aileron Spring Cartridge and Transfer Mechanism Functional Test (Figure 1) | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-11-00-860-052 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-11-00-860-053 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THE CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR CAN MOVE SUDDENLY WITH THE PRESSURIZATION OF A HYDRAULIC SYSTEM. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-11-00-210-002 | | | | |
| (3) Make sure the FLT CONTROL A and B switches, on the forward overhead panel P5, are ON. | | | | |
| SUBTASK 27-11-00-860-054 | | | | |
| (4) Make sure you can freely install and remove the rig pin A/S-15, from the rig pin kit, SPL-1585, in the aileron trim actuator (Figure 1). | | | | |
| SUBTASK 27-11-00-210-007 | | | | |
| (5) Make sure that the drain holes on the aileron spring cartridge [17] are down. | | | | |
| SUBTASK 27-11-00-480-018 | | | | |
| (6) Install the mount, SPL-1670, the control column assembly protractor, SPL-1680, and the adapter, SPL-1674 on the captain's control wheel. | | | | |
| NOTE: If the adapter, SPL-1674 is not available, apply a tangent force to the captain's control wheel at 6.5 inches (165 millimeters) radius. | | | | |
| B. Aileron Spring Cartridge and Transfer Mechanism Functional Test | | | | |
| SUBTASK 27-11-00-720-004 | | | | |
| (1) Do the functional test of the aileron spring cartridge [17] and transfer mechanism: | | | | |
| (a) Operate the two aileron trim switches to put the aileron control wheels to the neutral (zero unit) position. | | | | |
| (b) Shake the control wheel to center the aileron system. | | | | |
| (c) Hold the first officer's control wheel at the neutral position. | | | | |
| (d) Turn the captain's control wheel clockwise to 75 degrees from the neutral position. | | | | |
| 1) Make sure the aileron spring cartridge [17] extends while you turn the control wheel. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM | | |
| | | D633A109-AKS 27-018-00-01 | Page 2 of 7 Jun 15/2015 | |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-018-00-01 |
|------|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | <p>2) Make sure the maximum breakout force is 436 in-lb (49 N·m) or 67 lbf (298 N). <u>NOTE:</u> The "breakout" force occurs when the captain's control wheel starts to move with the first officer's control wheel hold in the neutral position.</p> <p>3) Make sure the maximum force at 75 degrees is 676 in-lb (76 N·m) or 104 lbf (463 N).</p> <p>(e) Turn the captain's control wheel counterclockwise to 75 degrees from the neutral position.</p> <ol style="list-style-type: none">1) Make sure the aileron spring cartridge [17] compresses while you turn the control wheel.2) Make sure the maximum breakout force is 436 in-lb (49 N·m) or 67 lbf (298 N).3) Make sure the maximum force at 75 degrees is 676 in-lb (76 N·m) or 104 lbf (463 N). <p>(f) Turn and hold the first officer's control wheel clockwise at 80 degrees from the neutral position.</p> <p>(g) Turn the captain's control wheel counterclockwise until the transfer mechanism stops touch.</p> <ol style="list-style-type: none">1) Make sure the captain's control wheel turns a minimum of 138 degrees from the starting position.2) Make sure the transfer mechanism can move freely when you turn the control wheel. <p>(h) Turn and hold the first officer's control wheel counterclockwise at 80 degrees from the neutral position.</p> <p>(i) Turn the captain's control wheel clockwise until the transfer mechanism stops touch.</p> <ol style="list-style-type: none">1) Make sure the captain's control wheel turns a minimum of 138 degrees from the starting position.2) Make sure the transfer mechanism can move freely when you turn the control wheel. <p>(j) Turn and hold the first officer's control wheel clockwise at 80 degrees from the neutral position.</p> <p>(k) Turn the captain's control wheel counterclockwise 130 degrees from the starting position (80 degrees clockwise).</p> <ol style="list-style-type: none">1) Make sure the aileron spring cartridge [17] compresses and can move freely while you turn the control wheel.2) Make sure the maximum force to turn the captain's control wheel is 1000 in-lb (113 N·m) or 154 lbf (685 N). <p>(l) Turn and hold the first officer's control wheel counterclockwise at 80 degrees from the neutral position.</p> <p>(m) Turn the captain's control wheel clockwise 130 degrees from the starting position (80 degrees counterclockwise).</p> <ol style="list-style-type: none">1) Make sure the aileron spring cartridge [17] extends and can move freely while you turn the control wheel. |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-018-00-01 |

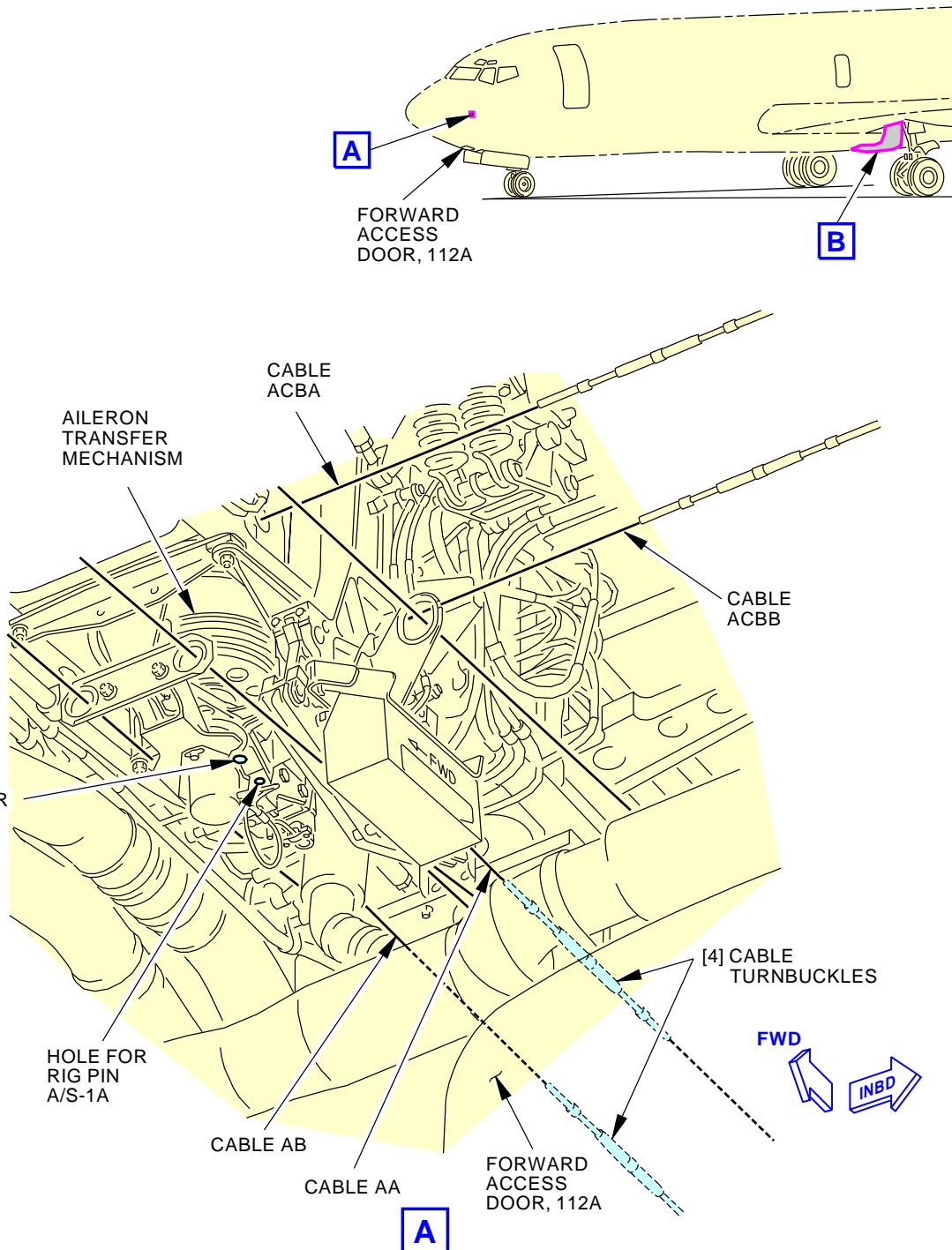
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737-600/700/800/900 TASK CARDS

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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| | | | | 27-018-00-01 |



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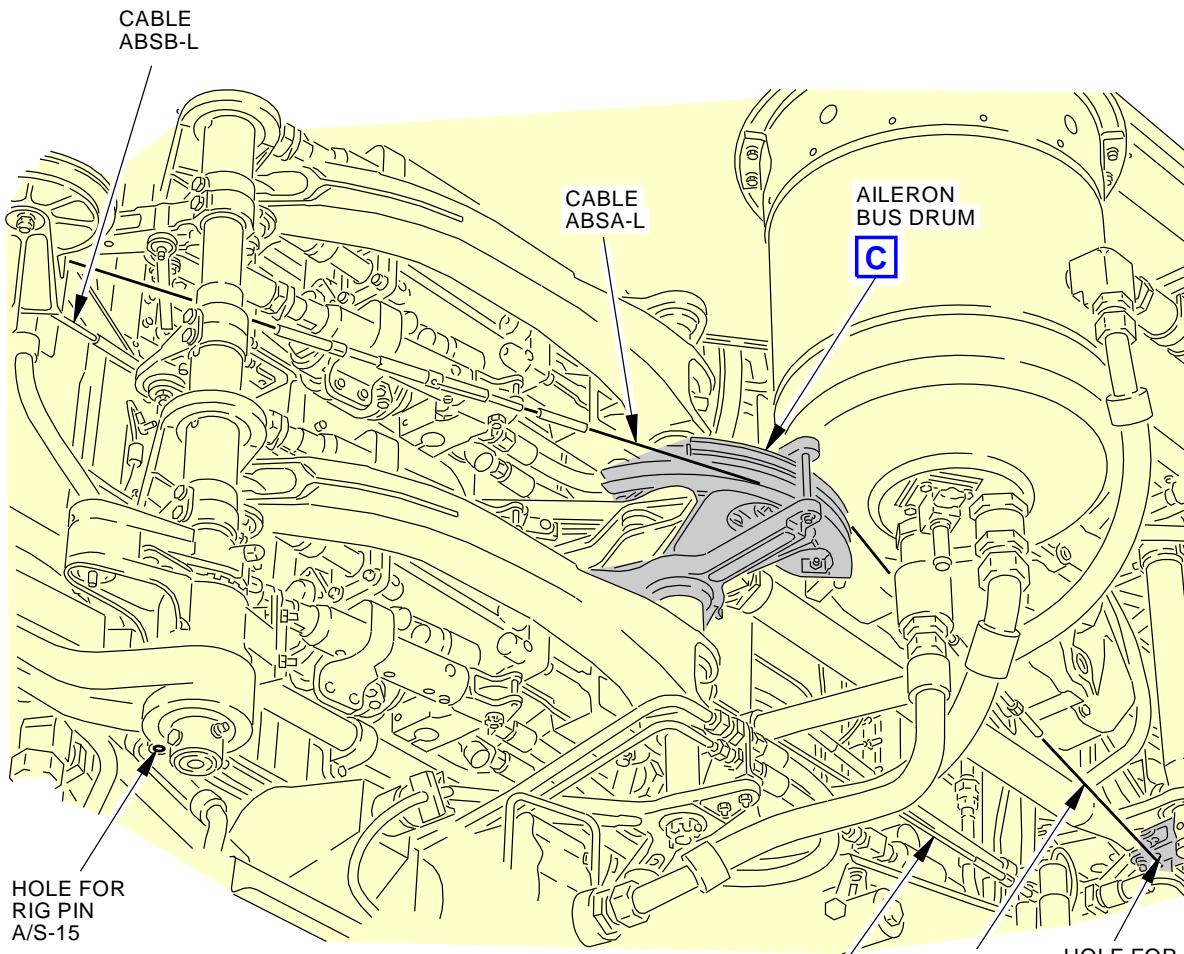
Rig Pin Location
Figure 1 (Sheet 1 of 3)

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-018-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-018-00-01 |
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**MAIN LANDING GEAR WHEEL WELL****B**

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**Rig Pin Location
Figure 1 (Sheet 2 of 3)**

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-018-00-01 |

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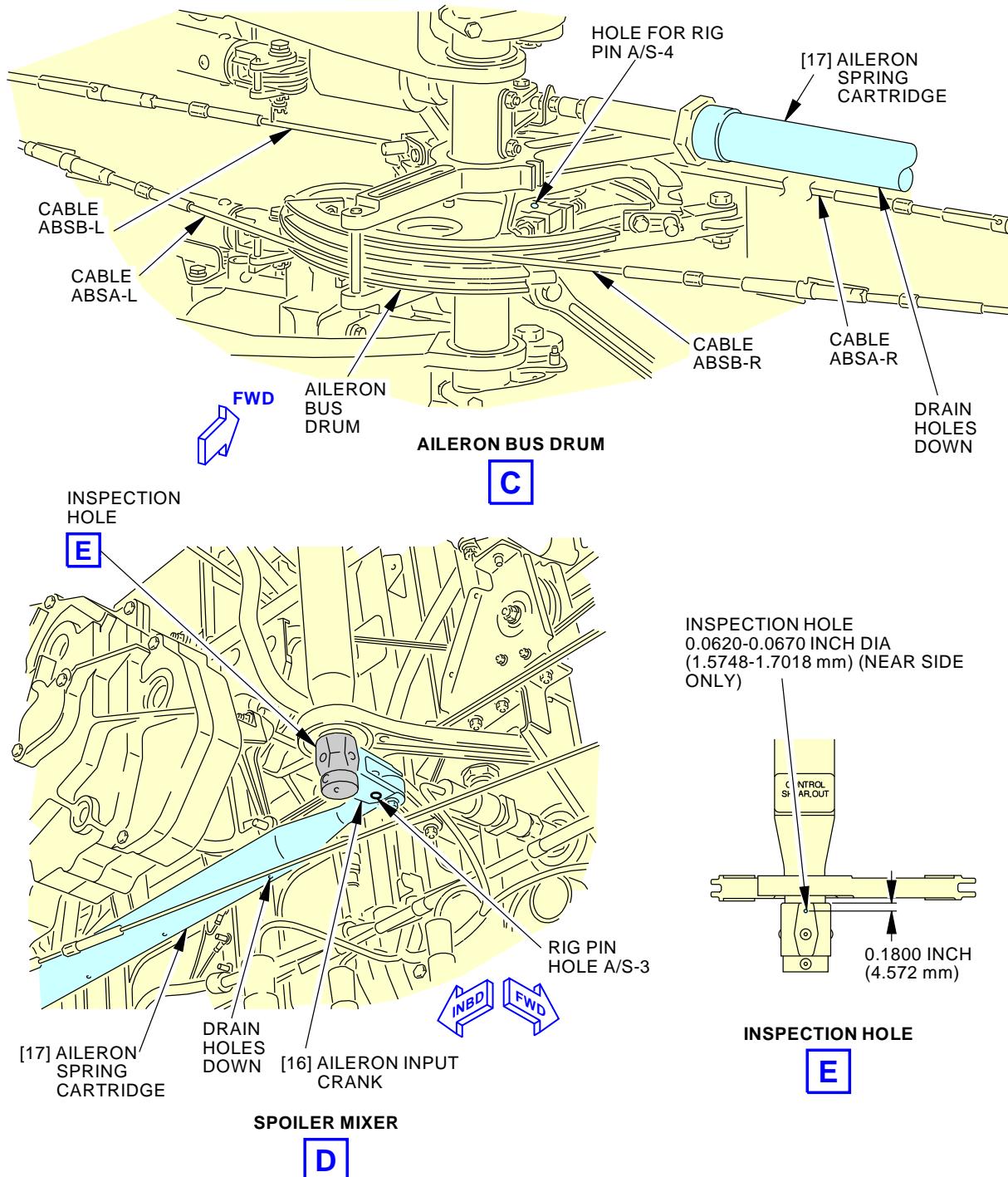
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-018-00-01

Rig Pin Location
Figure 1 (Sheet 3 of 3)

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON SPRING CARTRIDGE AND TRANSFER MECHANISM |
| | | D633A109-AKS 27-018-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE AILERON POWER CONTROL UNITS | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-022-00-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the force required to extend and collapse the A and B system aileron power control unit input pogo's.

A. References

| Reference | Title |
|----------------------|---|
| AMM 29-11-00-860-805 | Hydraulic System A or B Power Removal (P/B 201) |
| AMM 32-00-01-080-801 | Landing Gear Downlock Pins Removal (P/B 201) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

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-1585 | Kit - Rigging Pins, All Systems Part #: F70207-109 Supplier: 81205 |
| SPL-1749 | Tool - Lock Equipment, Aileron/Elevator PCU Input Rod (POGO) Part #: C27066-1 Supplier: 81205 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-022-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-00-720-801 | | | | |
| 1. Aileron Power Control Unit (PCU) Pogos - Functional Test | | | | |
| A. General | | | | |
| (1) Use this task to do a check of the force that is necessary to extend each pogo of the aileron power control unit (PCU). | | | | |
| (2) This task is applicable for the system A and B PCUs. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-11-00-480-021 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEARS. WITHOUT THE DOWNLOCK PINS, THE LANDING GEARS COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed on all the landing gears, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-11-00-020-003 | | | | |
| (2) Make sure you can freely install and remove the rig pin A/S-15, from the rig pin kit, SPL-1585, in the aileron trim actuator (Figure 1). | | | | |
| SUBTASK 27-11-00-860-102 | | | | |
| (3) To remove power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-11-00-280-002 | | | | |
| (4) Do a functional test of the system A (lower) pogo: | | | | |
| (a) Install the tool, SPL-1749 on system A (lower) aileron PCU piston. | | | | |
| NOTE: Make sure that tool, SPL-1749 is installed correctly to prevent damage to the lockwire (see Figure 2). | | | | |
| (b) Turn the Captain's control wheel clockwise from the neutral position until system A (lower) pogos extend. | | | | |
| NOTE: Approximately 100 pounds (444.9 newtons) force is necessary to turn the control wheel. | | | | |
| (c) Make sure the pogos extend approximately 0.20 inches (5.1 millimeters) minimum. | | | | |
| NOTE: Approximately 7 units of wheel required. | | | | |
| (d) Return the Captain's control wheel to the neutral position. | | | | |
| (e) Make sure that all four pogos retract to the original position. | | | | |
| (f) Remove the tool, SPL-1749 from the system A (lower) aileron PCU piston and install on system B (upper) aileron PCU piston. | | | | |
| NOTE: Make sure that tool, SPL-1749 is installed correctly to prevent damage to the lockwire. | | | | |
| SUBTASK 27-11-00-280-003 | | | | |
| (5) Do a functional test of the system B (upper) pogo: | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-022-00-01 |
|--|-------------|---------|------------------|--|
| (a) Turn the Captain's control wheel clockwise from the neutral position until system B (upper) pogos extend. <u>NOTE:</u> Approximately 100 pounds (444.9 newtons) force is necessary to turn the control wheel. (b) Make sure that the pogos extend approximately 0.20 inches (5.1 millimeters) minimum. <u>NOTE:</u> Approximately 7 units of wheel required. (c) Return the Captain's control wheel to the neutral position. (d) Make sure that the pogos retract to the original position. SUBTASK 27-11-00-020-004 (6) Put the airplane back to its usual condition. (a) Remove the tool, SPL-1749 from the system B (upper) aileron PCU piston. (b) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801. | MECH | INSP | | |

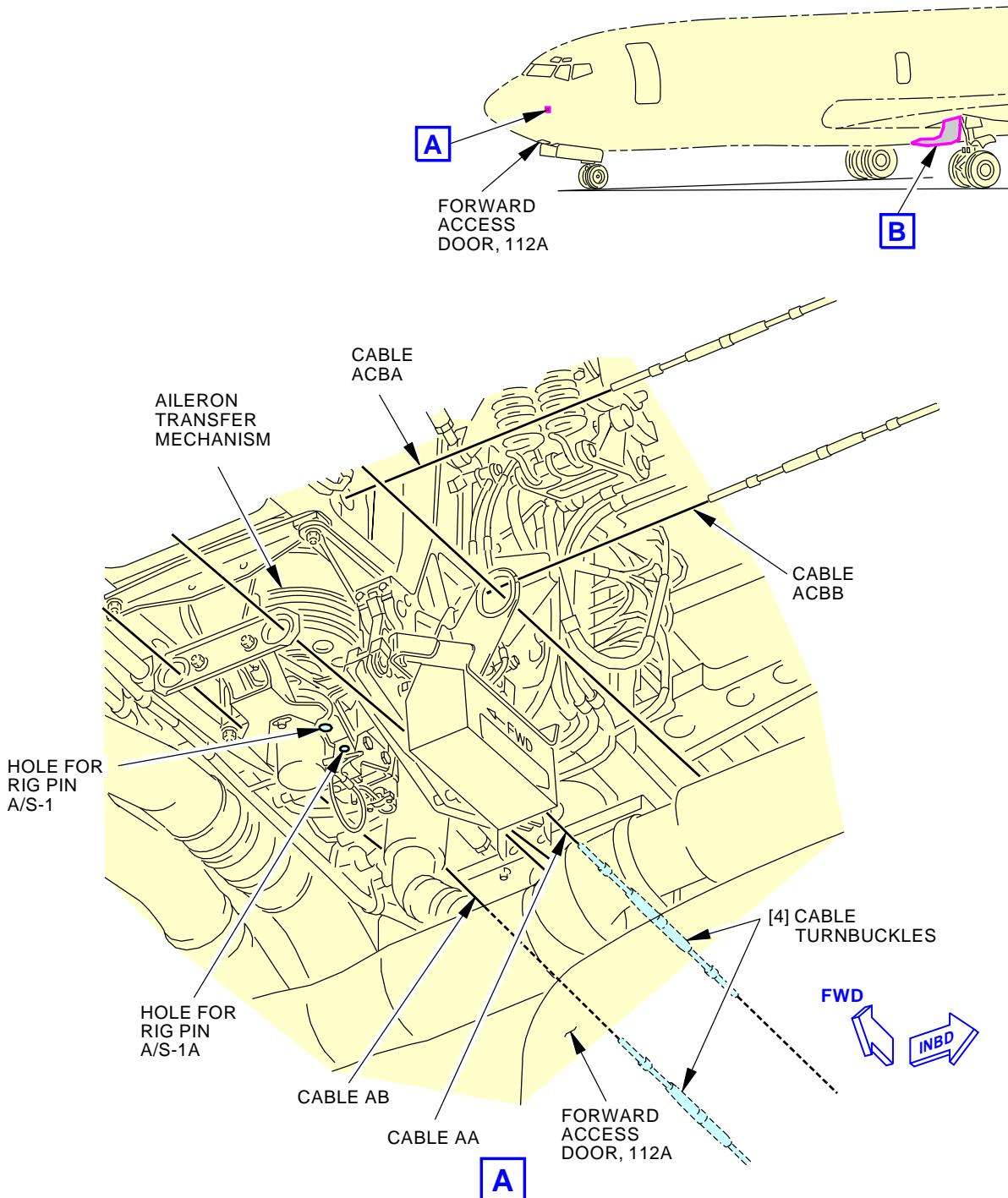
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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-022-00-01 |
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**Rig Pin Location
Figure 1 (Sheet 1 of 3)**

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

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Jun 15/2015

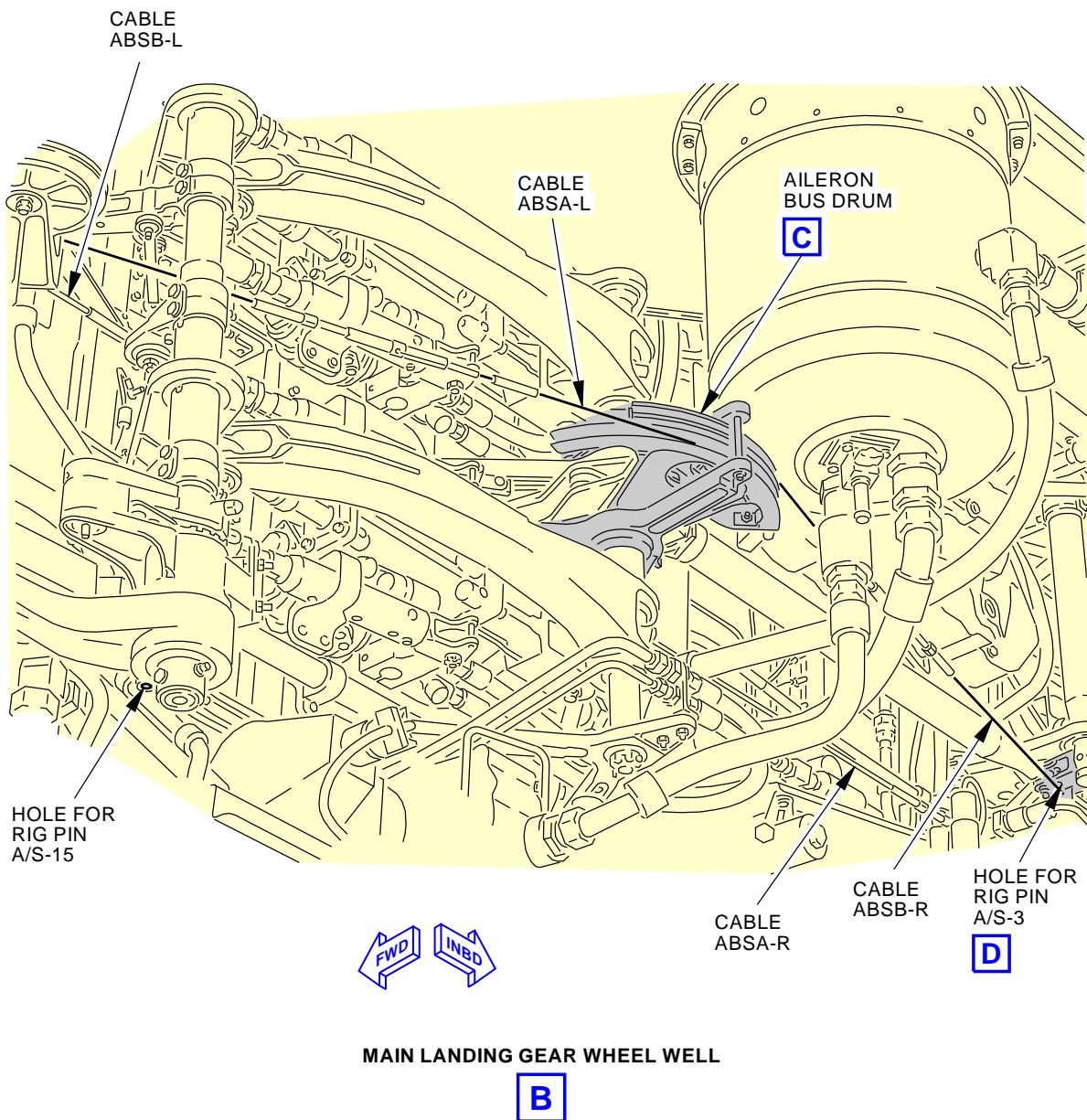
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-022-00-01

Rig Pin Location
Figure 1 (Sheet 2 of 3)

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

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Jun 15/2015

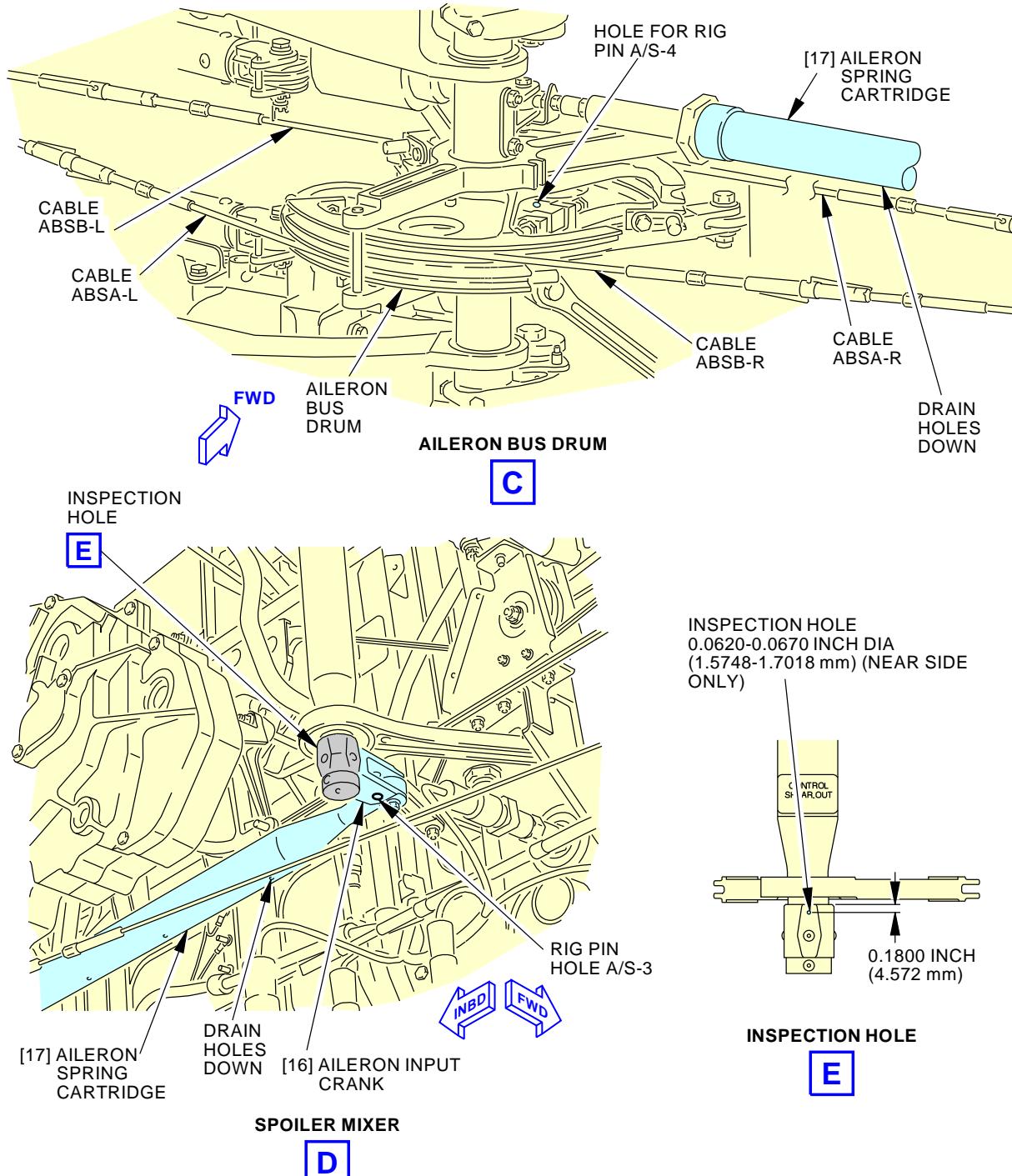
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-022-00-01

Rig Pin Location
Figure 1 (Sheet 3 of 3)

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

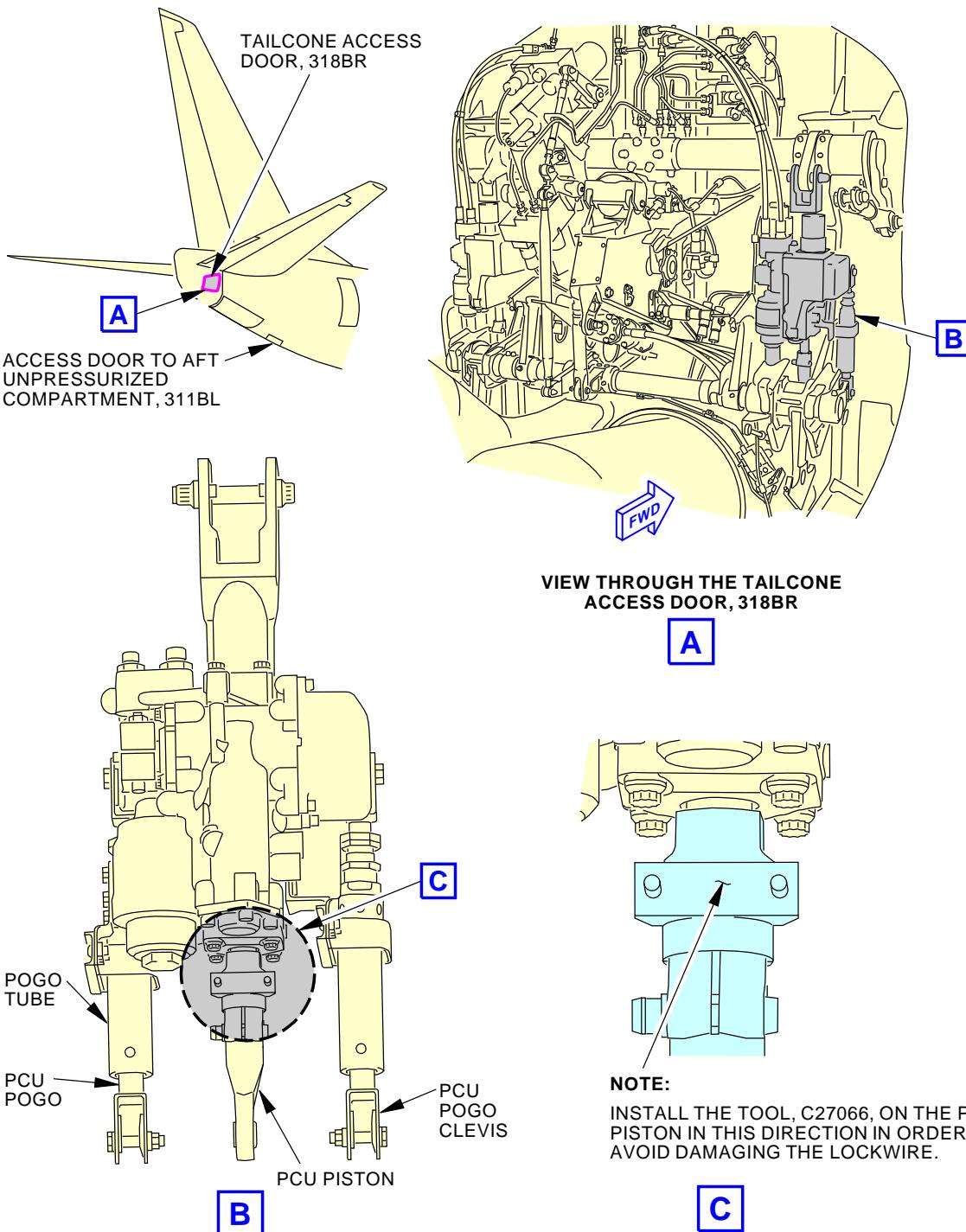
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-022-00-01

Aileron/Elevator Power Control Unit (PCU) Input Rod Functional Test Tool
Figure 2

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON POWER CONTROL UNITS |
| | | D633A109-AKS 27-022-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON PCU INTERNAL LEAKAGE TEST | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-024-00-01 |
| TAIL NUMBER | WORK AREA KEEL BEAM | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD W-27-078-00-01 W-27-210-00-01 W-27-212-00-01 |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the A and B system aileron power control unit internal leakage in a loaded condition.

A. References

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

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

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

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-024-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|-------------------------------|---|--|------------------|-----------------|
| (Continued) | | | | |
| Reference | Description | | | |
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 | | | |
| COM-2531 | Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536 | | | |
| SPL-1788 | Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-1 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-024-00-01 | | |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-024-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 29-00-00-790-809 | | | | |
| 1. Hydraulic System Elevator, Aileron Power Control Units (PCU's) and Leading Edge Flap and Slat Actuators Internal Leakage Check | | | | |
| A. General | | | | |
| (1) This procedure does an internal leakage check for the elevator, aileron power control units and leading edge flap and slat actuators. The purpose of this leakage test is to identify high leakage PCU's and actuators it will not identify specific PCU's or actuators for replacement. | | | | |
| (2) Use this check to find the internal leakage of the systems that use hydraulic power. | | | | |
| (3) You must find the changes in the flow of hydraulic fluid (during different conditions of operation) to find the internal leakage rate for each part. There are three methods to measure the flow: the ammeter, the flowmeter, and the amp-clamp and multimeter. | | | | |
| (a) To use the ammeter method, you connect an ammeter in series with one phase of the motor on the electric motor-driven pump (EMDP) (Figure 1). To find the flow you measure the current subtract the applicable system basic current, and use the (Figure 2) to change it to a flow. | | | | |
| (b) To use the flowmeter method, you install a flowmeter on a portable hydraulic cart and read the flow from it. | | | | |
| (c) To use the amp-clamp you put the amp-clamp adapter around one of the wires connected to a relay for the EMDP. You then read the current on the meter, subtract the other current readings as directed, and use the (Figure 2) to get the flow. | | | | |
| (4) When you read the ammeter, make a record of the value (on the data sheets in this manual) to the nearest 0.1 ampere. | | | | |
| (5) When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. | | | | |
| B. Prepare for the Internal Leakage Check | | | | |
| SUBTASK 29-00-00-840-161 | | | | |
| 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. | | | | |
| WARNING: MAKE SURE THAT THE GROUND LOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: (Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801). | | | | |
| SUBTASK 29-00-00-840-162 | | | | |
| (2) Make sure the main landing gear has blocks installed. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-024-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-024-00-01 |
|---|--|--|------------------|--|
| | | | | MECH INSP |
| SUBTASK 29-00-00-840-163 | (3) Remove the blocks and the tow bar from the nose landing gear. | | | |
| SUBTASK 29-00-00-840-164 | (4) Make sure that all cowls on the engine are closed. | | | |
| SUBTASK 29-00-00-860-285 | (5) Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | |
| SUBTASK 29-00-00-860-286 | (6) Do this task: (Supply Electrical Power, AMM TASK 24-22-00-860-811). NOTE: If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test. | | | |
| SUBTASK 29-00-00-840-165 | (7) If you use the EMDP's for this check, make sure the main tank 1 (for the system A heat exchanger) and the main tank 2 (for the system B heat exchanger) have a minimum of 250 gallons (1675 pounds/760 kilograms) of fuel in them. NOTE: This is necessary to prevent the hydraulic pumps from becoming too hot. | | | |
| SUBTASK 29-00-00-840-166 | (8) Put the parking brakes on. | | | |
| SUBTASK 29-00-00-860-288 | (9) Put the FLT CONTROL A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-287 | (10) Put the SPOILER A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-288 | (11) If the airplane hydraulic pumps will be used to pressurize the hydraulic system, check to make sure that the hydraulic reservoirs are pressurized to 20 psi minimum. To pressurize the reservoirs, do this task: (Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801). | | | |
| SUBTASK 29-00-00-860-290 | 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. | | | |
| (12) Pressurize the hydraulic systems A and B with the electric motor-driven pump or with a portable hydraulic cart. To pressurize them, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | NOTE: Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump. | | | |
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| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-167 | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) Operate the flaps 2 times to warm the hydraulic fluid. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-168 | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) Operate all of the control surfaces through a minimum of 10 cycles after the hydraulic fluid is warm. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-169 | | | | | | | | | | | | | | | | | | | | | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Put the reverse thrust levers in the STOWED position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Put the stabilizer trim in the green band. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The stabilizer indicator is on the control stand. | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Set the aileron trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The aileron trim indicator is on the control wheel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Set the rudder trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The rudder trim indicator is on the P8 panel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) Do these steps to turn off the antiskid system: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | | | | | | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-3 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>A</td><td>16</td><td>C01345</td><td>LANDING GEAR AUTOBRAKE BITE CONT 2</td></tr> <tr> <td>A</td><td>18</td><td>C00583</td><td>LANDING GEAR AUTOBRAKE BITE CONT 1</td></tr> <tr> <td>E</td><td>16</td><td>C00196</td><td>LANDING GEAR ANTIISKID INBD</td></tr> <tr> <td>E</td><td>18</td><td>C00195</td><td>LANDING GEAR ANTIISKID OUTBD</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | |
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | | | | | | | | | | | | | | | | | | | | | |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | | | | | | | | | | | | | | | | | | | | | |
| E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | | | | | | | | | | | | | | | | | | | | | |
| E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | | | | | | | | | | | | | | | | | | | | | |
| (f) Align the ADIRS. Do this task:(Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801). | | | | | | | | | | | | | | | | | | | | | | | | |
| (g) Put the YAW DAMPER switch, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (h) Put the A/P ENGAGE switches, on the mode control panel (MCP), in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (i) Put the LANDING GEAR lever, on the P2 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (j) Put the SPEED BRAKE lever, on the control stand, in the DOWN position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (k) Put the FLT CONTROL A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (l) Put the SPOILER A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (m) Set the FLAP position lever to 25 and let the flaps move. | | | | | | | | | | | | | | | | | | | | | | | | |

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| WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | MECH INSP |
| (n) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 Row Col Number Name F 2 C01449 STANDBY HYDRAULIC PUMP | | | | |
| (o) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position. (p) Set the FLAP position lever to 40 (the flaps will not move). | | | | |
| SUBTASK 29-00-00-840-170 | | | | |
| (16) If you use the ammeter, COM-1787, then do these steps: <u>NOTE:</u> When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use the (Figure 2) to change current to flow. (a) Make sure the person in the flight compartment and the person on the ground can speak to each other (Interphone, radio). | | | | |
| WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | |
| (b) To do a test of hydraulic system B: 1) Open these circuit breakers and install safety tags: Power Distribution Panel Number 1, P91 Row Col Number Name C 8 C00768 ELEC HYD PUMP CONTROL SYS B F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| (c) To do a test of hydraulic system A: 1) Open these circuit breakers and install safety tags: Power Distribution Panel Number 2, P92 Row Col Number Name C 8 C00767 ELEC HYD PUMP CONTROL SYS A F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| (d) Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the A or B hydraulic system. (e) Connect one end of the cable, SPL-1788 to the EMDP. (f) Connect the other end of the cable, SPL-1788 to the electrical connector. | | | | |
| CAUTION: PUT THE AMMETER IN THE SHORT-CIRCUIT POSITION. IF IT IS IN THE CIRCUIT, THE CURRENT WILL CAUSE DAMAGE TO THE AMMETER. | | | | |
| (g) Put the switch on the ammeter, COM-1787 in the short-circuit position. (h) To do a test of hydraulic system B: | | | | |

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|---|-------------|---------------|-----------------------------|--|------------|---------------|-------------|---|---|--------|-----------------------------|---|---|--------|---------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 1, P91 | | | | | | | | | | | | | | | | |
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| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| (i) To do a test of hydraulic system A: | | | | | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>C</td><td>8</td><td>C00767</td><td>ELEC HYD PUMP CONTROL SYS A</td></tr> <tr> <td>F</td><td>3</td><td>C00881</td><td>ELEC HYD PUMP SYS A</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-171 | | | | | | | | | | | | | | | | |
| (17) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.</p> <p>(a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B.</p> <p><u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump.</p> <p>1) Put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin (if you have one).</p> <p>2) Operate the portable hydraulic cart, COM-163.</p> | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-172 | | | | | | | | | | | | | | | | |
| (18) If you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> The clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel.</p> <p><u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use the Hydraulic Systems A and B EMDP Characteristics to get the flow.</p> <p>(a) To install the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 in the P91 or P92 panel, do these steps:</p> <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>1) To do a test of hydraulic system B:</p> | | | | | | | | | | | | | | | | |

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| | | | | MECH INSP |
| a) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 1, P91 | | | | |
| Row Col Number Name | | | | |
| C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | | |
| F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| 2) To do a test of hydraulic system A: | | | | |
| a) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row Col Number Name | | | | |
| C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | | |
| F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| <u>WARNING:</u> BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. | | | | |
| 3) To test hydraulic system B, get access to the R318 relay for the system B EMDP in the P91 panel. | | | | |
| 4) To test hydraulic system A, get access to the R317 relay for the system A EMDP in the P92 panel. | | | | |
| 5) Put the digital/analog multimeter, COM-1793 around one of the three wires that go forward from the relay. | | | | |
| 6) To do a test of hydraulic system B: | | | | |
| a) Remove the safety tags and close these circuit breakers: | | | | |
| Power Distribution Panel Number 1, P91 | | | | |
| Row Col Number Name | | | | |
| C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | | |
| F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| 7) To do a test of hydraulic system A: | | | | |
| a) Remove the safety tags and close these circuit breakers: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row Col Number Name | | | | |
| C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | | |
| F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| C. System B Internal Leakage Check | | | | |
| SUBTASK 29-00-00-860-291 | | | | |
| (1) Remove power from the hydraulic system A. To remove it, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| SUBTASK 29-00-00-860-292 | | | | |
| (2) Make sure the pressure in system B is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-293 | | | | |
| (3) Make sure the FLT CONTROL B switch, on the P5 panel, is in the OFF position. | | | | |

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| | | | | MECH INSP |
| SUBTASK 29-00-00-860-294 | | | | |
| (4) Make sure the SPOILER B switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-001 | | | | |
| (5) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |
| Table 1 | | | | |
| Amperage: _____ (Value 1) | | | | |
| Note: This is the system B basic current. | | | | |
| Note: The amperage measured is the system B basic current, and must be subtracted from all other system B amperage readings BEFORE you use the result of the subtraction to find the equivalent flow from Figure 602. | | | | |
| SUBTASK 29-00-00-750-001 | | | | |
| (6) If you use the flow meter method, read the flow value and write it here: | | | | |
| Table 2 | | | | |
| Flow: _____ cc/min (Value 1) | | | | |
| Note: This value is the system B basic flow. | | | | |
| SUBTASK 29-00-00-790-113 | | | | |
| (7) Do these steps to find the leakage of the control valve for the TE flaps: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| NOTE: The flaps will not move. They are already at the 25 position. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the OFF position. | | | | |
| (c) If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | |
| 1) Read the amperage and write it here: | | | | |
| Table 3 | | | | |
| Amperage: _____ (Value 2) | | | | |
| 2) Subtract Value 1 from Value 2 and write it here: | | | | |
| Table 4 | | | | |
| Amperage: _____ (Calculated) amperage | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | |
| Table 5 | | | | |
| Flow: _____ cc/min (Value 3) | | | | |
| Note: This is the internal leakage for the system B TE flap control valve. | | | | |
| (d) If you use the flow meter method, do these steps: | | | | |
| 1) Read the flow and write it here: | | | | |
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Table 6

Flow: _____ cc/min (Value 2)

- 2) Subtract Value 1 from Value 2 and write it here:

Table 7

Flow: _____ cc/min (Value 3)

Note: This is the internal leakage for the system B TE flap control valve.

- (e) If Value 3 is more than 8000 cc/min., replace the control valve for the TE flaps.

SUBTASK 29-00-00-790-105

- (8) Do these steps to find the leakage of the leading edge flaps and slats:

- (a) Set the flap control lever to the 0 position.

NOTE: Stop until the flaps and slats fully retract.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 8

Amperage: _____ (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

Table 9

Amperage: _____ (Calculated) amperage)

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 10

Flow: _____ cc/min (Value 5)

- 4) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 11

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 12

Flow: _____ cc/min (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

| | | |
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Table 13

Flow: _____ cc/min (Value 5)

- 3) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 14

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (d) If Value 5a is more than 1000 cc/min., do the troubleshooting steps in the FIM for LE Flaps and Slats Fail to Operate During Normal Operation to find the bad parts.

SUBTASK 29-00-00-860-295

- (9) Do these steps to put the airplane back to its initial condition:

- (a) Set the FLAP position lever to 25.

NOTE: Stop until the flaps and slats become stable.

- (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position.

- (c) Set the FLAP position lever to 40.

NOTE: The flaps will not move.

SUBTASK 29-00-00-790-114

- (10) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The empennage and aileron systems contain these components; elevator power control unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS B switch in the ON position.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 15

Amperage: _____ (Value 6)

- 2) Subtract Value 1 from Value 6 and write it here:

Table 16

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 17

Flow: _____ cc/min (Value 7)

Note: This is the null leakage of the empennage and aileron flight controls.

- (c) If you use the flow meter method, do these steps:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-024-00-01 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-024-00-01 | |
|---|----------------------|--|------------------------------|--|---------------------------------------|
| 1) Read the flow and write it here: | | | | MECH INSP | |
| <p style="text-align: center;">Table 18</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 6)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 6) |
| Flow: _____ cc/min (Value 6) | | | | | |
| 2) Subtract Value 1 from Value 6 and write it here: | | | | | |
| <p style="text-align: center;">Table 19</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 7)</td> </tr> </table> <p>Note: This is the null leakage of the empennage and aileron flight controls.</p> | | | | Flow: _____ cc/min (Value 7) | |
| Flow: _____ cc/min (Value 7) | | | | | |
| <p>SUBTASK 29-00-00-810-014</p> <p>(11) If Value 7 is more than 12,100 cc/min., continue with this procedure to isolate the bad part and replace it.</p> | | | | | |
| <p>SUBTASK 29-00-00-790-107</p> <p>(12) Do these steps to find the leakage of the cylinder for the aileron PCU:</p> <ol style="list-style-type: none"> Turn the control wheel fully clockwise. If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | | |
| <p>1) Read the amperage and write it here:</p> <p style="text-align: center;">Table 20</p> <table border="1"> <tr> <td>Amperage: _____ (Value 8)</td> </tr> </table> | | | | | Amperage: _____ (Value 8) |
| Amperage: _____ (Value 8) | | | | | |
| <p>2) Subtract Value 1 from Value 8 and write it here:</p> <p style="text-align: center;">Table 21</p> <table border="1"> <tr> <td>Amperage: _____ (Calculated) amperage</td> </tr> </table> | | | | | Amperage: _____ (Calculated) amperage |
| Amperage: _____ (Calculated) amperage | | | | | |
| <p>3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:</p> <p style="text-align: center;">Table 22</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8a)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 8a) |
| Flow: _____ cc/min (Value 8a) | | | | | |
| <p>4) Subtract Value 7 from Value 8a and write it here:</p> <p style="text-align: center;">Table 23</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 9)</td> </tr> </table> <p>Note: This is the internal leakage of the cylinder for the aileron PCU.</p> | | | | | Flow: _____ cc/min (Value 9) |
| Flow: _____ cc/min (Value 9) | | | | | |
| <p>(c) If you use the flow meter method, do these steps:</p> <ol style="list-style-type: none"> Read the flow and write it here: | | | | | |
| <p style="text-align: center;">Table 24</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 8) |
| Flow: _____ cc/min (Value 8) | | | | | |
| <p>2) Subtract Value 1 from Value 8 and write it here:</p> | | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST | | | |
| | | D633A109-AKS 27-024-00-01 | Page 12 of 21 Oct 15/2014 | | |

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Table 25

Flow: _____ cc/min (Value 8a)

- 3) Subtract Value 7 from Value 8a and write it here:

Table 26

Flow: _____ cc/min (Value 9)

Note: This is the internal leakage of the cylinder for the aileron PCU.

- (d) If Value 9 is more than 1,500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-296

- (13) Move the control wheel to its center position.

SUBTASK 29-00-00-790-108

- (14) Do these steps to find the leakage of the cylinder for the elevator PCU:

- (a) Pull the control column fully aft.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 27

Amperage: _____ (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

Table 28

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 29

Flow: _____ cc/min (Value 10a)

- 4) Subtract Value 7 from Value 10a and write it here:

Table 30

Flow: _____ cc/min (Value 11)

Note: This is the internal leakage of the cylinder for the elevator PCU.

- (c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 31

Flow: _____ cc/min (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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|--|-------------|---------|------------------|--|
| Table 32 | | | | MECH INSP |
| Flow: _____ cc/min (Value 10a) | | | | |
| 3) Subtract Value 7 from Value 10a and write it here: | | | | |
| Table 33 | | | | |
| Flow: _____ cc/min (Value 11) | | | | |
| Note: This is the internal leakage of the cylinder for the elevator PCU. | | | | |
| (d) If Value 11 is more than 1,500 cc/min., replace the elevator PCU. | | | | |
| (e) Put the control column in its center position. | | | | |
| SUBTASK 29-00-00-860-297 | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, to the OFF position. | | | | |
| (c) Set the FLAP position lever to 0. | | | | |
| SUBTASK 29-00-00-860-300 | | | | |
| (16) Remove power from the hydraulic system B. To remove power, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| D. System A Internal Leakage Check | | | | |
| SUBTASK 29-00-00-750-002 | | | | |
| (1) Connect the equipment that is necessary to measure the amperage or flow to hydraulic system A. | | | | |
| SUBTASK 29-00-00-860-301 | | | | |
| 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) Pressurize the hydraulic system A. To pressurize it, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | | |
| SUBTASK 29-00-00-860-302 | | | | |
| (3) Make sure the pressure in system A is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-303 | | | | |
| (4) Make sure that the FLT CONTROL A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-860-304 | | | | |
| (5) Make sure that the SPOILER A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-002 | | | | |
| (6) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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Table 34

Amperage: _____ (Value 12)

Note: Do not continue until the amperage value on the tool is stable.

Note: This amperage is the system A basic current, and must be subtracted from all other system A amperage readings BEFORE you find the equivalent flow.

SUBTASK 29-00-00-750-003

- (7) If you use the flow meter method, read the flow value and write it here:

Table 35

Flow: _____ cc/min (Value 12)

Note: This value is the system A basic flow.

SUBTASK 29-00-00-790-115

- (8) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The Empennage and Aileron Systems contain these components; elevator Power Control Unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS A switch in the ON position.
 (b) If you use the ammeter or amp-clamp multimeter method, do these steps:
 1) Read the amperage and write it here:

Table 36

Amperage: _____ (Value 13)

- 2) Subtract Value 12 from the Value 13 and write it here:

Table 37

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 38

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

- (c) If you use the flow meter method, do these steps:
 1) Read the flow and write it here:

Table 39

Flow: _____ cc/min (Value 13)

- 2) Subtract Value 12 from Value 13 and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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Table 40

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

SUBTASK 29-00-00-810-015

- (9) If Value 14 is more than 11,000 cc/min., continue with this procedure to isolate the bad part and replace it.

SUBTASK 29-00-00-790-110

- (10) Do these steps to find the leakage of the cylinder for the aileron PCU:
- Turn the control wheel fully clockwise.
 - If you use the ammeter or amp-clamp multimeter method, do these steps:
 - Read the amperage and write it here:

Table 41

Amperage: _____ (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 42

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 43

Flow: _____ cc/min (Value 15a)

- 4) Subtract Value 14 from Value 15a and write it here:

Table 44

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

- (c) If you use the flow meter method, do these steps:
 - Read the flow and write it here:

Table 45

Flow: _____ cc/min (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 46

Flow: _____ cc/min (Value 15a)

- 3) Subtract Value 14 from Value 15a and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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Table 47

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

SUBTASK 29-00-00-810-012

- (11) If the Value 16 is more than 1500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-305

- (12) Move the control wheel to its center position.

SUBTASK 29-00-00-790-112

- (13) Do these steps to find the leakage of the cylinder for the PCU for the elevator:

(a) Pull the control column fully aft.

(b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 48

Amperage: _____ (Value 17)

- 2) Subtract Value 12 from the Value 17 and write it here:

Table 49

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 50

Flow: _____ cc/min (Value 17a)

- 4) Subtract Value 14 from the Value 17a and write it here:

Table 51

Flow: _____ cc/min (Value 18)

Note: This is the internal leakage of the cylinder of the elevator PCU.

(c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 52

Flow: _____ cc/min (Value 17)

- 2) Subtract Value 12 from Value 17 and write it here:

Table 53

Flow: _____ cc/min (Value 17a)

- 3) Subtract Value 14 from Value 17a and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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Table 54

| | | |
|-------------------------------|------|------|
| Flow: _____ cc/min (Value 18) | MECH | INSP |
|-------------------------------|------|------|

Note: This is the internal leakage of the cylinder of the elevator PCU.

- (d) Put the control column in its center position.

SUBTASK 29-00-00-810-013

- (14) If the Value 18 is more than 1500 cc/min., replace the elevator PCU.

SUBTASK 29-00-00-860-306

- (15) Put the FLT CONTROL A switch in the OFF position.

E. Put the Airplane Back to its Usual Condition

SUBTASK 29-00-00-860-307

- (1) Make sure the arm switch for the ALTERNATE FLAPS, on the P5 panel, is in the OFF position.

SUBTASK 29-00-00-860-308

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------------------|
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 |
| E | 16 | C00196 | LANDING GEAR ANTISKID INBD |
| E | 18 | C00195 | LANDING GEAR ANTISKID OUTBD |

Power Distribution Panel Number 2, P92

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

SUBTASK 29-00-00-860-309

- (3) Put the FLT CONTROL and SPOILER switches, on the P5 panel, in the ON position.

SUBTASK 29-00-00-860-310

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

SUBTASK 29-00-00-080-027

- (5) Remove the portable hydraulic cart or the ammeter equipment from the airplane.

SUBTASK 29-00-00-410-009

- (6) Close this access panel:

Number Name/Location

| | |
|------|----------------------------------|
| 117A | Electronic Equipment Access Door |
|------|----------------------------------|

SUBTASK 29-00-00-610-015

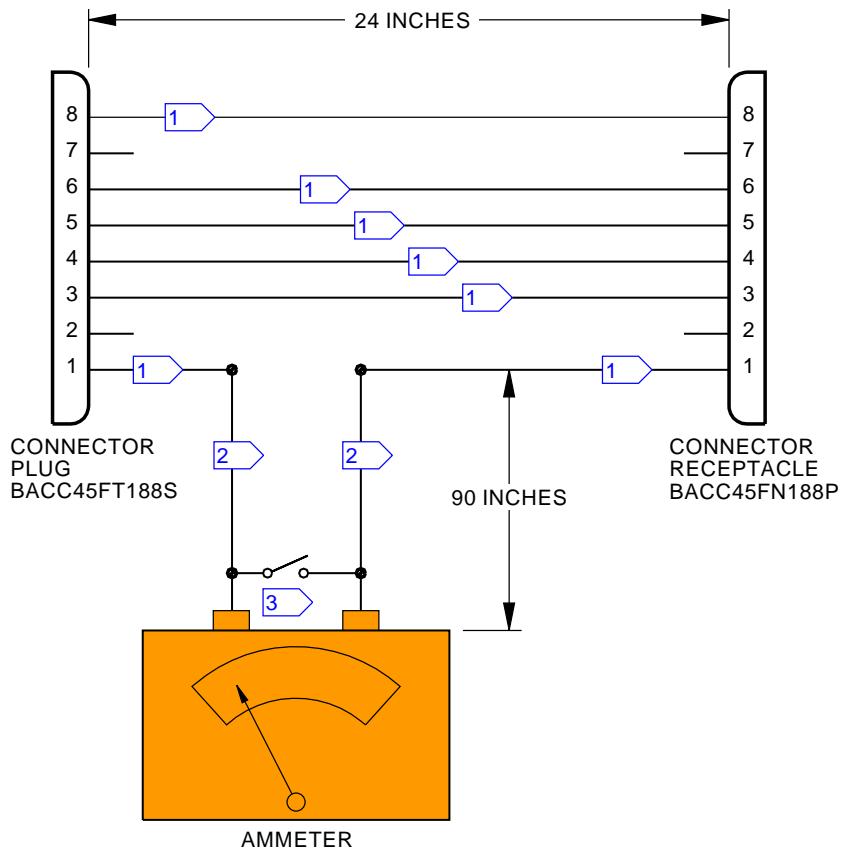
- (7) Service the systems A and B hydraulic reservoirs. To service them, do this task:
(Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801).

END OF TASK

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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- NO. 12 WIRE
- NO. 10 WIRE
- SHORT CIRCUIT SWITCH

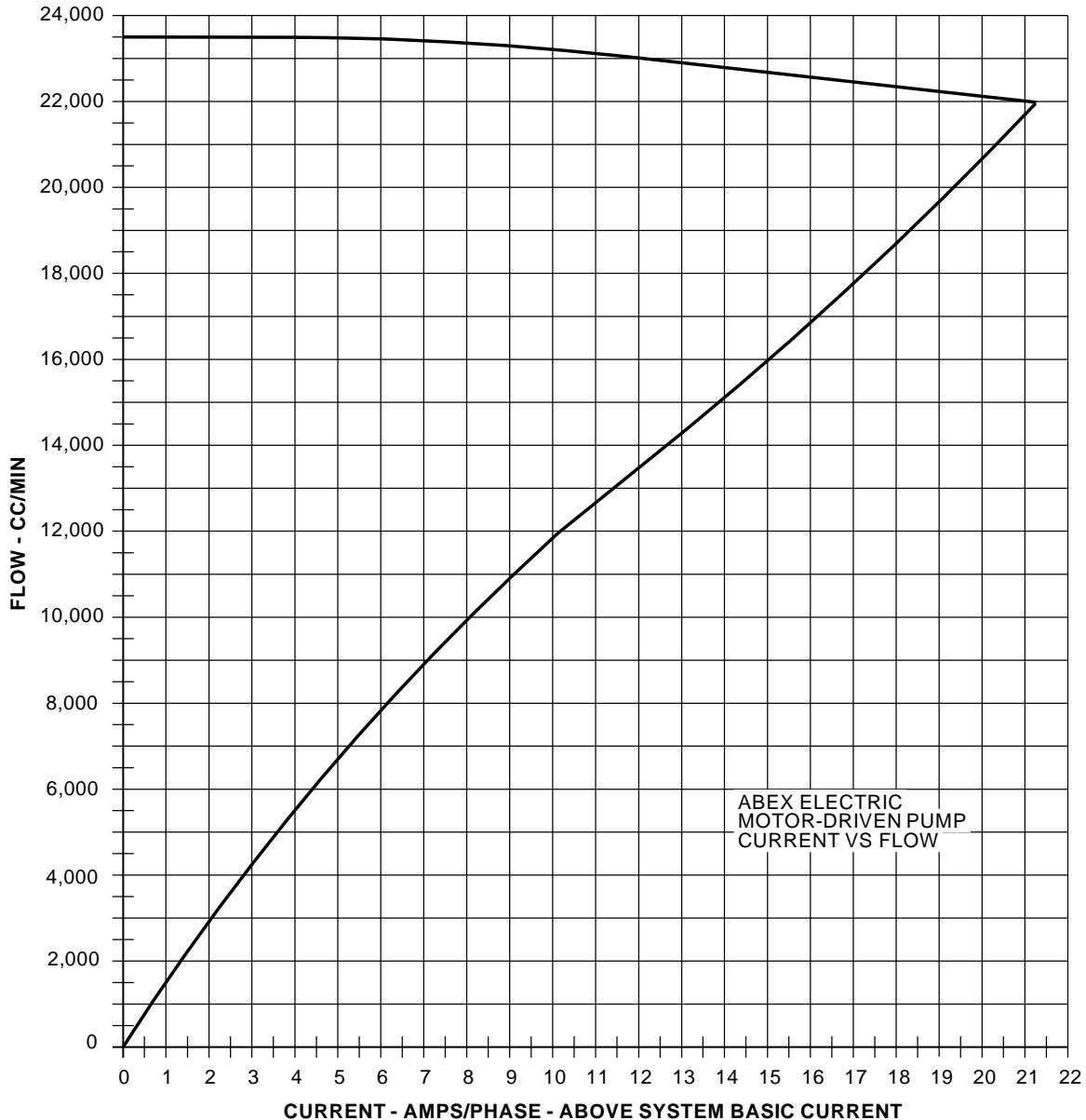
G25990 S0006572414_V2

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

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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| | | | | 27-024-00-01 |



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

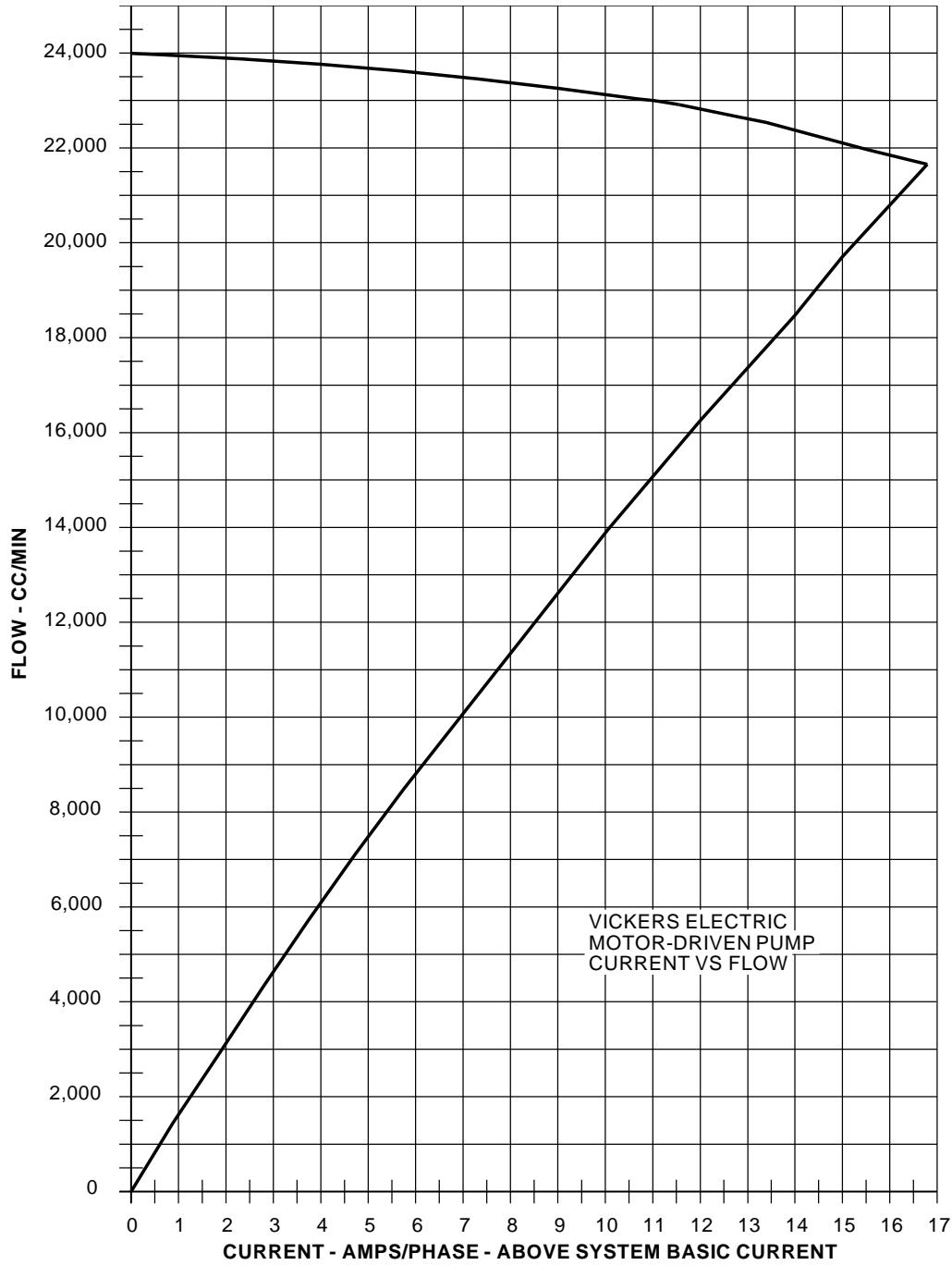
H21513 S0006572415_V2

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 2 of 2)

G25992 S0006572416_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON PCU INTERNAL LEAKAGE TEST |
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|-----------------|-------------------------------|--|-----------------------------|--------------------------|------------------------|
| AIRLINE CARD NO | | TITLE LEFT WING AILERON LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-026-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 4000 FH | REPEAT 4000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 571BB 572AB 572BB 572CB 572DB 572FB 572GB 572HB | | | ZONE 133 572 |
| | | | | | ENGINE ALL |

Lubricate the left wing aileron mechanical control path and aileron power control units.

SPECIAL NOTE: CMR Task (27-CMR-11) interval for this task is 4,000 FH / 12 Months (whichever comes first) for airplanes using BMS 3-33 Grease and 3,000 FH / 9 Months (whichever comes first) for airplanes not using BMS 3-33 Grease. See MPD Section 9.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G51344 | Plug - Tubing, Protective, Dust and Moisture Seal | NAS843 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
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| | | | | MECH INSP |
| TASK 12-22-11-600-801 | | | | |
| 1. Aileron Balance Tab Lubrication (Figure 1) | | | | |
| A. General (1) This procedure is a scheduled maintenance task. | | | | |
| B. Prepare for the Lubrication SUBTASK 12-22-11-860-003 (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801. | | | | |
| SUBTASK 12-22-11-020-001 (2) Remove the forward removable fairing [101] and the aft removable fairing [103] to get access to tab hinges 2 and 3: (a) Remove the bolts [106] that attach the forward removable fairing [101] to the aileron [102]. (b) Remove the forward removable fairing [101]. (c) Remove the bolts [104] that attach the aft removable fairing [103] to the aileron balance tab [105]. (d) Remove the aft removable fairing [103]. | | | | |
| C. Aileron Balance Tab Lubrication (Table 1) SUBTASK 12-22-11-640-007 (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 1 Aileron Balance Tab Hinge Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Tab Hinge | BMS 3-33 | Flush | 5 |
| SUBTASK 12-22-11-640-002 (2) Lubricate the tab hinges on the aileron balance tab [105] with grease, D00633: (a) Make sure that the red cap, G51344 is installed on the side of the bearing. Replace it if necessary. (b) Hold the red cap, G51344 in its position when you apply the grease, D00633. The red cap, G51344 can get pushed out during the grease application (c) Fill the tab hinges with grease, D00633 until clean grease comes out of the bearings. <u>NOTE:</u> It is only necessary to put grease in one of the lubrication holes on each tab hinge. (d) Wipe unwanted grease, D00633 from around the tab hinges. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION D633A109-AKS 27-026-01-01 | | |
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D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-420-001

- (1) Install the forward removable fairing [101] and the aft removable fairing [103] with the bolts [104]:
 - (a) Put the aft removable fairing [103] in its position.
 - (b) Install the aft removable fairing [103] with the bolts [104].
 - (c) Put the forward removable fairing [101] in its position.
 - (d) Install the forward removable fairing [101] with the bolts [106].

— END OF TASK —

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
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TASK 12-22-11-640-802

MECH

INSP

2. Aileron Tab Control Rods Lubrication

(Figure 2)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-860-005

- (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-020-002

- (2) Remove the forward removable fairing [101]:
 (a) Remove the bolts [106] that attach the forward removable fairing [101] to the aileron [102].
 (b) Remove the forward removable fairing [101].

SUBTASK 12-22-11-020-003

- (3) Remove the aft removable fairing [103]:
 (a) Remove the bolts [104] that attach the aft removable fairing [103] to the aileron balance tab [105].
 (b) Remove the aft removable fairing [103].

C. Aileron Tab Control Rods Lubrication

(Table 2)

SUBTASK 12-22-11-640-010

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Aileron Tab Control Rods Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------|-----------|-----------------------|---------------------|
| 1 | Rod end bearing | BMS 3-33 | Flush | 4 |

SUBTASK 12-22-11-640-003

- (2) Lubricate the rod end bearings of the aileron tab control rods with grease, D00633:
 (a) At the aileron balance tab, fill the rod end bearings with grease, D00633 until clean grease comes out of the bearings.
 NOTE: It is only necessary to put grease in one of the lubrication holes on each rod end bearing.
 (b) At the aileron, fill the rod end bearings with grease, D00633.
 (c) Wipe unwanted grease, D00633 from around the rod end bearings.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-420-003

- (1) Install the aft removable fairing [103]:

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION | |
| | | D633A109-AKS 27-026-01-01 | Page 4 of 16 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-01-01 |
|------|-------------|---------|---|--|
| | | | (a) Put the aft removable fairing [103] in its position. (b) Install the bolts [104] to attach the aft removable fairing [103]. SUBTASK 12-22-11-420-004 (2) Install the forward removable fairing [101]: (a) Put the forward removable fairing [101] in its position. (b) Install the bolts [106] to attach the forward removable fairing [101]. SUBTASK 12-22-11-860-006 (3) 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 | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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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. 27-026-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-803

MECH

INSP

3. Aileron Wing Quadrant Control Rod Lubrication

(Figure 3)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-860-007

- (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-010-003

- (2) If you work on the left wing, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel |
| 571CB | Lower Outboard Fixed Trailing Edge Access Panel |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |

SUBTASK 12-22-11-010-006

- (3) If you work on the right wing, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel |
| 671CB | Lower Outboard Fixed Trailing Edge Access Panel |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |

C. Aileron Wing Quadrant Lubrication

(Table 3)

SUBTASK 12-22-11-640-008

- (1) This table supplies data for the subsequent lubrication step:

Table 3 Aileron Wing Quadrant Control Rod Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------|-----------|-----------------------|---------------------|
| 1 | Rod end bearing | BMS 3-33 | Flush | 2 |

SUBTASK 12-22-11-640-004

- (2) Lubricate the rod end bearings of the aileron control rod on the aileron wing quadrant with grease, D00633.

- (a) Fill the rod end bearings with grease, D00633 until clean grease comes out of the bearings.

NOTE: It is only necessary to put grease in one of the lubrication holes on each rod end bearing.

- (b) Wipe unwanted grease, D00633 from around the rod end bearings.

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-01-01 |
|------|-------------|---------|------------------|--|

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-010-004

- (1) Install the applicable access panels.

- (a) For the left wing, close these access panels:

Number Name/Location

571BB Lower Outboard Fixed Trailing Edge Access Panel
571CB Lower Outboard Fixed Trailing Edge Access Panel
572BB Lower Aileron, Actuator Rod Fairing - WBL 472.00

- (b) For the right wing, close these access panels:

Number Name/Location

671BB Lower Outboard Fixed Trailing Edge Access Panel
671CB Lower Outboard Fixed Trailing Edge Access Panel
672BB Lower Aileron, Actuator Rod Fairing - WBL 472.00

SUBTASK 12-22-11-860-008

- (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM
TASK 27-11-00-860-802.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-804

MECH

INSP

4. Aileron Power Output Lever Lubrication

(Figure 4)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Aileron Power Output Lever Lubrication

(Table 4)

SUBTASK 12-22-11-640-009

- (1) This table supplies data for the subsequent lubrication step:

Table 4 Aileron Power Output Lever Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--------------------|-----------|-----------------------|---------------------|
| 1 | Power Output Lever | BMS 3-33 | Flush | 2 |

SUBTASK 12-22-11-640-005

- (2) Lubricate the power output lever with grease, D00633.

— END OF TASK —

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-801

MECH

INSP

5. Aileron Hinge Lubrication

(Figure 5)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-700-001

- (1) Make sure that the aileron is in the full up position.

SUBTASK 12-22-11-860-001

- (2) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-010-001

- (3) On hinges 1 to 5:

- (a) Remove the hinge seals.

SUBTASK 12-22-11-010-007

- (4) On hinge 6:

- (a) Remove the removable fairing.

C. Aileron Hinge Lubrication

(Table 5, Figure 5)

SUBTASK 12-22-11-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 5 Aileron Hinge Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|-----------|-----------------------|---------------------|
| 1 | Aileron hinge | BMS 3-33 | Flush | 6 |

SUBTASK 12-22-11-640-001

- (2) Lubricate the aileron hinges with grease, D00633.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-010-002

- (1) Install the seals and the fairing that you removed.

SUBTASK 12-22-11-860-002

- (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802.

— END OF TASK —

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

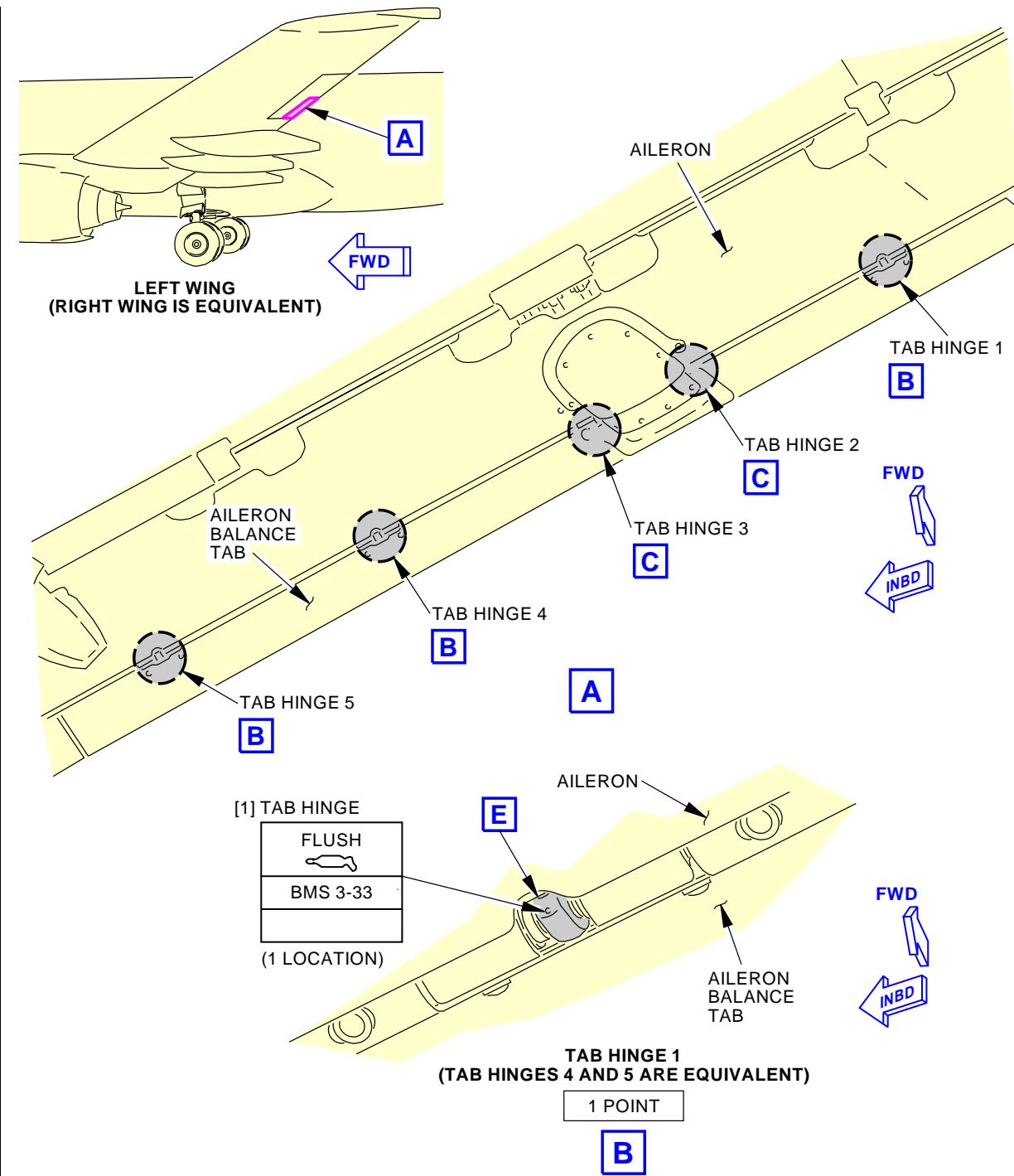
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

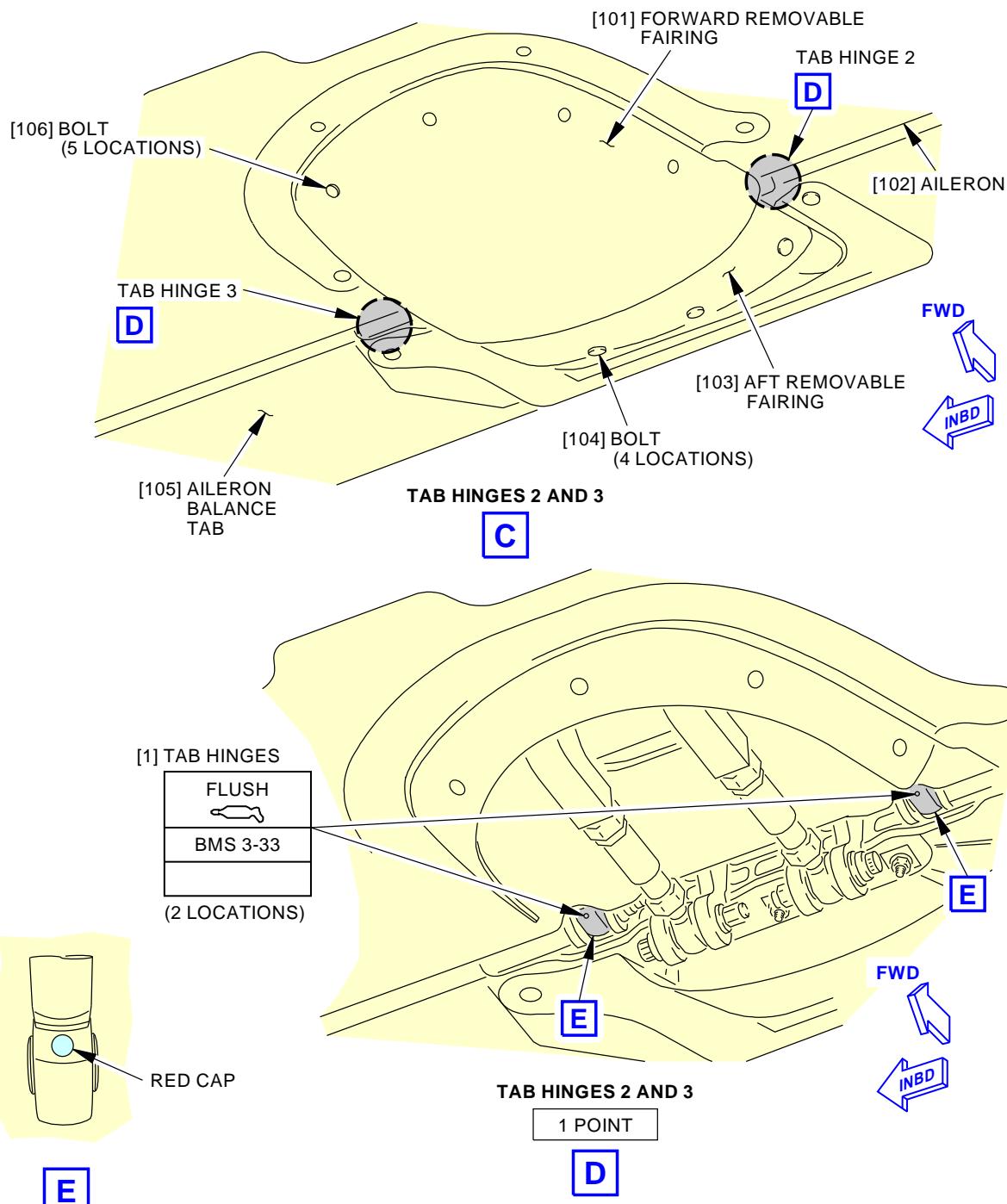
BOEING CARD NO.
27-026-01-01Aileron Balance Tab Hinge Servicing
Figure 1 (Sheet 1 of 2)

2504977 S0000589214_V1

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON LUBRICATION**D633A109-AKS
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AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-026-01-01 |

Aileron Balance Tab Hinge Servicing
Figure 1 (Sheet 2 of 2)

2505001 S0000589215_V1

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

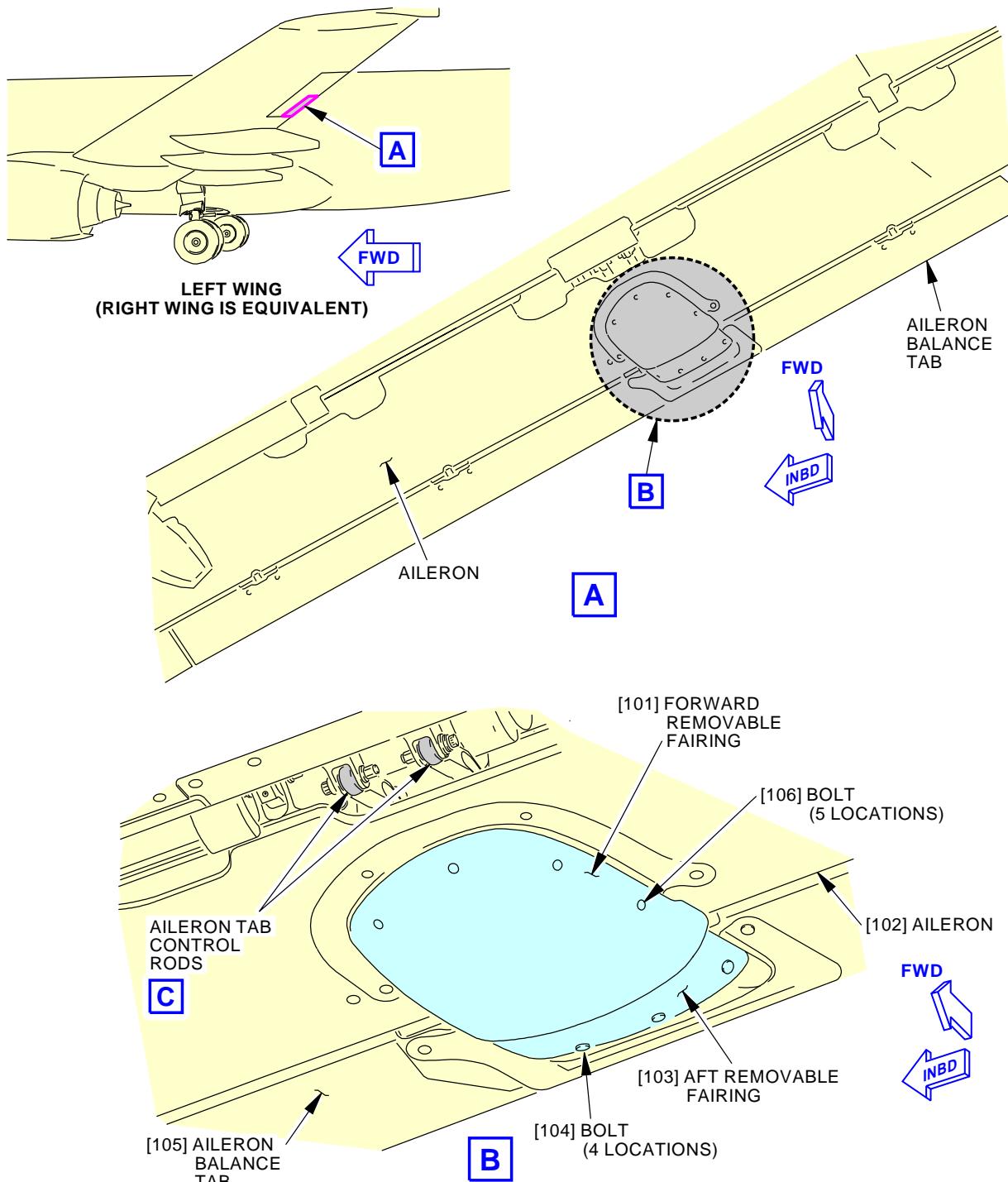
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

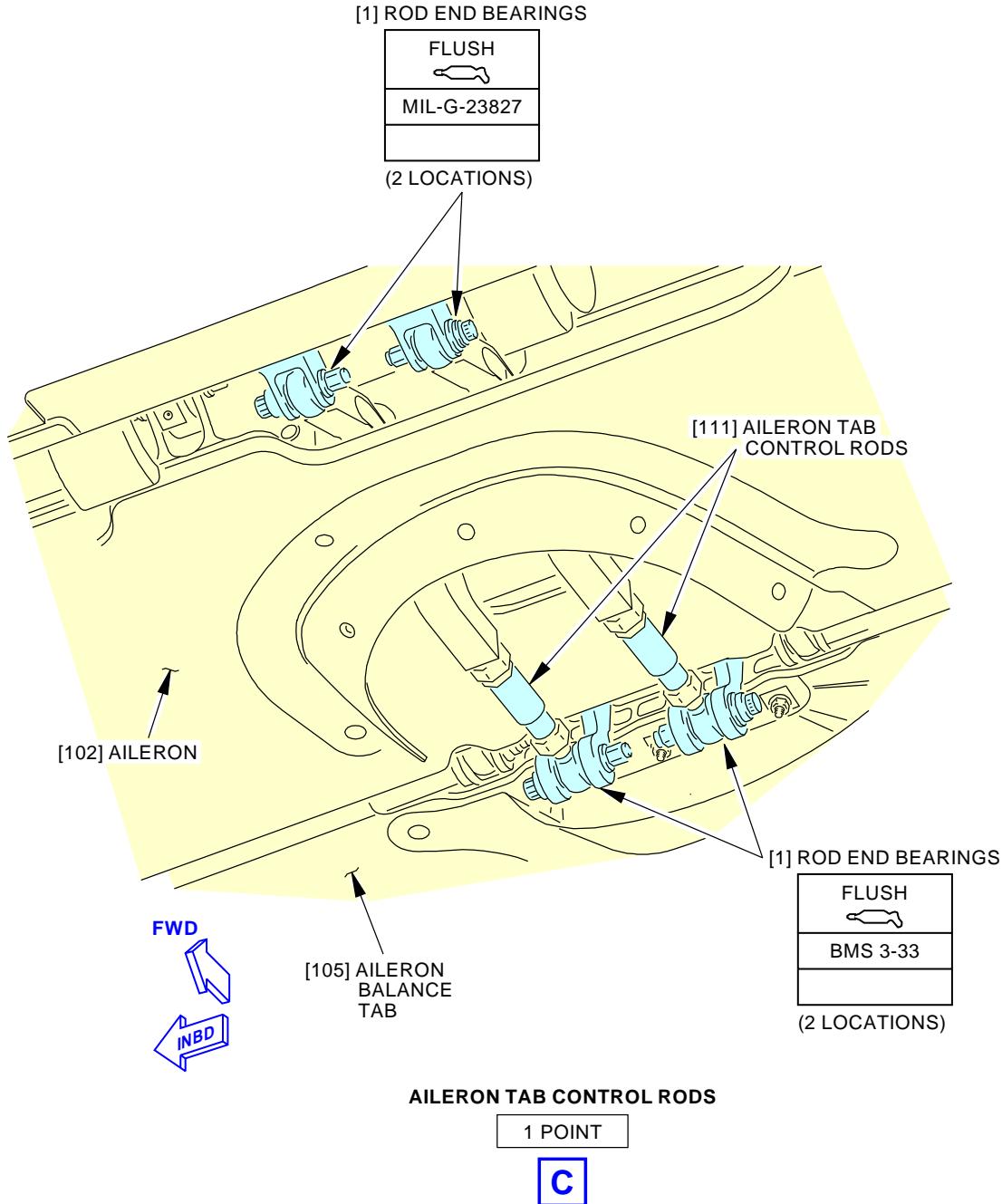
BOEING CARD NO.
27-026-01-01**Aileron Tab Control Rods Servicing
Figure 2 (Sheet 1 of 2)**

G16870 S0006561416_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON LUBRICATION****D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-026-01-01 |



**Aileron Tab Control Rods Servicing
Figure 2 (Sheet 2 of 2)**

G16871 S0006561417_V2

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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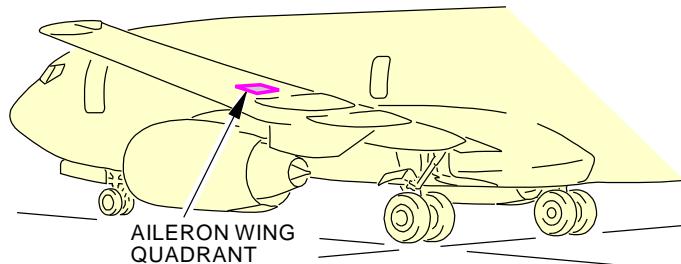
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

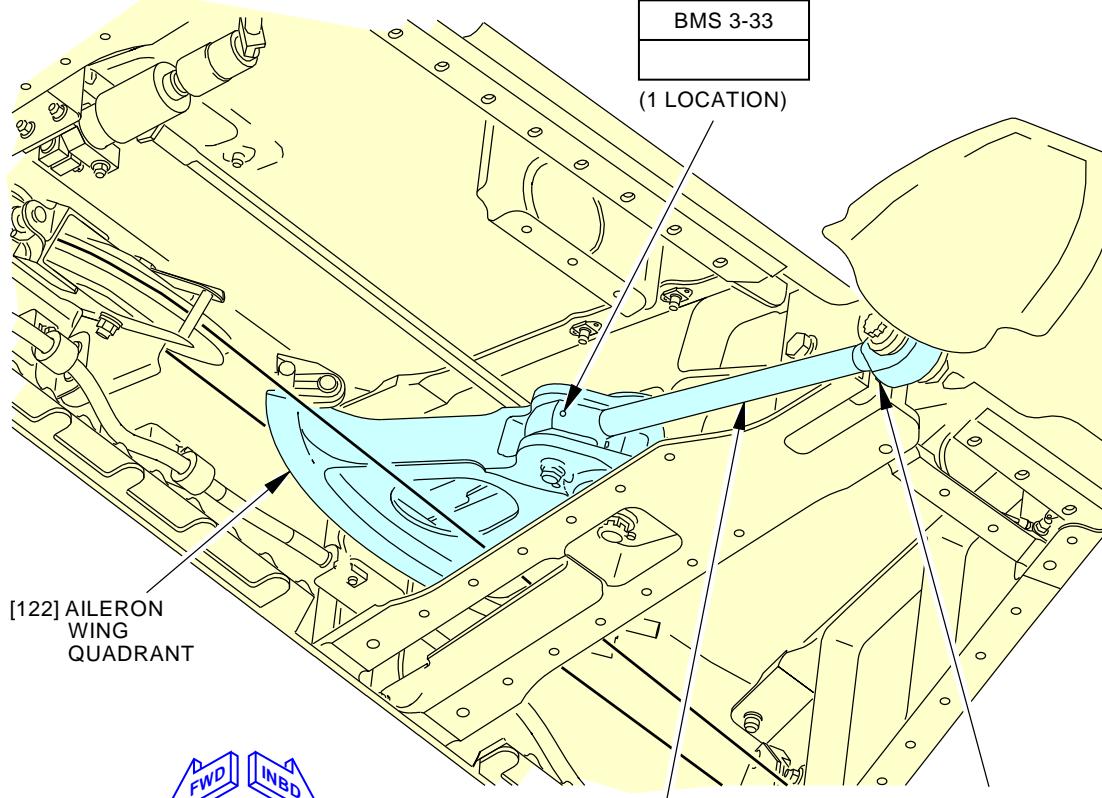
STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-026-01-01**A****LEFT WING
(RIGHT WING IS EQUIVALENT)****[1] ROD END BEARING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(1 LOCATION)

**AILERON WING QUADRANT**

1 POINT

A**[1] ROD END BEARING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(1 LOCATION)

G16977 S0006561420_V3

**Aileron Wing Quadrant Control Rod Servicing
Figure 3**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON LUBRICATION****D633A109-AKS
27-026-01-01****Page 14 of 16
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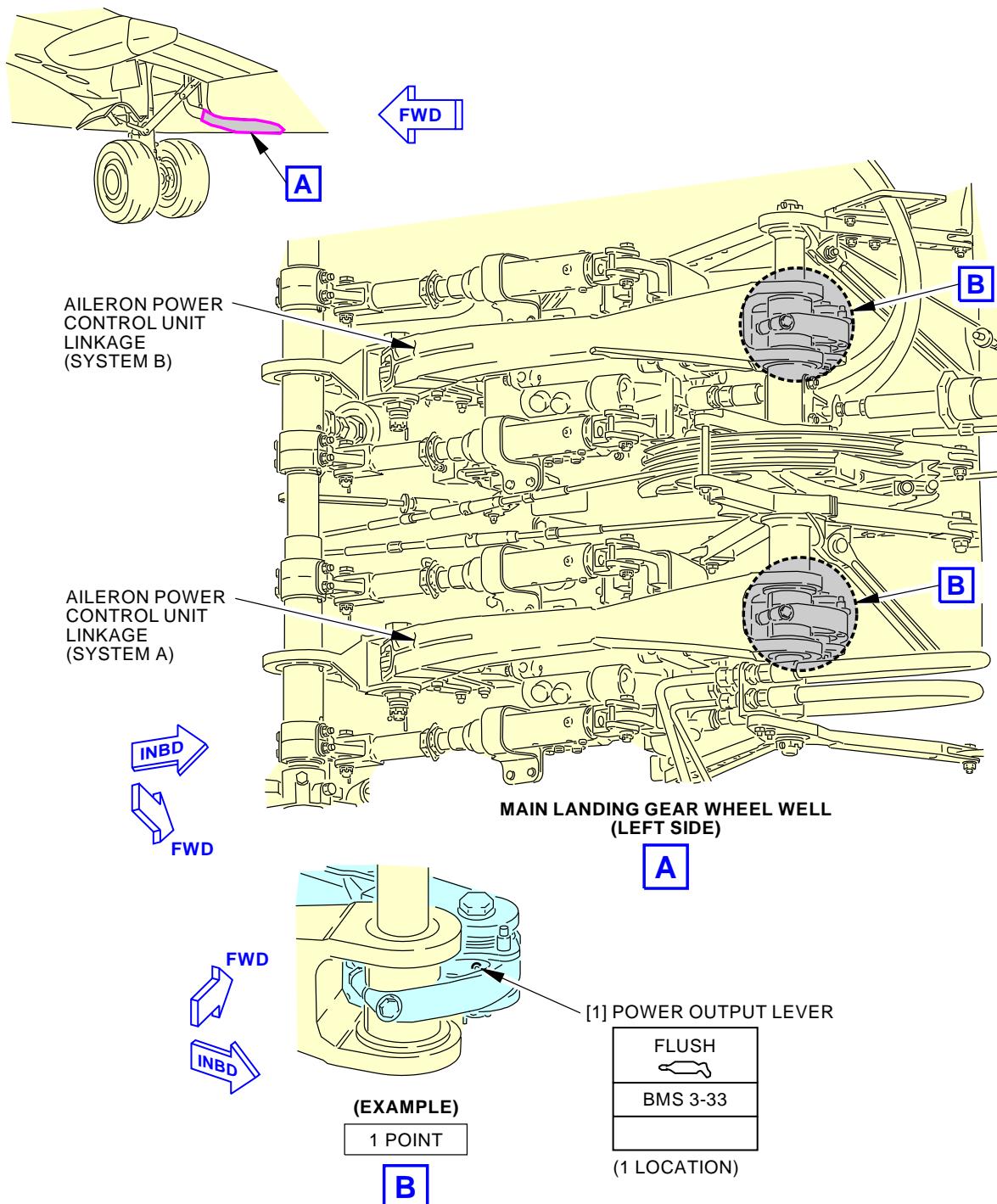
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-026-01-01**Aileron Power Output Lever Servicing
Figure 4**

G16998 S0006561423_V3

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-01-01 |

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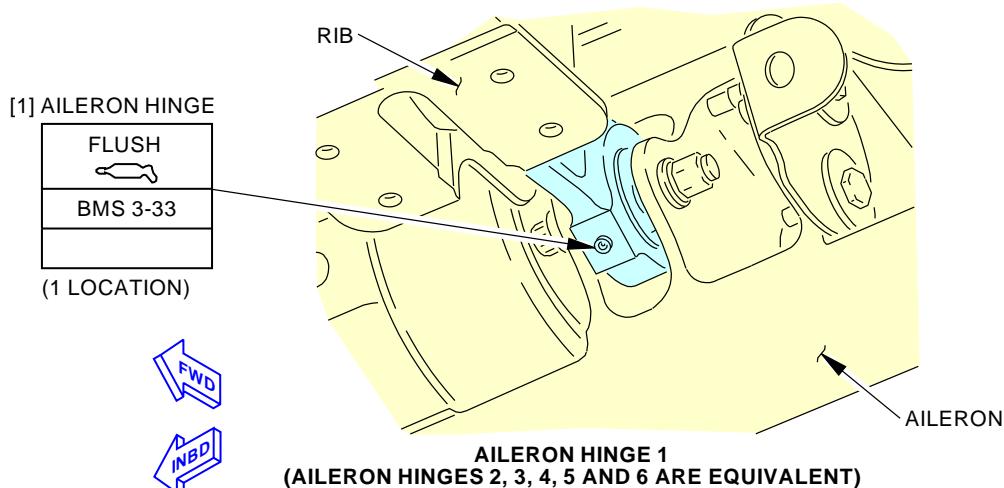
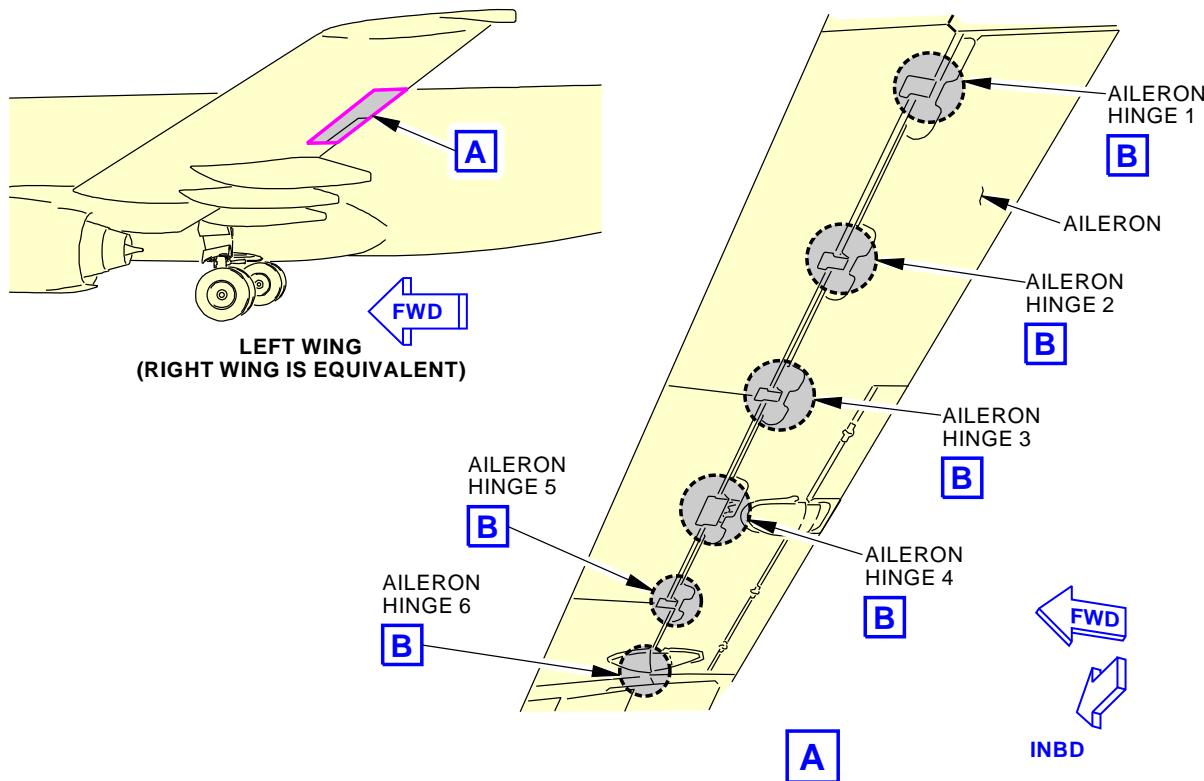
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-026-01-01**Aileron Hinge Servicing
Figure 5**

G16790 S0006561409_V3

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON LUBRICATION**D633A109-AKS
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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|------------------------|
| AIRLINE CARD NO | | TITLE RIGHT WING AILERON LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-026-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 4000 FH | REPEAT 4000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 671BB 672AB 672BB 672CB 672DB 672FB 672GB 672HB | | | ZONE 134 672 |
| | | | | | ENGINE ALL |

Lubricate the right wing aileron mechanical control path.

SPECIAL NOTE: CMR Task (27-CMR-11) interval for this task is 4,000 FH / 12 Months (whichever comes first) for airplanes using BMS 3-33 Grease and 3,000 FH / 9 Months (whichever comes first) for airplanes not using BMS 3-33 Grease. See MPD Section 9.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G51344 | Plug - Tubing, Protective, Dust and Moisture Seal | NAS843 |

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|--|----------------------|--|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-11-600-801 | | | | |
| 1. Aileron Balance Tab Lubrication | | | | |
| (Figure 1) | | | | |
| A. General | | | | |
| (1) This procedure is a scheduled maintenance task. | | | | |
| B. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-11-860-003 | | | | |
| (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801. | | | | |
| SUBTASK 12-22-11-020-001 | | | | |
| (2) Remove the forward removable fairing [101] and the aft removable fairing [103] to get access to tab hinges 2 and 3: | | | | |
| (a) Remove the bolts [106] that attach the forward removable fairing [101] to the aileron [102]. | | | | |
| (b) Remove the forward removable fairing [101]. | | | | |
| (c) Remove the bolts [104] that attach the aft removable fairing [103] to the aileron balance tab [105]. | | | | |
| (d) Remove the aft removable fairing [103]. | | | | |
| C. Aileron Balance Tab Lubrication | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-11-640-007 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 1 Aileron Balance Tab Hinge Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Tab Hinge | BMS 3-33 | Flush | 5 |
| SUBTASK 12-22-11-640-002 | | | | |
| (2) Lubricate the tab hinges on the aileron balance tab [105] with grease, D00633: | | | | |
| (a) Make sure that the red cap, G51344 is installed on the side of the bearing. Replace it if necessary. | | | | |
| (b) Hold the red cap, G51344 in its position when you apply the grease, D00633. The red cap, G51344 can get pushed out during the grease application | | | | |
| (c) Fill the tab hinges with grease, D00633 until clean grease comes out of the bearings. | | | | |
| NOTE: It is only necessary to put grease in one of the lubrication holes on each tab hinge. | | | | |
| (d) Wipe unwanted grease, D00633 from around the tab hinges. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION | | |
| | | D633A109-AKS 27-026-02-01 | | |
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AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|------------------|--|

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-420-001

- (1) Install the forward removable fairing [101] and the aft removable fairing [103] with the bolts [104]:
 - (a) Put the aft removable fairing [103] in its position.
 - (b) Install the aft removable fairing [103] with the bolts [104].
 - (c) Put the forward removable fairing [101] in its position.
 - (d) Install the forward removable fairing [101] with the bolts [106].

— END OF TASK —

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-802

MECH

INSP

2. Aileron Tab Control Rods Lubrication

(Figure 2)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-860-005

- (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-020-002

- (2) Remove the forward removable fairing [101]:
 (a) Remove the bolts [106] that attach the forward removable fairing [101] to the aileron [102].
 (b) Remove the forward removable fairing [101].

SUBTASK 12-22-11-020-003

- (3) Remove the aft removable fairing [103]:
 (a) Remove the bolts [104] that attach the aft removable fairing [103] to the aileron balance tab [105].
 (b) Remove the aft removable fairing [103].

C. Aileron Tab Control Rods Lubrication

(Table 2)

SUBTASK 12-22-11-640-010

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Aileron Tab Control Rods Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------|-----------|-----------------------|---------------------|
| 1 | Rod end bearing | BMS 3-33 | Flush | 4 |

SUBTASK 12-22-11-640-003

- (2) Lubricate the rod end bearings of the aileron tab control rods with grease, D00633:
 (a) At the aileron balance tab, fill the rod end bearings with grease, D00633 until clean grease comes out of the bearings.
 NOTE: It is only necessary to put grease in one of the lubrication holes on each rod end bearing.
 (b) At the aileron, fill the rod end bearings with grease, D00633.
 (c) Wipe unwanted grease, D00633 from around the rod end bearings.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-420-003

- (1) Install the aft removable fairing [103]:

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|--|--|
| | | | (a) Put the aft removable fairing [103] in its position. (b) Install the bolts [104] to attach the aft removable fairing [103]. | MECH INSP |

SUBTASK 12-22-11-420-004

- (2) Install the forward removable fairing [101]:
(a) Put the forward removable fairing [101] in its position.
(b) Install the bolts [106] to attach the forward removable fairing [101].

SUBTASK 12-22-11-860-006

- (3) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM
TASK 27-11-00-860-802.

— END OF TASK —

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-803

MECH

INSP

3. Aileron Wing Quadrant Control Rod Lubrication

(Figure 3)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-860-007

- (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-010-003

- (2) If you work on the left wing, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 571BB | Lower Outboard Fixed Trailing Edge Access Panel |
| 571CB | Lower Outboard Fixed Trailing Edge Access Panel |
| 572BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |

SUBTASK 12-22-11-010-006

- (3) If you work on the right wing, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 671BB | Lower Outboard Fixed Trailing Edge Access Panel |
| 671CB | Lower Outboard Fixed Trailing Edge Access Panel |
| 672BB | Lower Aileron, Actuator Rod Fairing - WBL 472.00 |

C. Aileron Wing Quadrant Lubrication

(Table 3)

SUBTASK 12-22-11-640-008

- (1) This table supplies data for the subsequent lubrication step:

Table 3 Aileron Wing Quadrant Control Rod Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------|-----------|-----------------------|---------------------|
| 1 | Rod end bearing | BMS 3-33 | Flush | 2 |

SUBTASK 12-22-11-640-004

- (2) Lubricate the rod end bearings of the aileron control rod on the aileron wing quadrant with grease, D00633.

- (a) Fill the rod end bearings with grease, D00633 until clean grease comes out of the bearings.

NOTE: It is only necessary to put grease in one of the lubrication holes on each rod end bearing.

- (b) Wipe unwanted grease, D00633 from around the rod end bearings.

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|------------------|--|

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-010-004

- (1) Install the applicable access panels.

- (a) For the left wing, close these access panels:

Number Name/Location

571BB Lower Outboard Fixed Trailing Edge Access Panel
571CB Lower Outboard Fixed Trailing Edge Access Panel
572BB Lower Aileron, Actuator Rod Fairing - WBL 472.00

- (b) For the right wing, close these access panels:

Number Name/Location

671BB Lower Outboard Fixed Trailing Edge Access Panel
671CB Lower Outboard Fixed Trailing Edge Access Panel
672BB Lower Aileron, Actuator Rod Fairing - WBL 472.00

SUBTASK 12-22-11-860-008

- (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM
TASK 27-11-00-860-802.

———— END OF TASK ———

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-026-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-11-640-801

MECH

INSP

4. Aileron Hinge Lubrication

(Figure 4)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Prepare for the Lubrication

SUBTASK 12-22-11-700-001

- (1) Make sure that the aileron is in the full up position.

SUBTASK 12-22-11-860-001

- (2) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801.

SUBTASK 12-22-11-010-001

- (3) On hinges 1 to 5:

- (a) Remove the hinge seals.

SUBTASK 12-22-11-010-007

- (4) On hinge 6:

- (a) Remove the removable fairing.

C. Aileron Hinge Lubrication

(Table 4, Figure 4)

SUBTASK 12-22-11-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 4 Aileron Hinge Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|-----------|-----------------------|---------------------|
| 1 | Aileron hinge | BMS 3-33 | Flush | 6 |

SUBTASK 12-22-11-640-001

- (2) Lubricate the aileron hinges with grease, D00633.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-11-010-002

- (1) Install the seals and the fairing that you removed.

SUBTASK 12-22-11-860-002

- (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802.

— END OF TASK —

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

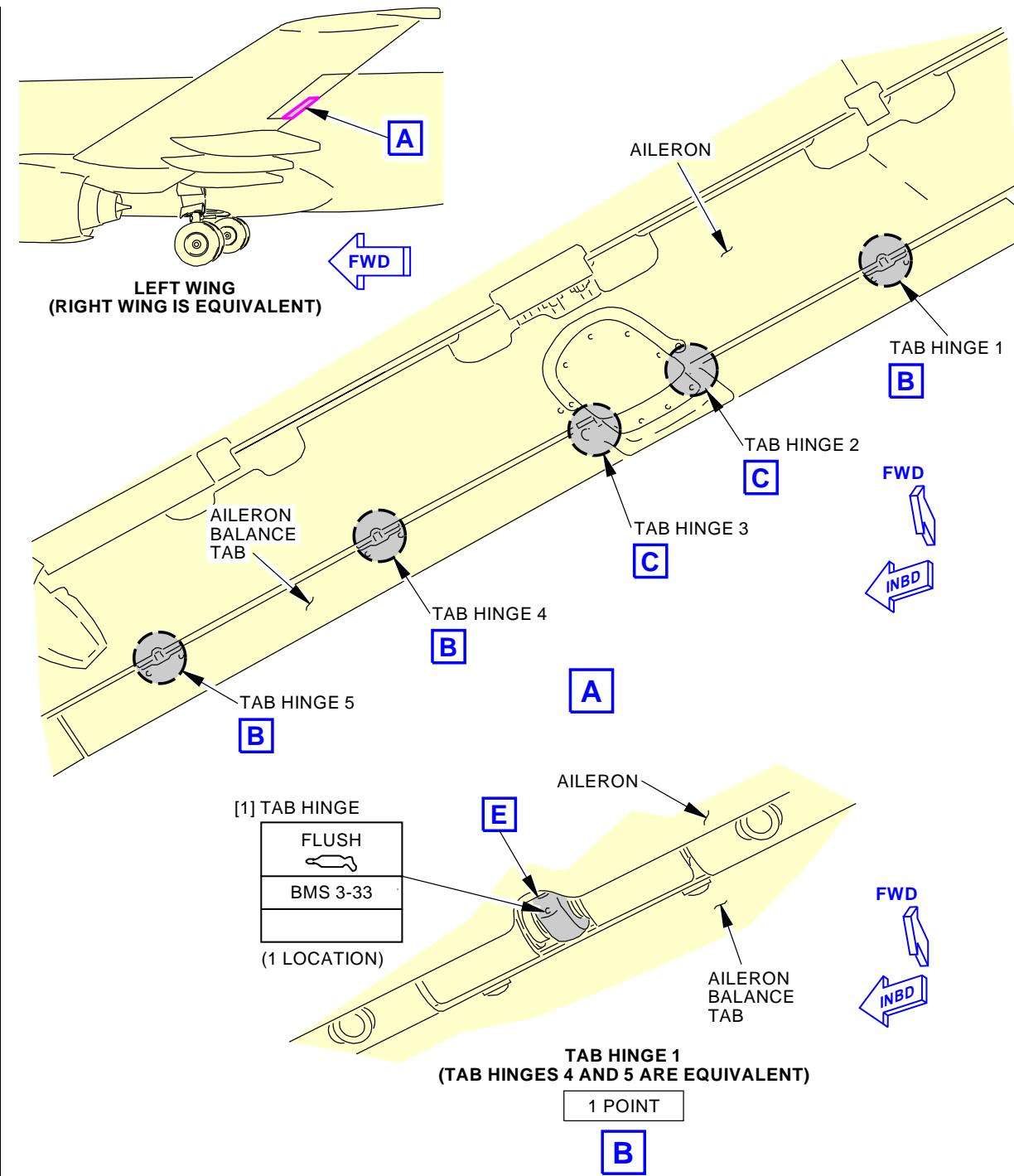
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

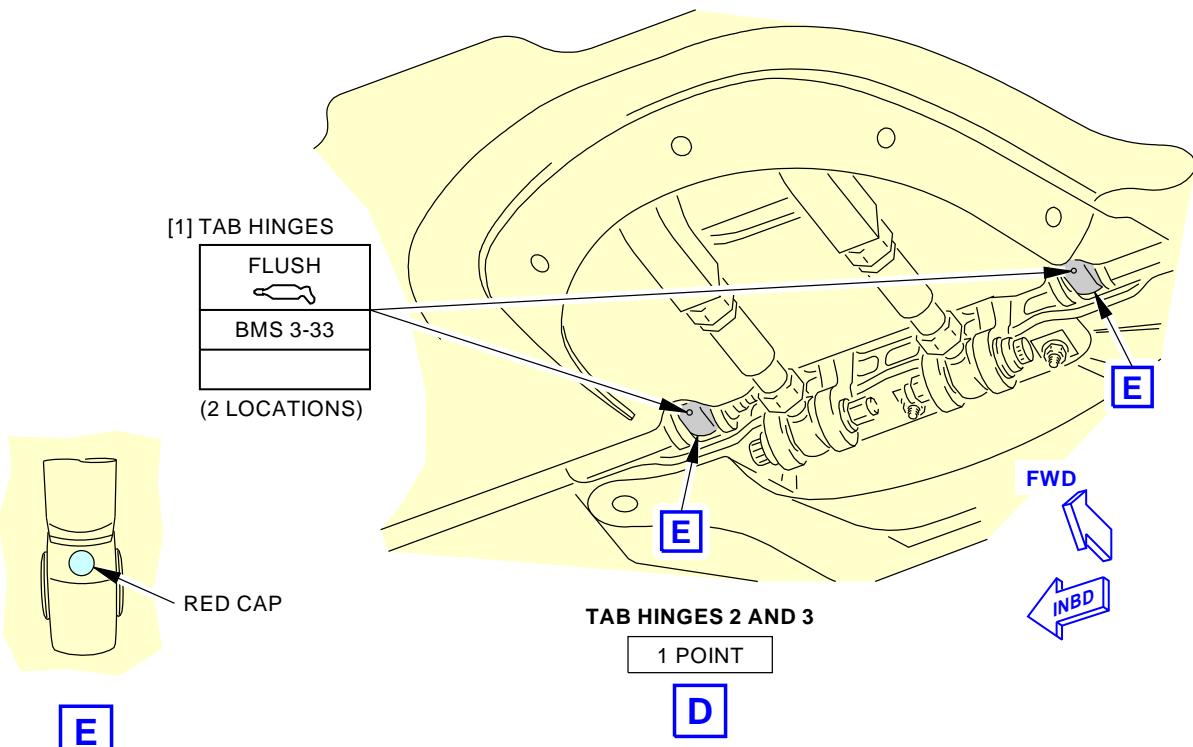
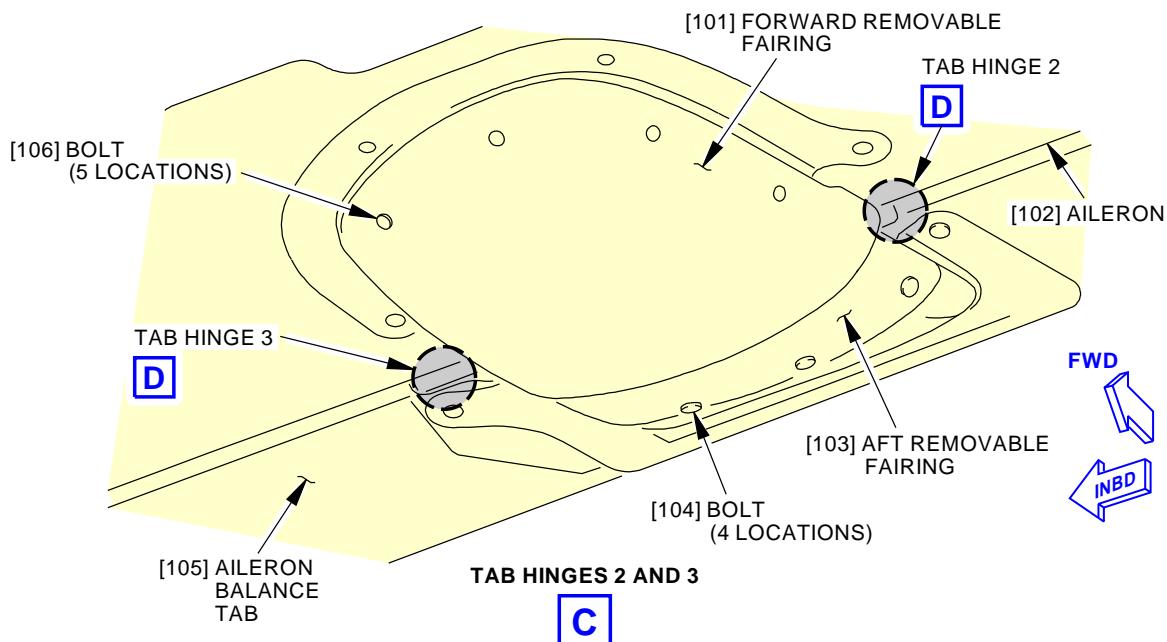
BOEING CARD NO.
27-026-02-01Aileron Balance Tab Hinge Servicing
Figure 1 (Sheet 1 of 2)

2504977 S0000589214_V1

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING AILERON LUBRICATION**D633A109-AKS
27-026-02-01Page 9 of 14
Jun 15/2016

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-026-02-01 |



**Aileron Balance Tab Hinge Servicing
Figure 1 (Sheet 2 of 2)**

2505001 S0000589215_V1

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

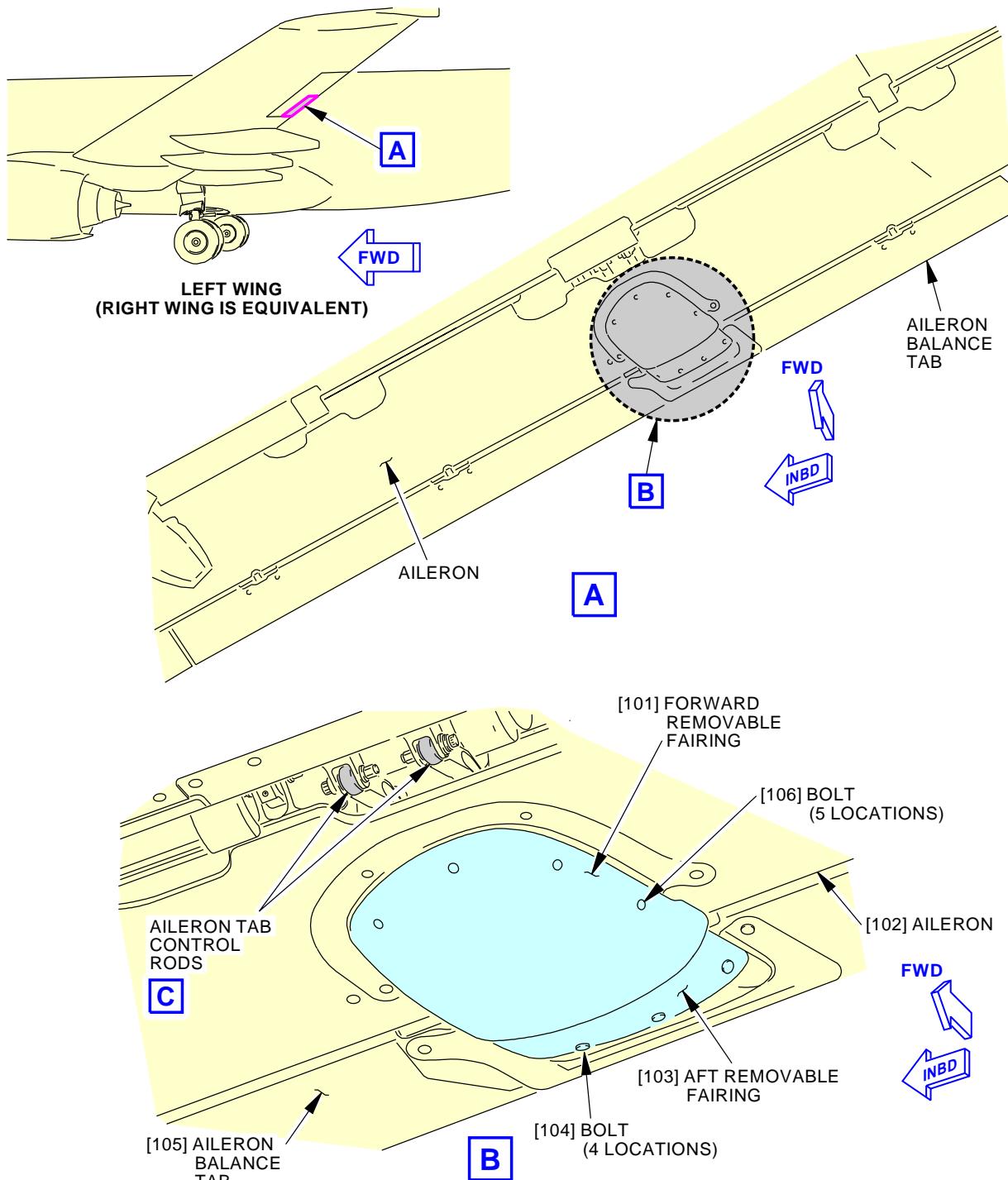
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

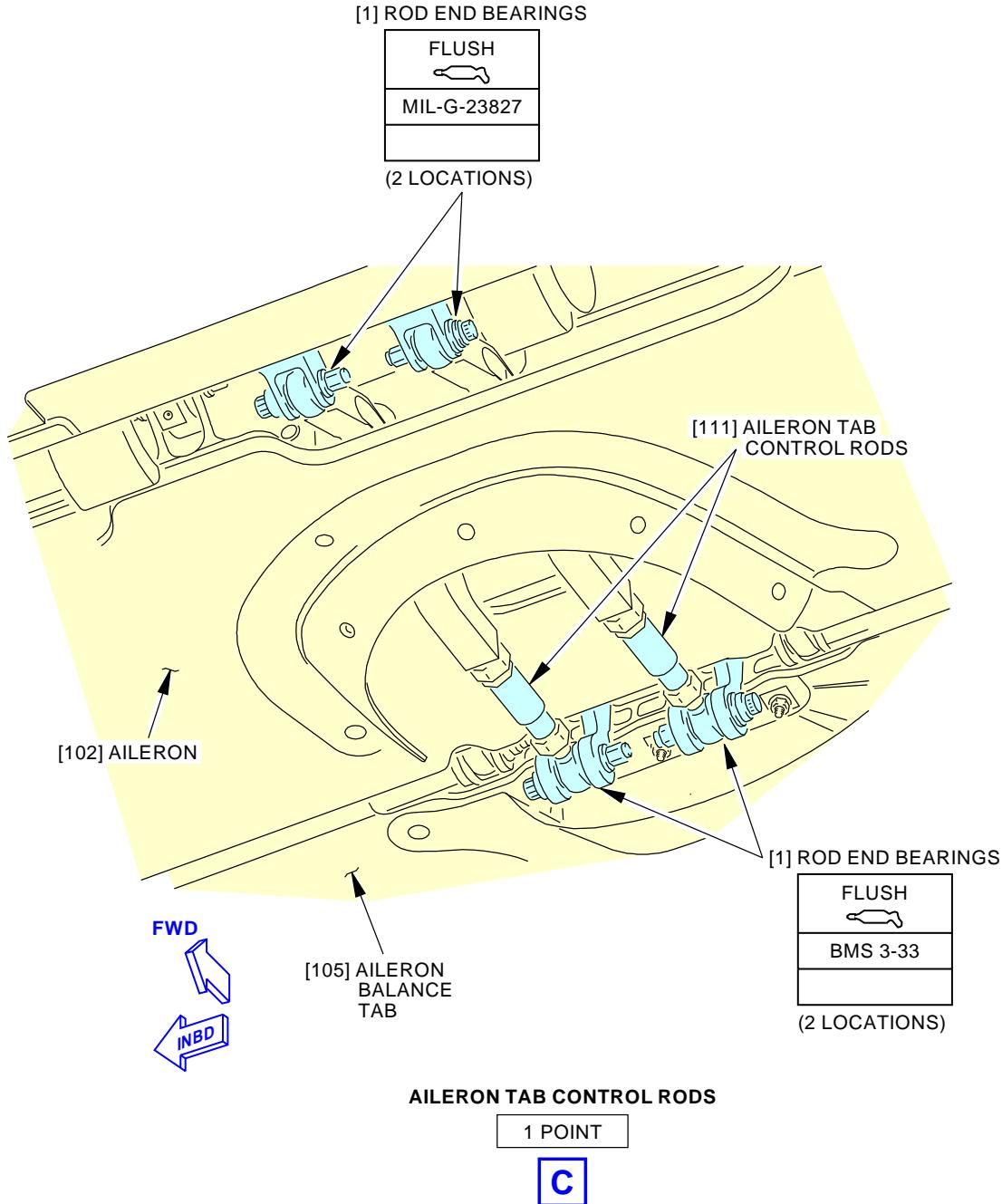
BOEING CARD NO.
27-026-02-01**Aileron Tab Control Rods Servicing
Figure 2 (Sheet 1 of 2)**

G16870 S0006561416_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING AILERON LUBRICATION****D633A109-AKS
27-026-02-01****Page 11 of 14
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-026-02-01 |



**Aileron Tab Control Rods Servicing
Figure 2 (Sheet 2 of 2)**

G16871 S0006561417_V2

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

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Jun 15/2015

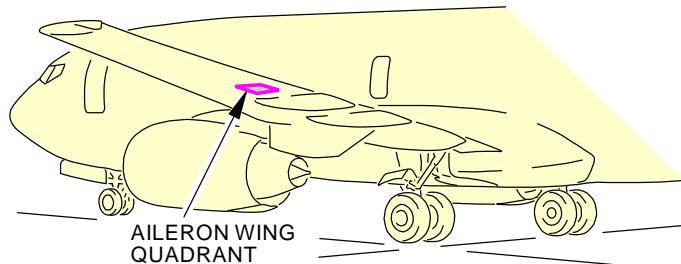
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

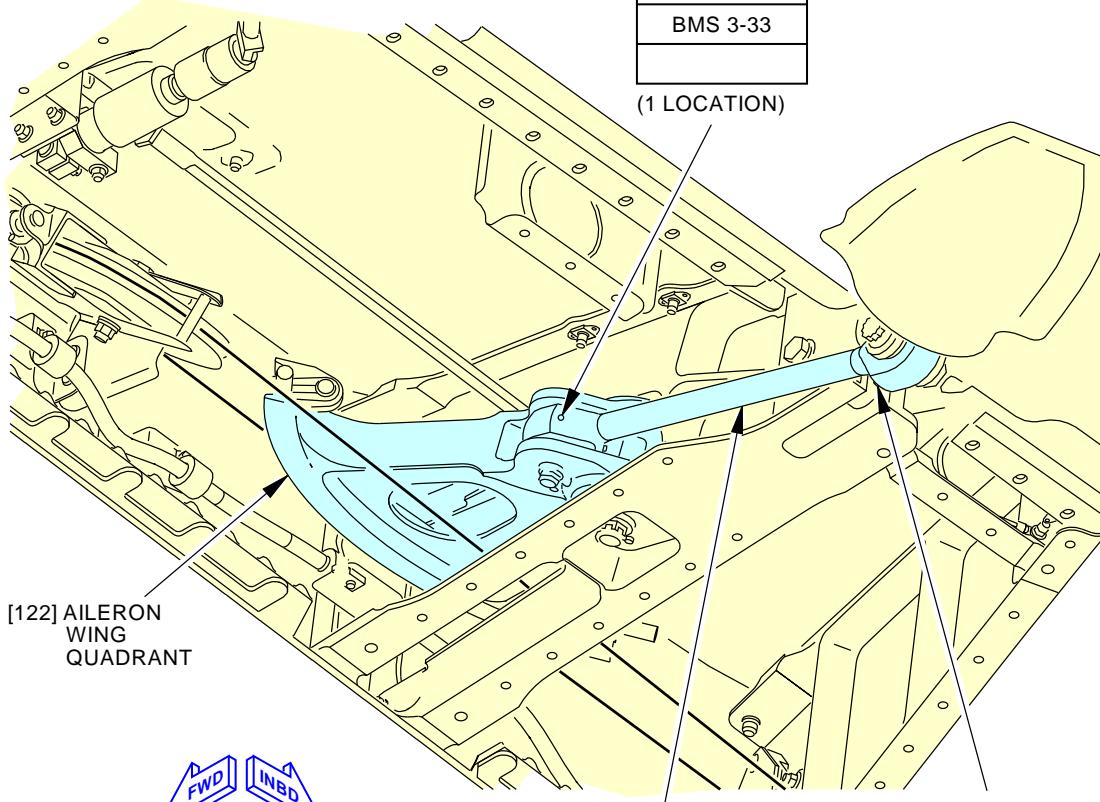
STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-026-02-01**A****LEFT WING
(RIGHT WING IS EQUIVALENT)****[1] ROD END BEARING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(1 LOCATION)

**AILERON WING QUADRANT**

1 POINT

A**[1] ROD END BEARING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(1 LOCATION)

G16977 S0006561420_V3

**Aileron Wing Quadrant Control Rod Servicing
Figure 3****EFFECTIVITY
AKS ALL****SOURCE
MRB****RIGHT WING AILERON LUBRICATION****D633A109-AKS
27-026-02-01****Page 13 of 14
Jun 15/2015**

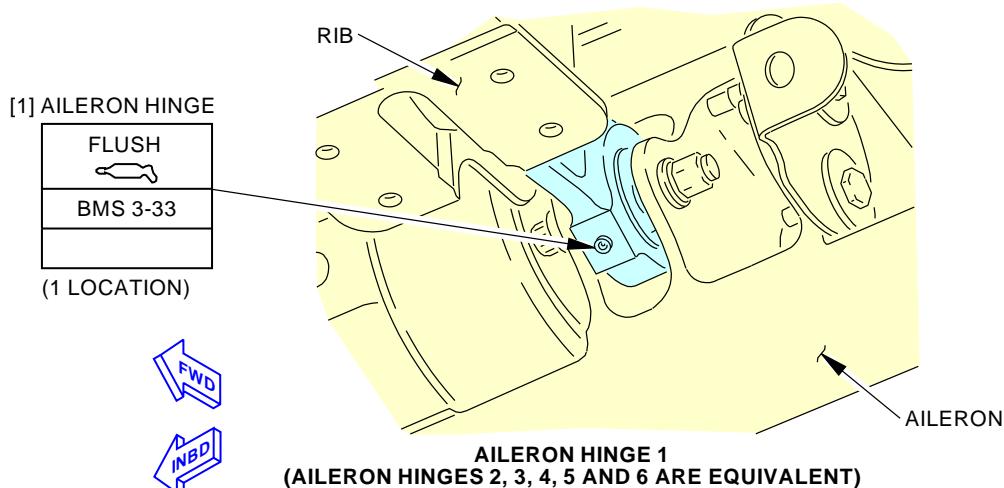
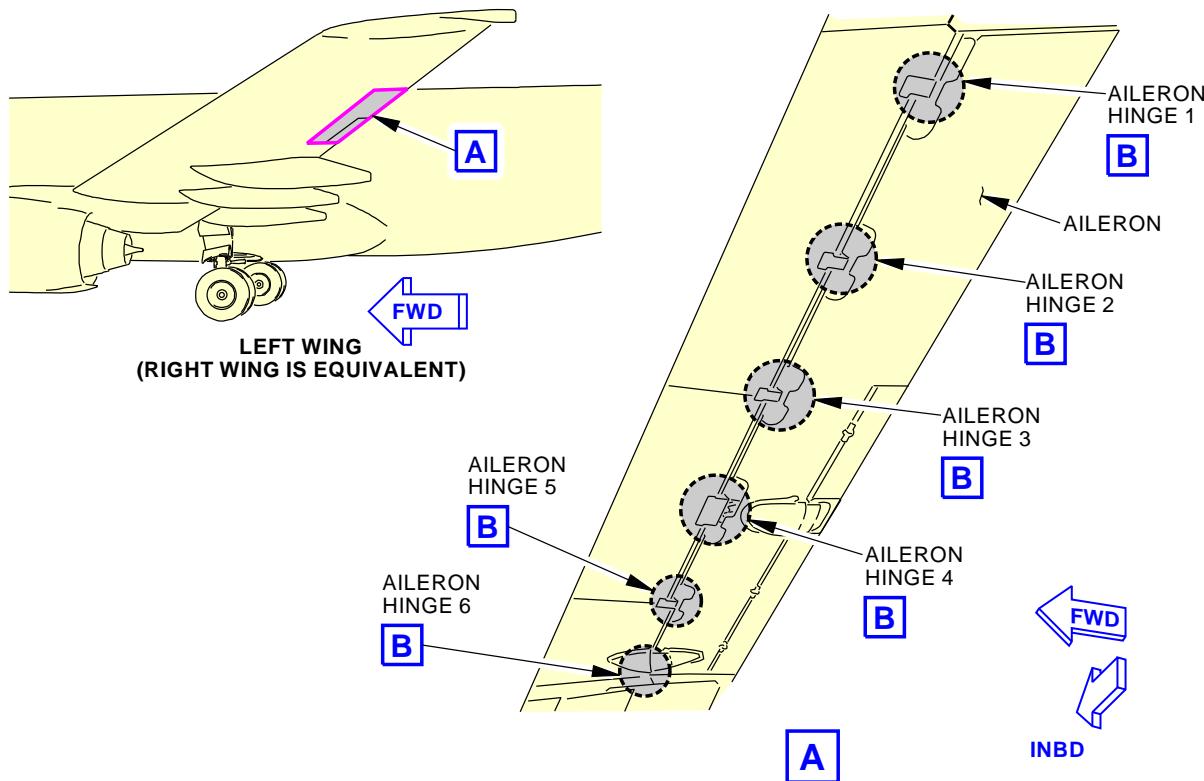
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-026-02-01**Aileron Hinge Servicing
Figure 4**

G16790 S0006561409_V3

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON LUBRICATION |
| | | D633A109-AKS 27-026-02-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON FEEL AND CENTERING SPRINGS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-028-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA L MAIN W/W | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS | | | ZONE 133 |
| | | | | | |

Perform a detail visual inspection of the aileron feel and centering springs.

A. References

| Reference | Title |
|----------------------|---|
| AMM 27-11-81-000-802 | Cam Follower Bearing Removal (P/B 401) |
| AMM 27-11-81-400-802 | Cam Follower Bearing Installation (P/B 401) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON FEEL AND CENTERING SPRINGS |
| | | D633A109-AKS 27-028-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-028-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-81-210-801 | | | | |
| 1. Aileron Feel and Centering Unit Springs Visual Inspection (Figure 1) | | | | |
| A. Procedure SUBTASK 27-11-81-210-002 (1) Do a detail visual inspection of the springs on the aileron feel and centering unit. (a) Examine the springs for correct installation. (b) Examine the springs for damage. 1) If one or both springs are found damage, worn or broken, do these tasks: Cam Follower Bearing Removal, AMM TASK 27-11-81-000-802Cam Follower Bearing Installation, AMM TASK 27-11-81-400-802 — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON FEEL AND CENTERING SPRINGS |
| | | D633A109-AKS 27-028-00-01 |

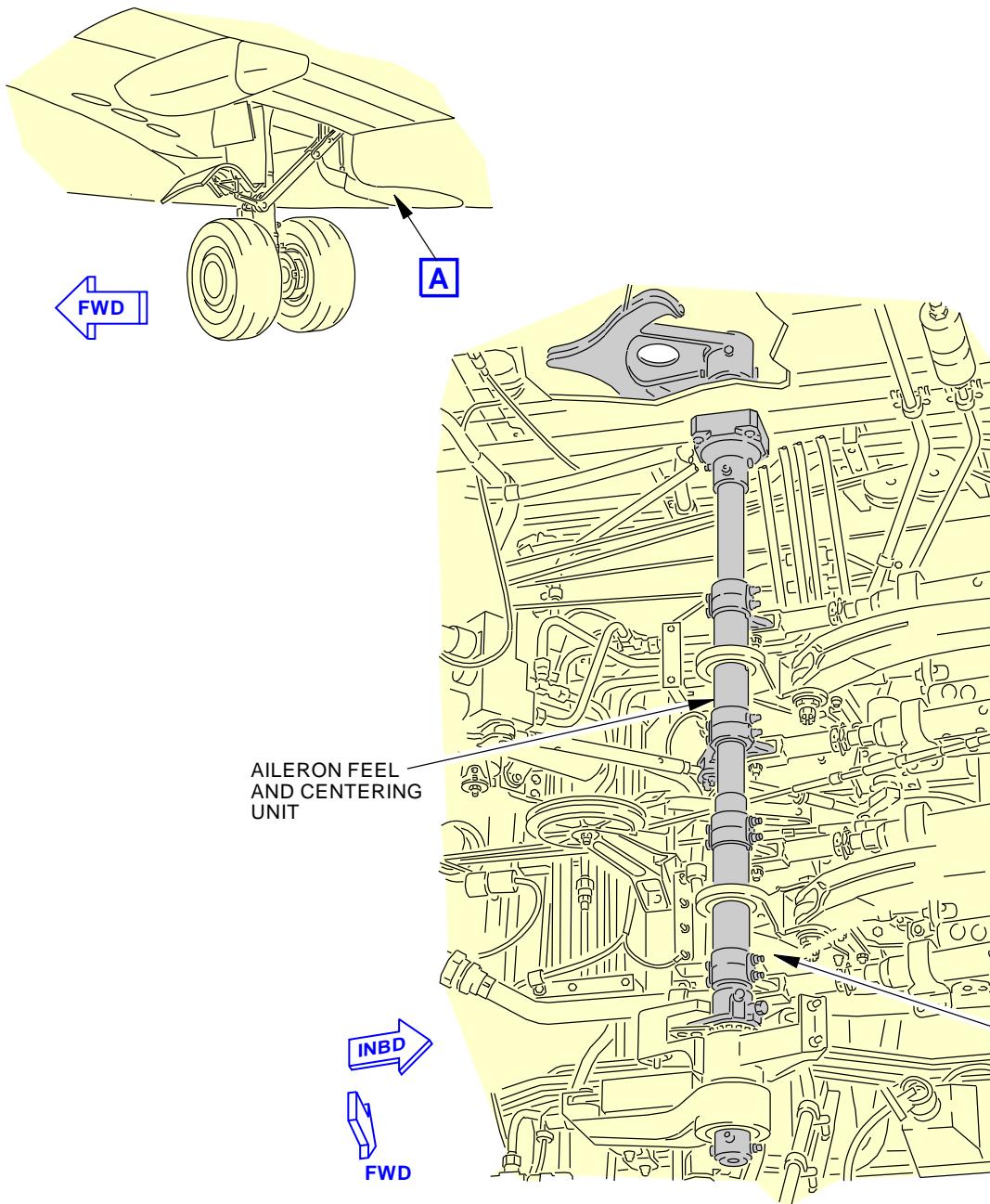
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-028-00-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)****A**

G97947 S0006568871_V2

**Aileron Feel and Centering Unit Spring Visual Inspection
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON FEEL AND CENTERING SPRINGS |
| | | D633A109-AKS 27-028-00-01 |

Page 3 of 4
Oct 15/2015

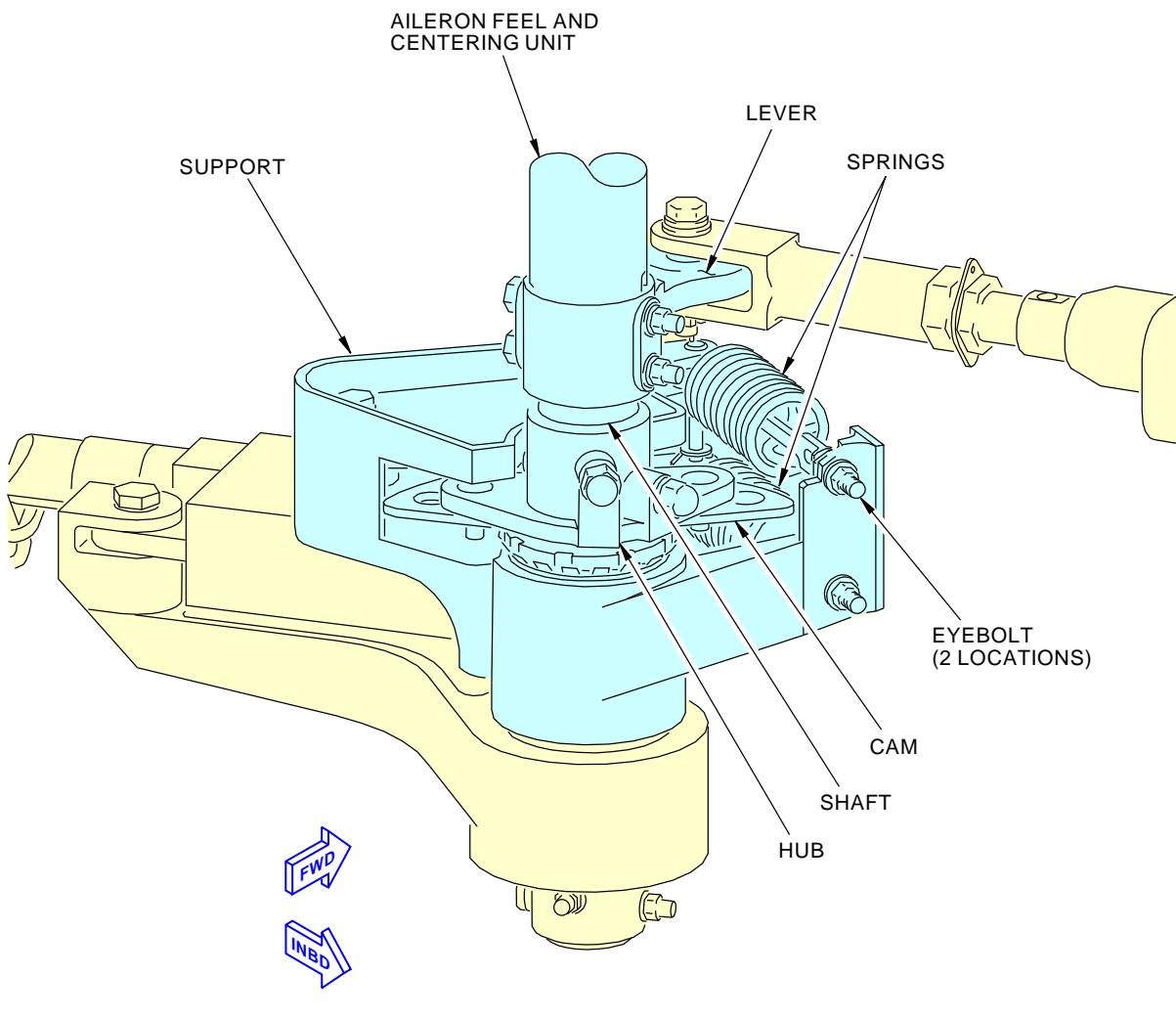
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-028-00-01

G97954 S0006568872_V2

**Aileron Feel and Centering Unit Spring Visual Inspection
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON FEEL AND CENTERING SPRINGS |
| | | D633A109-AKS 27-028-00-01 |

Page 4 of 4
Oct 15/2015

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

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE FULL RANGE AILERON TRAVEL | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-030-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Operationally check, hydraulic power off, the aileron control surfaces for full range of travel and freedom of movement.

A. References

| Reference | Title |
|----------------------|-----------------------------------|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

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-1670 | Mount - Control Wheel Protractor Part #: F72790 Supplier: 81205 |
| SPL-1680 | Protractor - Assembly, Control Column Part #: 4MIT65B80307-1 Supplier: 81205 Part #: A27021-29 Supplier: 81205 Part #: G76002-19 Supplier: 81205 |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FULL RANGE AILERON TRAVEL | |
| | | D633A109-AKS 27-030-00-01 | Page 1 of 2 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-030-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-00-700-807 | | | | |
| 1. Control Wheel Travel Stop Test | | | | |
| A. Do a Test of the Control Wheel Travel Stop | | | | |
| SUBTASK 27-11-00-480-025 | | | | |
| (1) Install the mount, SPL-1670 and the control column assembly protractor, SPL-1680 on the first officer's control wheel. | | | | |
| (a) Set the indicator on the control column assembly protractor, SPL-1680 to zero degree. | | | | |
| SUBTASK 27-11-00-860-056 | | | | |
| (2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-11-00-720-005 | | | | |
| (3) Do the test of the control wheel travel stop: | | | | |
| (a) Turn the captain's control wheel clockwise until the control column stops touch. | | | | |
| 1) Make sure the first officer's control wheel turns a minimum of 105 degrees. | | | | |
| NOTE: A minimum of 105 degrees control wheel travel is required for the captain's control wheel to touch the forward stop. This large deflection can be necessary for certain flight conditions in manual reversion. | | | | |
| The system reaches the aft quadrant stop at approximately 90 degrees. Additional force will be necessary to stretch the control cable past 90 degrees until the control column stops touch. | | | | |
| (b) Turn the captain's control wheel counterclockwise until the control column stops touch. | | | | |
| 1) Make sure the first officer's control wheel moves freely and turns a minimum of 105 degrees. | | | | |
| NOTE: Turn the control wheel 105 degrees clockwise to make sure the minimum travel requirements of the control wheel are met and that there are no obstructions in the control column and control wheel installations. A minimum of 105 degrees control wheel travel is required for the captain's control wheel to touch the forward stop. This large deflection can be necessary for certain flight conditions in manual reversion. The system reaches the aft stops at approximately 90 degrees. Apply additional force to turn the control wheel more than 90-95 degrees. The control cables stretch slightly when the control wheels are turned beyond 90 degrees. | | | | |
| SUBTASK 27-11-00-860-096 | | | | |
| (4) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812. | | | | |
| SUBTASK 27-11-00-080-021 | | | | |
| (5) Remove the control column assembly protractor, SPL-1680 and the mount, SPL-1670 from the first officer's control wheel. | | | | |
| — END OF TASK — | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FULL RANGE AILERON TRAVEL | |
| | | D633A109-AKS 27-030-00-01 | Page 2 of 2 Jun 15/2015 |

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

| | | | | | |
|-----------------|--------------------------------|--------------------------------------|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE AILERON WHEEL FORCES | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-032-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the aileron system control wheel forces.

A. References

| Reference | Title |
|----------------------|-----------------------------------|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

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-1670 | Mount - Control Wheel Protractor Part #: F72790 Supplier: 81205 |
| SPL-1674 | Assembly - Adapter, Control Wheel, Torque and Force Test Part #: C27060-1 Supplier: 81205 Opt Part #: F72867-1 Supplier: 81205 |
| SPL-1680 | Protractor - Assembly, Control Column Part #: 4MIT65B80307-1 Supplier: 81205 Part #: A27021-29 Supplier: 81205 Part #: G76002-19 Supplier: 81205 |
| STD-1019 | Wrench - Torque, 0 to 600 in-lbs (0 to 67.78 N·m) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON WHEEL FORCES |
| | | D633A109-AKS 27-032-00-01 |

 Page 1 of 3
 Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-032-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-00-700-803 | | | | |
| 1. Manual Reversion Control Friction Test | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-11-00-860-036 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-11-00-480-014 | | | | |
| (2) Install the mount, SPL-1670 and the control column assembly protractor, SPL-1680 to the first officer's control wheel. | | | | |
| SUBTASK 27-11-00-480-015 | | | | |
| (3) Install the adapter, SPL-1674 to the captain's control wheel. | | | | |
| SUBTASK 27-11-00-860-037 | | | | |
| (4) Make sure the aileron trim system is at the center. | | | | |
| SUBTASK 27-11-00-860-038 | | | | |
| (5) Set the control column assembly protractor, SPL-1680 to zero degrees. | | | | |
| B. Manual Reversion Control Friction Test | | | | |
| SUBTASK 27-11-00-730-001 | | | | |
| (1) Do the manual reversion control friction test: | | | | |
| (a) Use the torque wrench, STD-1019 on the adapter, SPL-1674 to measure the force that is necessary to turn the captain's control wheels in the clockwise direction. | | | | |
| NOTE: If the adapter, SPL-1674 is not available, apply a tangent force to the captain's control wheel at 6.5 in. (165 mm). | | | | |
| 1) Turn the control wheel clockwise until the ailerons start to move. | | | | |
| a) Make sure the force is not more than 215 in-lb (24.3 N·m) or 33.1 lbf (147.2 N). | | | | |
| 2) Continue to turn the control wheel to 20 degrees. | | | | |
| a) Make sure the force is not more than 243 in-lb (27.5 N·m) or 37.4 lbf (166.4 N). | | | | |
| 3) Continue to turn the control wheel to 40 degrees. | | | | |
| a) Make sure the force is not more than 279 in-lb (31.5 N·m) or 42.9 lbf (190.8 N). | | | | |
| 4) Continue to turn the control wheel to 75 degrees. | | | | |
| a) Make sure the force is not more than 333 in-lb (37.6 N·m) or 51.2 lbf (227.7 N). | | | | |
| (b) Measure the force that is necessary to turn the captain's control wheel in the counterclockwise direction. | | | | |
| NOTE: If the adapter, SPL-1674 is not available, apply a tangent force to the captain's control wheel at 6.5 in. (165 mm) radius. | | | | |
| 1) Turn the control wheel counterclockwise until the ailerons start to move. | | | | |
| a) Make sure the force is not more than 215 in-lb (24.3 N·m) or 33.1 lbf (147.2 N). | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON WHEEL FORCES D633A109-AKS 27-032-00-01 | Page 2 of 3 Jun 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-032-00-01 | | | | | | | | | | | | | | | | | | |
|---|-------------|---------|------------------|---|--|------|------|---|--|--|--|--|--|---|--|--|--|--|--|---|--|--|
| | | | | <table border="1"><tr><td>2) Continue to turn the control wheel to 20 degrees.</td><td>MECH</td><td>INSP</td></tr><tr><td> a) Make sure the force is not more than 243 in-lb (27.5 N·m) or 37.4 lbf (166.4 N).</td><td></td><td></td></tr><tr><td>3) Continue to turn the control wheel to 40 degrees.</td><td></td><td></td></tr><tr><td> a) Make sure the force is not more than 279 in-lb (31.5 N·m) or 42.9 lbf (190.8 N).</td><td></td><td></td></tr><tr><td>4) Continue to turn the control wheel to 75 degrees.</td><td></td><td></td></tr><tr><td> a) Make sure the force is not more than 333 in-lb (37.6 N·m) or 51.2 lbf (227.7 N).</td><td></td><td></td></tr></table> | 2) Continue to turn the control wheel to 20 degrees. | MECH | INSP | a) Make sure the force is not more than 243 in-lb (27.5 N·m) or 37.4 lbf (166.4 N). | | | 3) Continue to turn the control wheel to 40 degrees. | | | a) Make sure the force is not more than 279 in-lb (31.5 N·m) or 42.9 lbf (190.8 N). | | | 4) Continue to turn the control wheel to 75 degrees. | | | a) Make sure the force is not more than 333 in-lb (37.6 N·m) or 51.2 lbf (227.7 N). | | |
| 2) Continue to turn the control wheel to 20 degrees. | MECH | INSP | | | | | | | | | | | | | | | | | | | | |
| a) Make sure the force is not more than 243 in-lb (27.5 N·m) or 37.4 lbf (166.4 N). | | | | | | | | | | | | | | | | | | | | | | |
| 3) Continue to turn the control wheel to 40 degrees. | | | | | | | | | | | | | | | | | | | | | | |
| a) Make sure the force is not more than 279 in-lb (31.5 N·m) or 42.9 lbf (190.8 N). | | | | | | | | | | | | | | | | | | | | | | |
| 4) Continue to turn the control wheel to 75 degrees. | | | | | | | | | | | | | | | | | | | | | | |
| a) Make sure the force is not more than 333 in-lb (37.6 N·m) or 51.2 lbf (227.7 N). | | | | | | | | | | | | | | | | | | | | | | |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-11-00-080-011

- (1) Remove the mount, SPL-1670 and the control column assembly protractor, SPL-1680 from the first officer's control wheel.

SUBTASK 27-11-00-080-012

- (2) Remove the adapter, SPL-1674 from the captain's control wheel.

SUBTASK 27-11-00-860-089

- (3) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AILERON WHEEL FORCES |
| | | D633A109-AKS 27-032-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING AILERON TAB FREEPLAY INSPECTION | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-033-00-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 572 |
| | | | | | |

Functionally check the left wing aileron tab freeplay.

SPECIAL NOTE: CMR task (27-CMR-12) interval for this task is 8,000 FH / 24 months, whichever comes first.
See MPD Section 9.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-11-21-200-801 | Aileron Balance Tab Inspection (P/B 601) |
| AMM 27-11-34-200-801 | Aileron Tab Control Rods Inspection (P/B 601) |
| 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) |

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-1107 | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th |
| STD-1238 | Indicator - Dial |
| STD-1279 | Mount - Device, Mounting, Holds the Dial Indicator |
| STD-1303 | Caliper - Dial |
| STD-753 | Scale - Push/Pull, 0-25 pound (0-11 kilogram) Capacity, 1/4 pound (113 gram) Accuracy |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON TAB FREEPLAY INSPECTION |
| | | D633A109-AKS 27-033-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-12 TASK 27-09-91-200-806 | | | | |
| 1. Aileron Balance Tab Freeplay - Inspection | | | | |
| A. Prepare for the Check | | | | |
| SUBTASK 27-09-91-863-001 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) To pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| B. Do a Check of the Aileron Balance Tab Freeplay | | | | |
| SUBTASK 27-09-91-220-021 | | | | |
| (1) Do a freeplay check of one aileron balance tab with no movement of the aileron (Figure 1): | | | | |
| NOTE: Make sure that the aileron does not move while you perform this freeplay check of the balance tab. If the aileron moves, the reading on the indicator will not be accurate. | | | | |
| (a) Make sure the control wheel is at the center. | | | | |
| (b) Attach the mount, STD-1279, and dial indicator, STD-1238, to the aileron (Figure 1). | | | | |
| (c) Put the plunger of the dial indicator, STD-1238, within 0.1 in. (2.54 mm) forward of the aileron balance tab trailing edge, and opposite the tab control rods. | | | | |
| 1) Adjust the dial indicator, STD-1238 to zero. | | | | |
| CAUTION: PUT SUFFICIENT PADDING BETWEEN THE FORCE SCALE, AND THE CONTROL SURFACE TO PREVENT DAMAGE TO THE CONTROL SURFACE. THE FORCE SCALE CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | |
| (d) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push up with a force of approximately 5 lbf (22.24 N) (Figure 1). | | | | |
| NOTE: Apply the force 0.25 in. (6.35 mm) from the trailing edge of the aileron balance tab, directly under the plunger of the dial indicator, STD-1238. | | | | |
| 1) Make a record of the travel shown on the dial indicator, STD-1238. | | | | |
| 2) Slowly remove the force. | | | | |
| (e) Do not adjust the dial indicator, STD-1238. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON TAB FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-033-00-01 | Page 2 of 5 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-01 |
|--|---|----------------------------|--|--|
| CAUTION: PUT SUFFICIENT PADDING BETWEEN THE FORCE SCALE, AND THE CONTROL SURFACE TO PREVENT DAMAGE TO THE CONTROL SURFACE. THE FORCE SCALE CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | MECH INSP |
| | | | | |
| (f) | Push down with a force of approximately 5 lbf (22.24 N). (Figure 1). <u>NOTE:</u> Apply the force 0.25 in. (6.35 mm) from the trailing edge of the aileron balance tab, 0.5 in. (12.70 mm) or less from the plunger of the dial indicator, STD-1238 | 1) 2) | 1) 2) | |
| (g) | Add the up and down freeplay of the aileron balance tab to get the total up and down freeplay of the aileron balance tab. | 1) | Make a record of the travel shown on the dial indicator, STD-1238. | |
| (h) | Remove the dial indicator, STD-1238. | 2) | Slowly remove the force. | |
| (i) | Remove the mount, STD-1279. | | | |
| (j) | Do these steps to make sure the axial play (inboard-outboard direction) of the aileron balance tab is not more than 0.04 in. (1.02 mm). | 1) 2) 3) 4) 5) | 1) 2) a) 3) 4) a) 5) | 1) 2) a) b) c) d) e) f) |
| (k) | If the freeplay of the aileron balance tab is not in the acceptable limits, do these tasks: <ul style="list-style-type: none">• Aileron Balance Tab Inspection, AMM TASK 27-11-21-200-801• Aileron Tab Control Rods Inspection, AMM TASK 27-11-34-200-801 | | | |
| SUBTASK 27-09-91-220-022 | | | | |
| (2) Do the same freeplay check on the aileron balance tab of the opposite aileron. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON TAB FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-033-00-01 | Page 3 of 5 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-01 |
|------|-------------|---------|------------------|--|

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-09-91-864-001

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

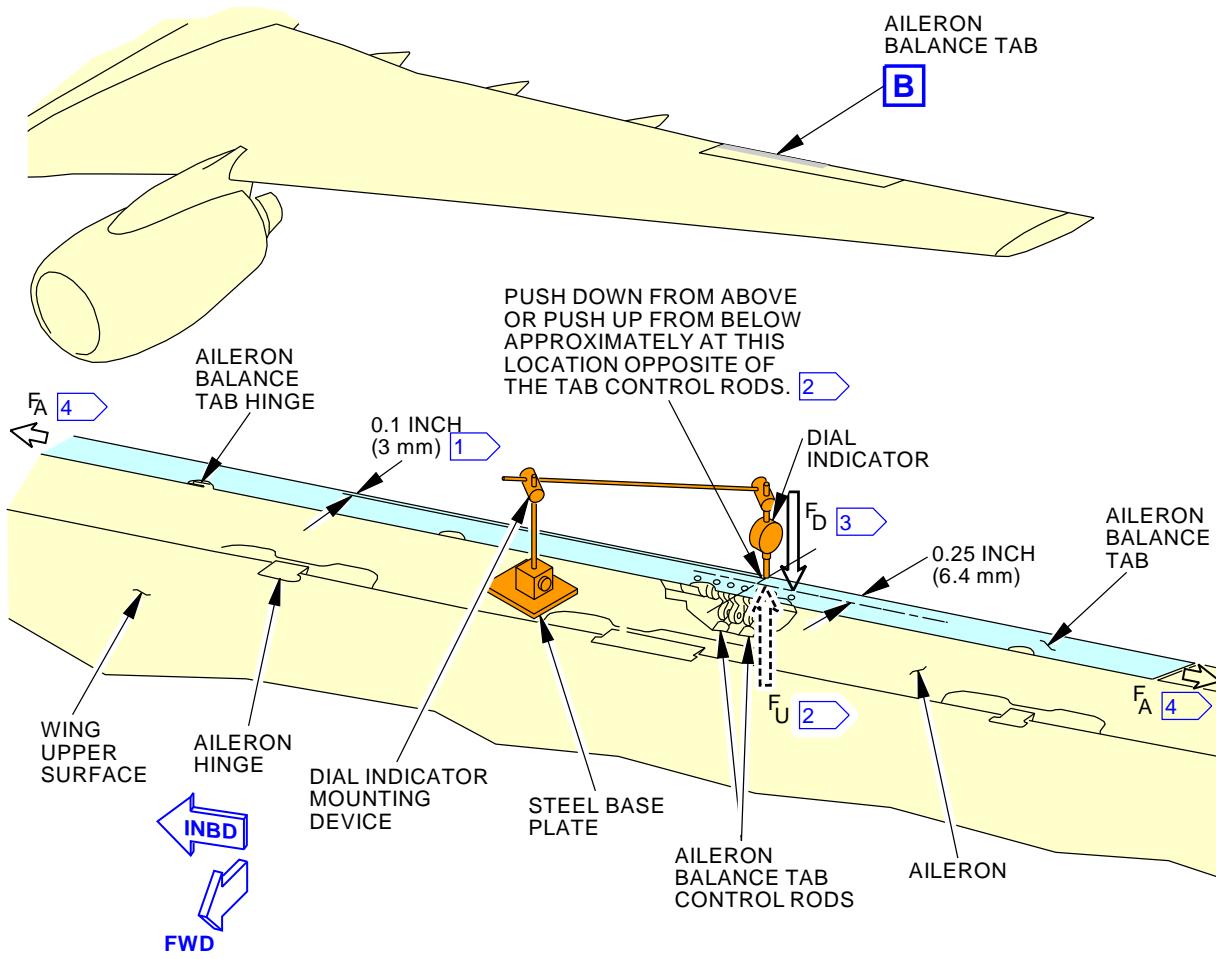
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON TAB FREEPLAY INSPECTION |
|-------------------------------|----------------------|--|

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27-033-00-01****Page 4 of 5
Oct 15/2015**

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-01 |
|------|-------------|---------|------------------|---------------------------------|
|------|-------------|---------|------------------|---------------------------------|

LEFT AILERON BALANCE TAB FREEPLAY CHECK
(RIGHT AILERON BALANCE TAB IS OPPOSITE)

- 1 THE PLUNGER SHOULD BE WITHIN 0.1 INCH (3 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, AND OPPOSITE OF THE TAB CONTROL RODS.
- 2 APPLY THE UPWARD FORCE, F_U , 0.25 INCH (6.4 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, APPROXIMATELY UNDER THE PLUNGER OF THE DIAL INDICATOR.
- 3 APPLY THE DOWNWARD FORCE, F_D , 0.25 INCH (6.4 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, 0.5 INCH (13 mm), OR LESS, FROM THE PLUNGER OF THE DIAL INDICATOR.
- 4 USE HAND PRESSURE TO MOVE THE AILERON OUTBOARD, THEN INBOARD TO DETERMINE THE AILERON BALANCE TAB AXIAL FREEPLAY.

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Aileron Balance Tab Freeplay Check
Figure 1

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON TAB FREEPLAY INSPECTION |
| | | D633A109-AKS 27-033-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING AILERON TAB FREEPLAY INSPECTION | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-033-00-02 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 672 |
| | | | | | |

Functionally check the right wing aileron tab freeplay.

SPECIAL NOTE: CMR task (27-CMR-12) interval for this task is 8,000 FH / 24 months, whichever comes first.
See MPD Section 9.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-11-21-200-801 | Aileron Balance Tab Inspection (P/B 601) |
| AMM 27-11-34-200-801 | Aileron Tab Control Rods Inspection (P/B 601) |
| 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) |

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-1107 | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th |
| STD-1238 | Indicator - Dial |
| STD-1279 | Mount - Device, Mounting, Holds the Dial Indicator |
| STD-1303 | Caliper - Dial |
| STD-753 | Scale - Push/Pull, 0-25 pound (0-11 kilogram) Capacity, 1/4 pound (113 gram) Accuracy |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON TAB FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-033-00-02 | Page 1 of 5 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-12 TASK 27-09-91-200-806 | | | | |
| 1. Aileron Balance Tab Freeplay - Inspection | | | | |
| A. Prepare for the Check | | | | |
| SUBTASK 27-09-91-863-001 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) To pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| B. Do a Check of the Aileron Balance Tab Freeplay | | | | |
| SUBTASK 27-09-91-220-021 | | | | |
| (1) Do a freeplay check of one aileron balance tab with no movement of the aileron (Figure 1): | | | | |
| NOTE: Make sure that the aileron does not move while you perform this freeplay check of the balance tab. If the aileron moves, the reading on the indicator will not be accurate. | | | | |
| (a) Make sure the control wheel is at the center. | | | | |
| (b) Attach the mount, STD-1279, and dial indicator, STD-1238, to the aileron (Figure 1). | | | | |
| (c) Put the plunger of the dial indicator, STD-1238, within 0.1 in. (2.54 mm) forward of the aileron balance tab trailing edge, and opposite the tab control rods. | | | | |
| 1) Adjust the dial indicator, STD-1238 to zero. | | | | |
| CAUTION: PUT SUFFICIENT PADDING BETWEEN THE FORCE SCALE, AND THE CONTROL SURFACE TO PREVENT DAMAGE TO THE CONTROL SURFACE. THE FORCE SCALE CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | |
| (d) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push up with a force of approximately 5 lbf (22.24 N) (Figure 1). | | | | |
| NOTE: Apply the force 0.25 in. (6.35 mm) from the trailing edge of the aileron balance tab, directly under the plunger of the dial indicator, STD-1238. | | | | |
| 1) Make a record of the travel shown on the dial indicator, STD-1238. | | | | |
| 2) Slowly remove the force. | | | | |
| (e) Do not adjust the dial indicator, STD-1238. | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON TAB FREEPLAY INSPECTION |
| | | D633A109-AKS 27-033-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-02 |
|--|--|--|------------------|--|
| CAUTION: PUT SUFFICIENT PADDING BETWEEN THE FORCE SCALE, AND THE CONTROL SURFACE TO PREVENT DAMAGE TO THE CONTROL SURFACE. THE FORCE SCALE CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | MECH INSP |
| | | | | |
| (f) | Push down with a force of approximately 5 lbf (22.24 N). (Figure 1). <u>NOTE:</u> Apply the force 0.25 in. (6.35 mm) from the trailing edge of the aileron balance tab, 0.5 in. (12.70 mm) or less from the plunger of the dial indicator, STD-1238 | 1) 2) | 1) 2) | |
| (g) | Add the up and down freeplay of the aileron balance tab to get the total up and down freeplay of the aileron balance tab. 1) Make sure the total up and down freeplay of the aileron balance tab is not more than 0.06 in. (1.52 mm). | 1) | | |
| (h) | Remove the dial indicator, STD-1238. | | | |
| (i) | Remove the mount, STD-1279. | | | |
| (j) | Do these steps to make sure the axial play (inboard-outboard direction) of the aileron balance tab is not more than 0.04 in. (1.02 mm). 1) Hold the aileron balance tab around the trailing edge and with hand pressure, move it outboard. 2) Use a 0.0 - 0.5 Inch feeler gauge, STD-1107 or a dial caliper, STD-1303 to measure the clearance between the aileron and the outboard end of the aileron balance tab. a) Make a record of this clearance. 3) Hold the aileron balance tab around the trailing edge and with hand pressure, move it inboard. 4) Measure the clearance between the aileron and the outboard end of the aileron balance tab. a) Make a record of the clearance dimension. 5) Make sure the difference between the two measured clearances, or the axial play, is not more than 0.04 in. (1.02 mm). | 1) 2) a) 3) 4) a) 5) | | |
| (k) | If the freeplay of the aileron balance tab is not in the acceptable limits, do these tasks: • Aileron Balance Tab Inspection, AMM TASK 27-11-21-200-801 • Aileron Tab Control Rods Inspection, AMM TASK 27-11-34-200-801 | | | |
| SUBTASK 27-09-91-220-022 | | | | |
| (2) Do the same freeplay check on the aileron balance tab of the opposite aileron. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON TAB FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-033-00-02 | Page 3 of 5 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-02 |
|------|-------------|---------|------------------|--|

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-09-91-864-001

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

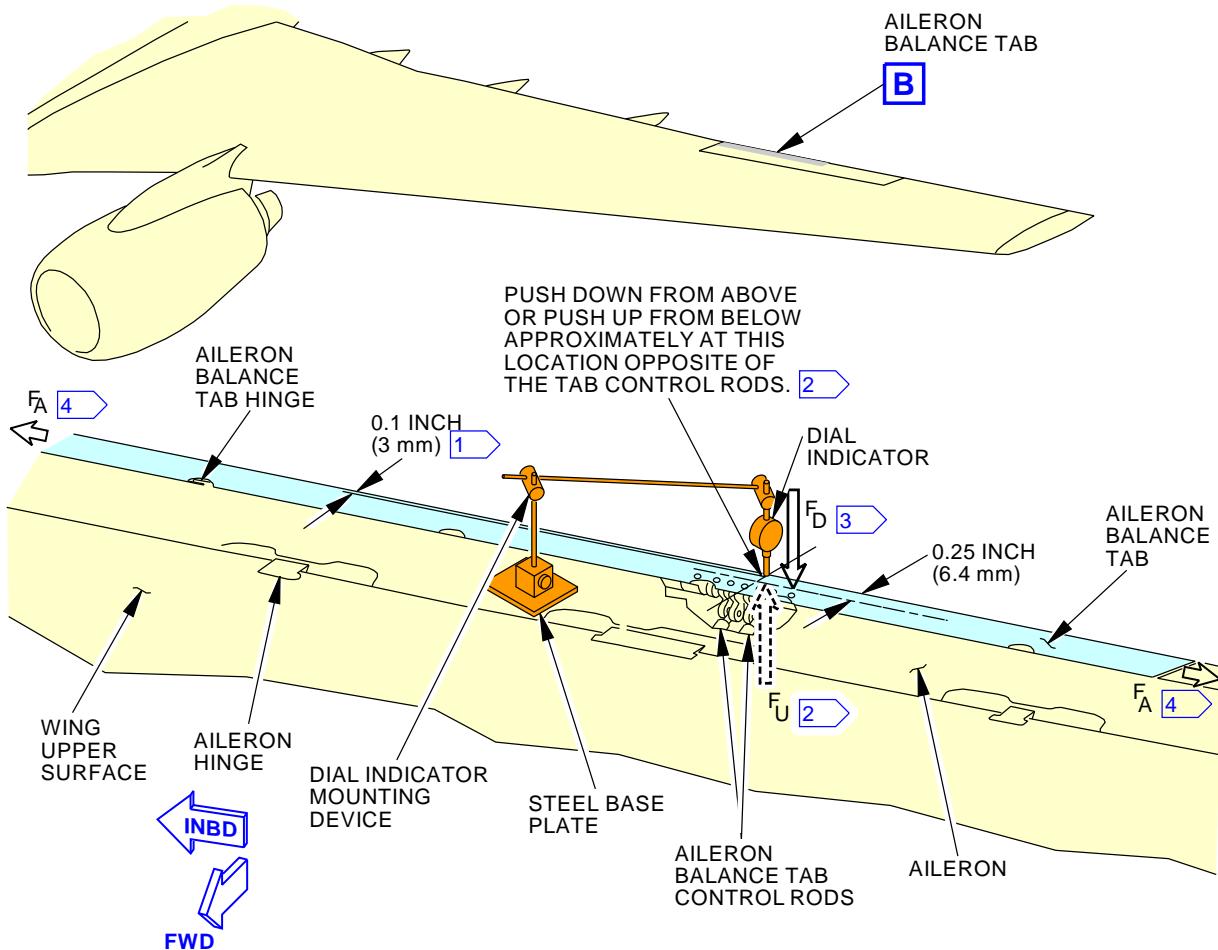
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON TAB FREEPLAY INSPECTION |
| | | D633A109-AKS 27-033-00-02 |

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AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-033-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

LEFT AILERON BALANCE TAB FREEPLAY CHECK
(RIGHT AILERON BALANCE TAB IS OPPOSITE)

- 1** THE PLUNGER SHOULD BE WITHIN 0.1 INCH (3 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, AND OPPOSITE OF THE TAB CONTROL RODS.
- 2** APPLY THE UPWARD FORCE, F_U , 0.25 INCH (6.4 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, APPROXIMATELY UNDER THE PLUNGER OF THE DIAL INDICATOR.
- 3** APPLY THE DOWNWARD FORCE, F_D , 0.25 INCH (6.4 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON BALANCE TAB, 0.5 INCH (13 mm), OR LESS, FROM THE PLUNGER OF THE DIAL INDICATOR.
- 4** USE HAND PRESSURE TO MOVE THE AILERON OUTBOARD, THEN INBOARD TO DETERMINE THE AILERON BALANCE TAB AXIAL FREEPLAY.

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Aileron Balance Tab Freeplay Check
Figure 1

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON TAB FREEPLAY INSPECTION |
| | | D633A109-AKS 27-033-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING AILERON BALANCE BAY SEALS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-034-01-01 RELATED CARD |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 3 YR | 3 YR | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 571BB 571CB 571DB | | | ZONE 572 |

Perform a detail visual inspection of the left wing aileron balance bay seals.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON BALANCE BAY SEALS | |
| | | D633A109-AKS 27-034-01-01 | Page 1 of 5 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-034-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-31-210-801 | | | | |
| 1. Aileron Balance Panel Seals Visual Inspection (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-11-31-860-003 | | | | |
| (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801. | | | | |
| SUBTASK 27-11-31-010-002 | | | | |
| (2) Remove the applicable access panels on the lower wing surface at the balance panel. | | | | |
| (a) For the left wing, open these access panels: | | | | |
| Number Name/Location | | | | |
| 571BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| (b) For the right wing, open these access panels: | | | | |
| Number Name/Location | | | | |
| 671BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| SUBTASK 27-11-31-210-001 | | | | |
| (3) Do a visual inspection of the seals around the aileron balance panel. | | | | |
| (a) Make sure there are no creases, nicks, tears and punctures on the seals. | | | | |
| B. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-11-31-410-002 | | | | |
| (1) Install the applicable access panels on the lower wing surface at the balance panel. | | | | |
| (a) For the left wing, close these access panels: | | | | |
| Number Name/Location | | | | |
| 571BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| (b) For the right wing, close these access panels: | | | | |
| Number Name/Location | | | | |
| 671BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| SUBTASK 27-11-31-840-002 | | | | |
| (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802. | | | | |
| ———— END OF TASK —— | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON BALANCE BAY SEALS | |
| | | D633A109-AKS 27-034-01-01 | Page 2 of 5 Feb 15/2015 |

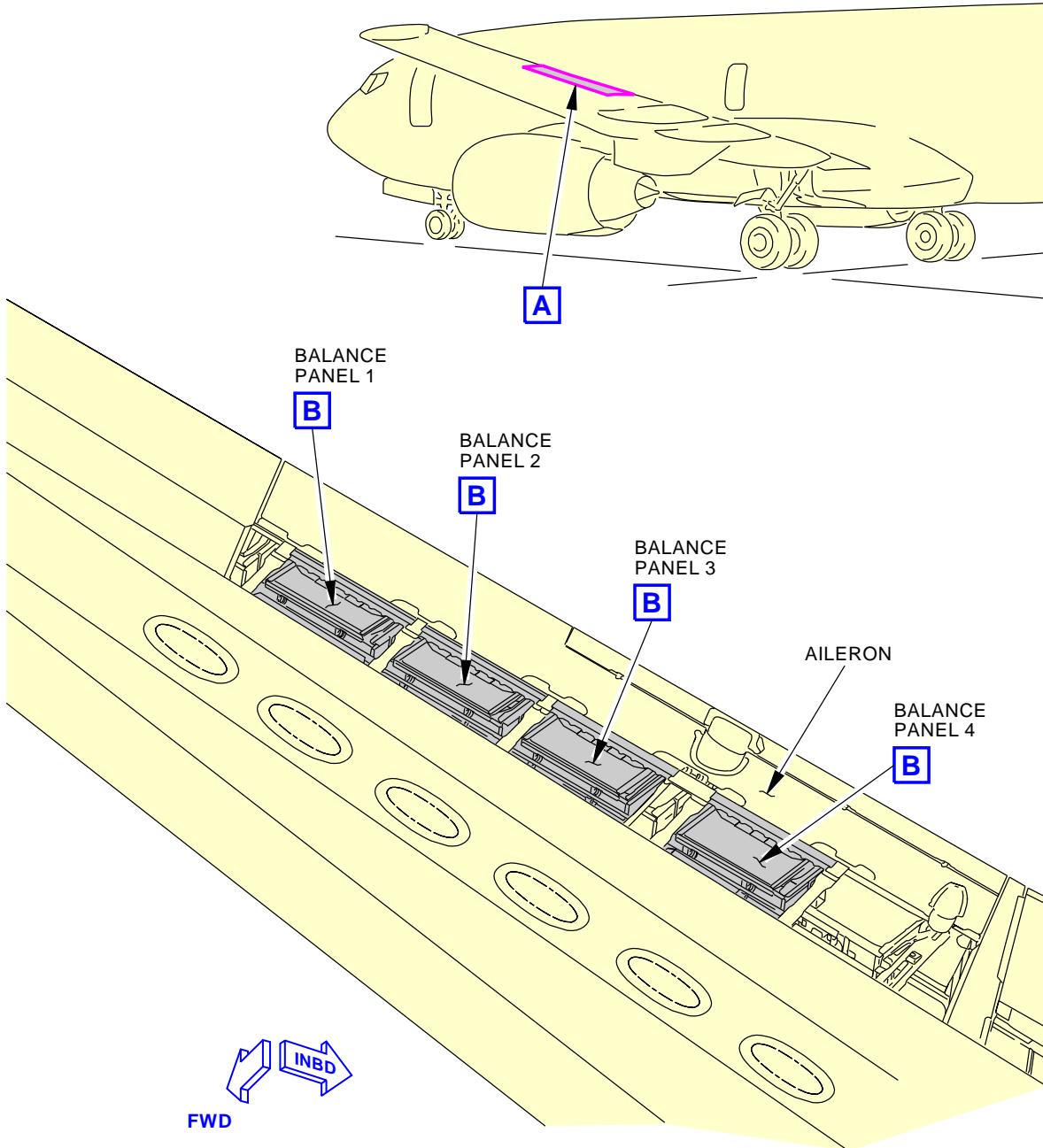
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-034-01-01**Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 1 of 3)**

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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON BALANCE BAY SEALS |
| | | D633A109-AKS 27-034-01-01 |

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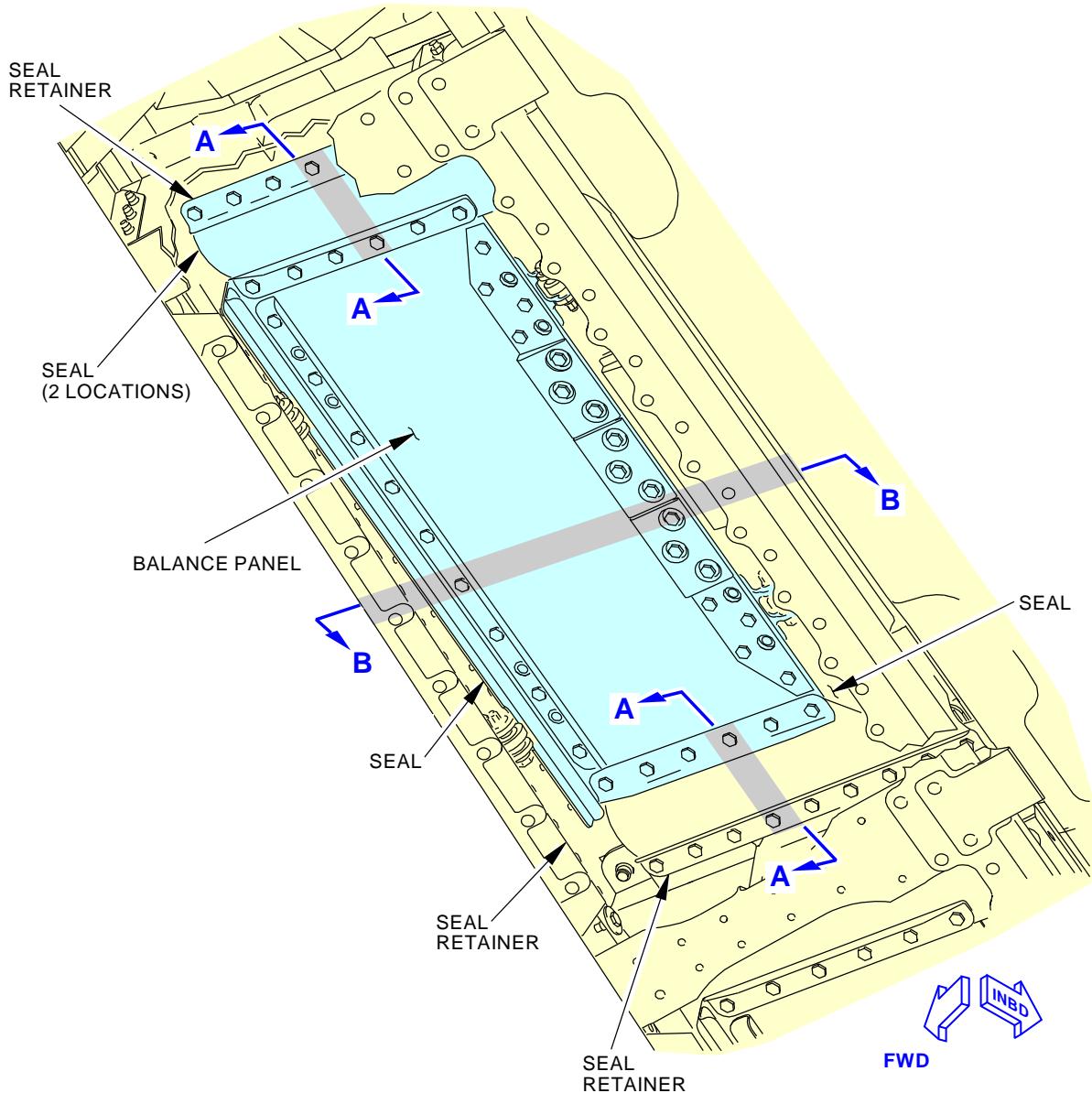
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-034-01-01

BALANCE PANEL 1
(BALANCE PANELS 2, 3, AND 4 ARE ALMOST THE SAME)

B

Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 2 of 3)

G90012 S0006568786_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON BALANCE BAY SEALS**D633A109-AKS
27-034-01-01Page 4 of 5
Jun 15/2015

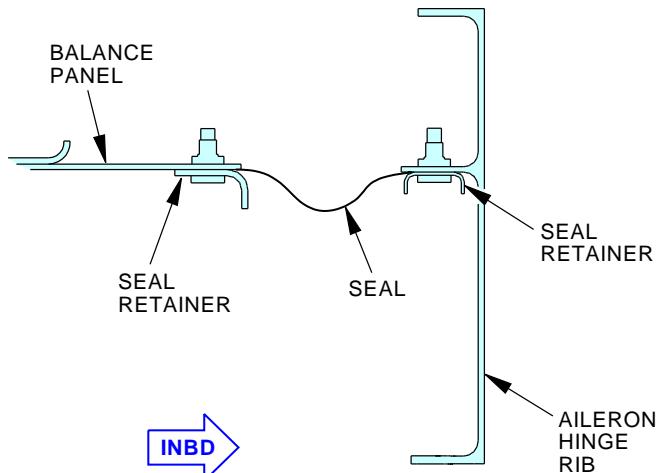
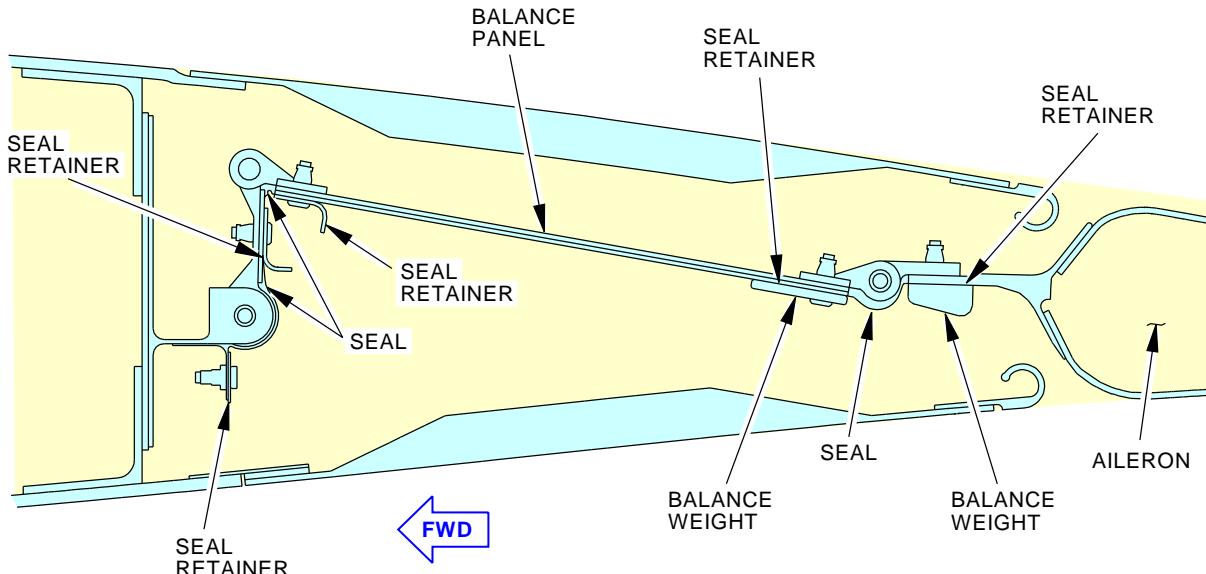
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-034-01-01INBOARD SEAL IS SHOWN
(OUTBOARD SEAL IS OPPOSITE)**A-A**(EXAMPLE)
B-B

G90026 S0006568787_V2

Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 3 of 3)EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON BALANCE BAY SEALS**D633A109-AKS
27-034-01-01Page 5 of 5
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING AILERON BALANCE BAY SEALS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-034-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 3 YR | 3 YR | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 671BB 671CB 671DB | | | ZONE 672 |

Perform a detail visual inspection of the right wing aileron balance bay seals.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON BALANCE BAY SEALS | |
| | | D633A109-AKS 27-034-02-01 | Page 1 of 5 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-034-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-11-31-210-801 | | | | |
| 1. Aileron Balance Panel Seals Visual Inspection (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-11-31-860-003 | | | | |
| (1) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801. | | | | |
| SUBTASK 27-11-31-010-002 | | | | |
| (2) Remove the applicable access panels on the lower wing surface at the balance panel. | | | | |
| (a) For the left wing, open these access panels: | | | | |
| Number Name/Location | | | | |
| 571BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| (b) For the right wing, open these access panels: | | | | |
| Number Name/Location | | | | |
| 671BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| SUBTASK 27-11-31-210-001 | | | | |
| (3) Do a visual inspection of the seals around the aileron balance panel. | | | | |
| (a) Make sure there are no creases, nicks, tears and punctures on the seals. | | | | |
| B. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-11-31-410-002 | | | | |
| (1) Install the applicable access panels on the lower wing surface at the balance panel. | | | | |
| (a) For the left wing, close these access panels: | | | | |
| Number Name/Location | | | | |
| 571BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 571DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| (b) For the right wing, close these access panels: | | | | |
| Number Name/Location | | | | |
| 671BB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671CB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| 671DB Lower Outboard Fixed Trailing Edge Access Panel | | | | |
| SUBTASK 27-11-31-840-002 | | | | |
| (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802. | | | | |
| ———— END OF TASK —— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON BALANCE BAY SEALS | |
| | | D633A109-AKS 27-034-02-01 | Page 2 of 5 Feb 15/2015 |

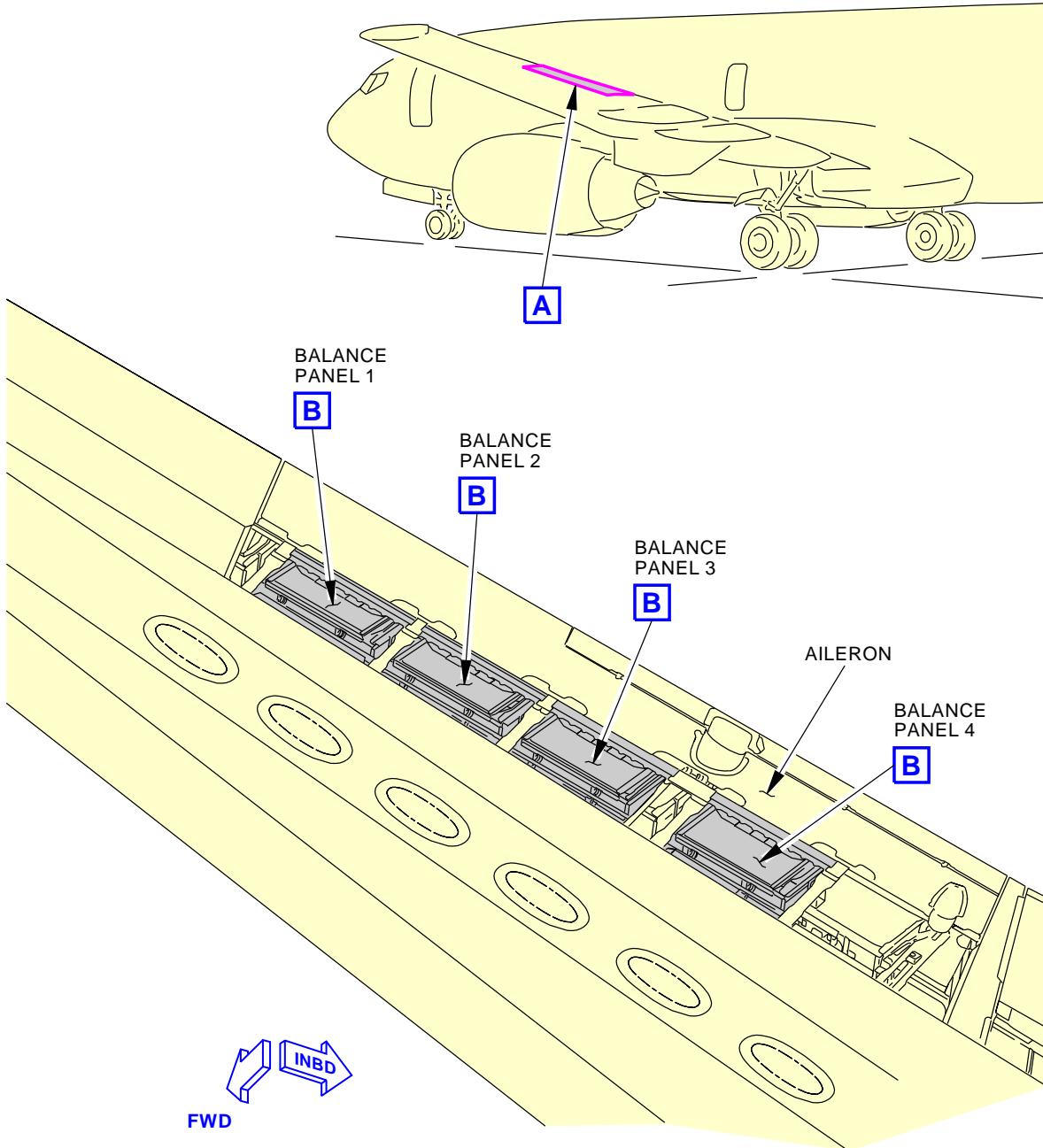
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-034-02-01**Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 1 of 3)**

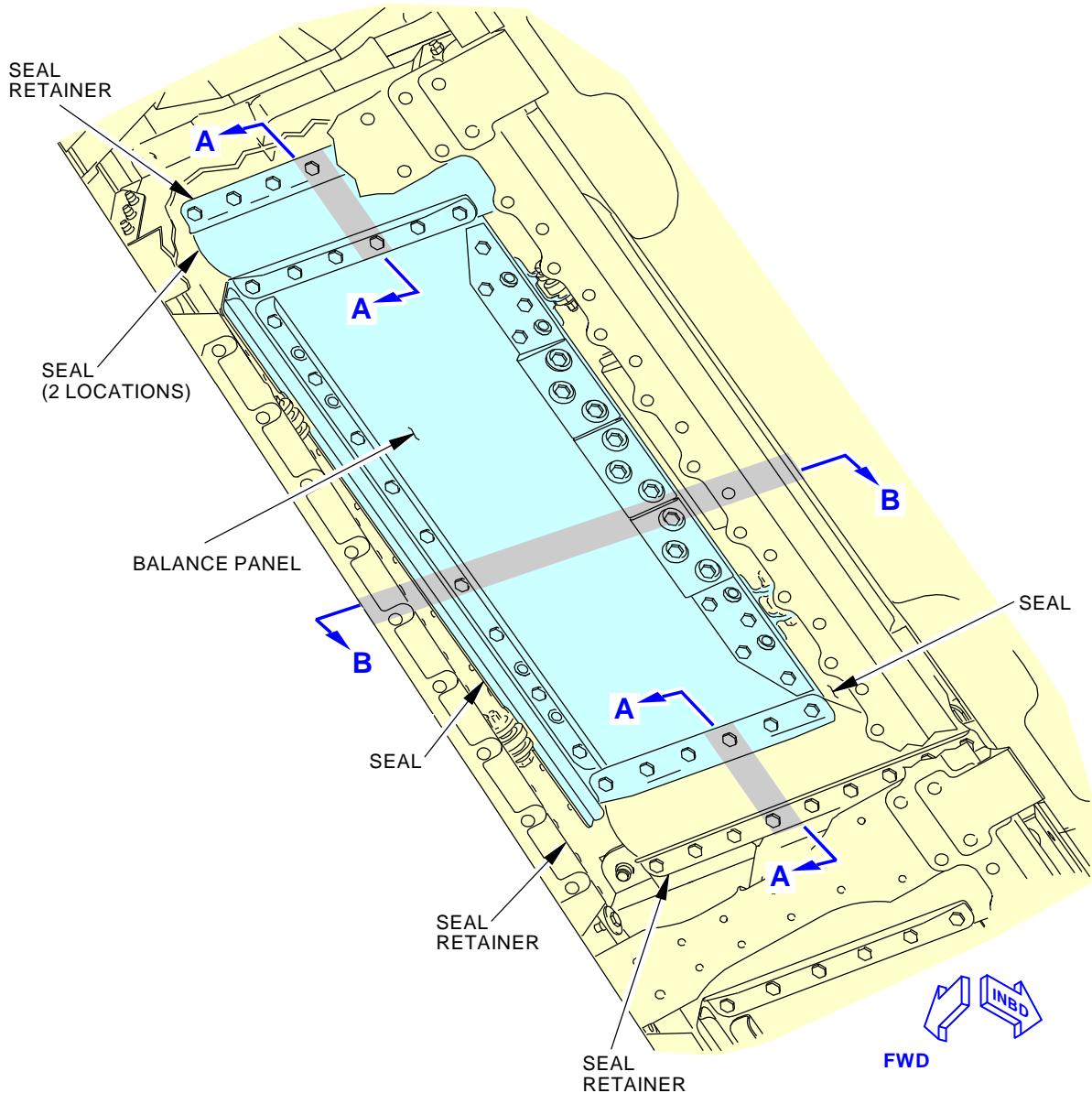
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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON BALANCE BAY SEALS |
| | | D633A109-AKS 27-034-02-01 |

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Jun 15/2015

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-034-02-01 |
|------|-------------|---------|------------------|--|



**BALANCE PANEL 1
(BALANCE PANELS 2, 3, AND 4 ARE ALMOST THE SAME)**

B

**Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 2 of 3)**

G90012 S0006568786_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON BALANCE BAY SEALS |
| | | D633A109-AKS 27-034-02-01 |

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Jun 15/2015

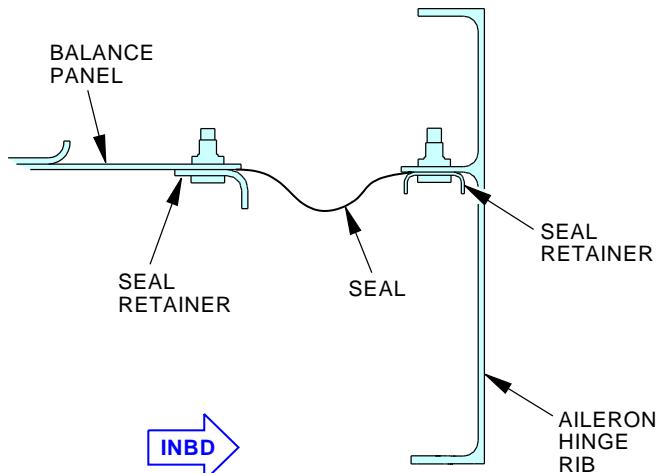
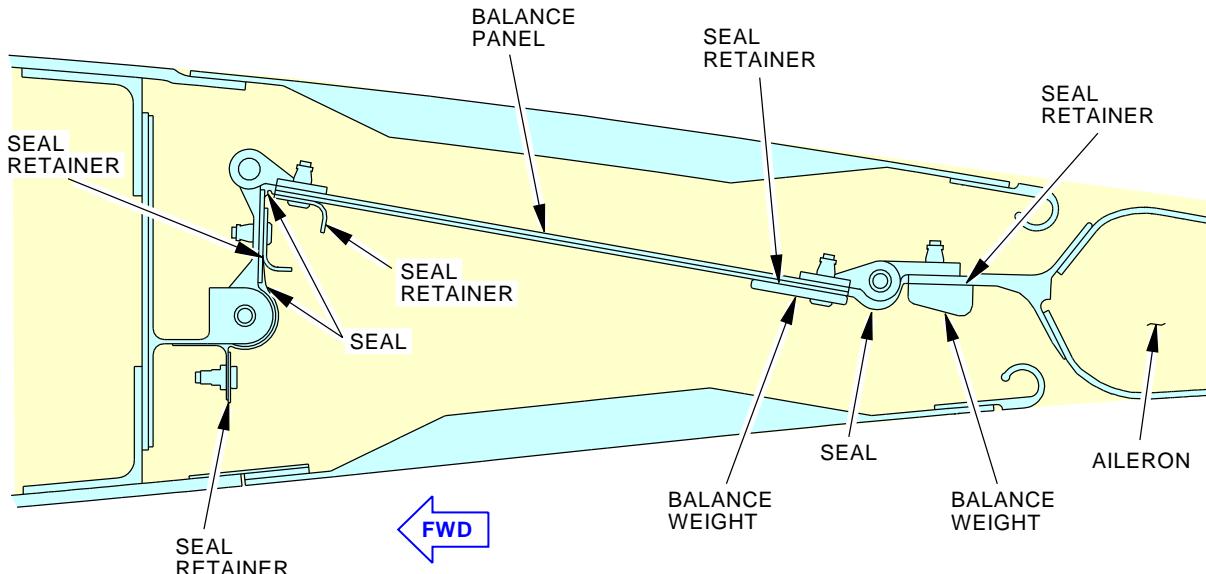
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-034-02-01INBOARD SEAL IS SHOWN
(OUTBOARD SEAL IS OPPOSITE)**A-A**(EXAMPLE)
B-B

G90026 S0006568787_V2

Aileron Balance Panel Seals Visual Inspection
Figure 1 (Sheet 3 of 3)EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING AILERON BALANCE BAY SEALS**D633A109-AKS
27-034-02-01Page 5 of 5
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING AILERON SURFACE FREEPLAY INSPECTION | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-035-00-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 16000 FH | REPEAT 16000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 572 |
| | | | | | |

Functionally check the left wing aileron surface freeplay.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-11-11-200-801 | Aileron Inspection (P/B 601) |
| 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) |

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-1238 | Indicator - Dial |
| STD-1279 | Mount - Device, Mounting, Holds the Dial Indicator |
| STD-753 | Scale - Push/Pull, 0-25 pound (0-11 kilogram) Capacity, 1/4 pound (113 gram) Accuracy |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON SURFACE FREEPLAY INSPECTION |
| | | D633A109-AKS 27-035-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-035-00-01 |
|---|-------------|---------|------------------|--|
| TASK 27-09-91-200-801 | | | | MECH INSP |
| 1. Aileron - Inspection | | | | |
| A. Prepare for the Check | | | | |
| SUBTASK 27-09-91-860-001 | | | | |
| 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 systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| B. Do a Check of the Aileron Freeplay | | | | |
| (Figure 1) | | | | |
| SUBTASK 27-09-91-220-001 | | | | |
| (1) Do a freeplay check of one aileron with no movement of the opposite aileron or the control wheel: | | | | |
| (a) Make sure the control wheel is at the center. | | | | |
| (b) Attach a mount, STD-1279, to the top wing structure (outboard of the aileron). | | | | |
| (c) Attach a dial indicator, STD-1238 to take measurements from the outboard corner of the aileron trailing edge. | | | | |
| (d) Put the plunger of the dial indicator, STD-1238 within 0.1 in. (2.54 mm) forward of the trailing edge of the aileron. | | | | |
| 1) Adjust the dial indicator, STD-1238 to zero. | | | | |
| CAUTION: MAKE SURE YOU USE SUFFICIENT PADDING ON THE FORCE SCALE WHEN YOU APPLY FORCE TO THE CONTROL SURFACE. IF THERE IS NOT SUFFICIENT PADDING, YOU CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | |
| (e) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push up with a force of approximately 5 lbf (22.24 N). (Figure 1) | | | | |
| NOTE: Apply the load to the aileron balance tab cutout rib (adjacent to the outboard edge of the aileron tab) and centered within 0.5 in. (12.70 mm) of the trailing edge. | | | | |
| 1) Make a record of the travel shown on the dial indicator. | | | | |
| 2) Slowly remove the force. | | | | |
| (f) Do not adjust the dial indicator, STD-1238. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING AILERON SURFACE FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-035-00-01 | Page 2 of 4 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-035-00-01 | MECH | INSP |
|--|-------------|---------|------------------|--|------|------|
| <p>CAUTION: MAKE SURE YOU USE SUFFICIENT PADDING ON THE FORCE SCALE WHEN YOU APPLY FORCE TO THE CONTROL SURFACE. IF THERE IS NOT SUFFICIENT PADDING, YOU CAN CAUSE DAMAGE TO THE CONTROL SURFACE.</p> | | | | | | |
| <p>(g) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push down with a force of approximately 5 lbf (22.24 N) (Figure 1).</p> <p><u>NOTE:</u> Apply the load to the aileron balance tab cutout rib (adjacent to the outboard edge of the aileron tab) and centered within 0.5 in. (12.70 mm) of the trailing edge.</p> <ol style="list-style-type: none">1) Make a record of the travel shown on the dial indicator.2) Slowly remove the force. <p>(h) Make sure the total up and down freeplay of the aileron is not more than 0.1 in. (2.54 mm).</p> <p>(i) Remove the dial indicator, STD-1238.</p> <p>(j) Remove the mount, STD-1279.</p> <p>(k) If the freeplay is not in the acceptable limits, do this task: Aileron Inspection, AMM TASK 27-11-11-200-801.</p> | | | | | | |

SUBTASK 27-09-91-220-002

- (2) Do the same freeplay check on the opposite aileron.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-09-91-860-002

- (1) To remove power from hydraulic systems A and 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 | LEFT WING AILERON SURFACE FREEPLAY INSPECTION | |
| | | D633A109-AKS 27-035-00-01 | Page 3 of 4 Oct 15/2015 |

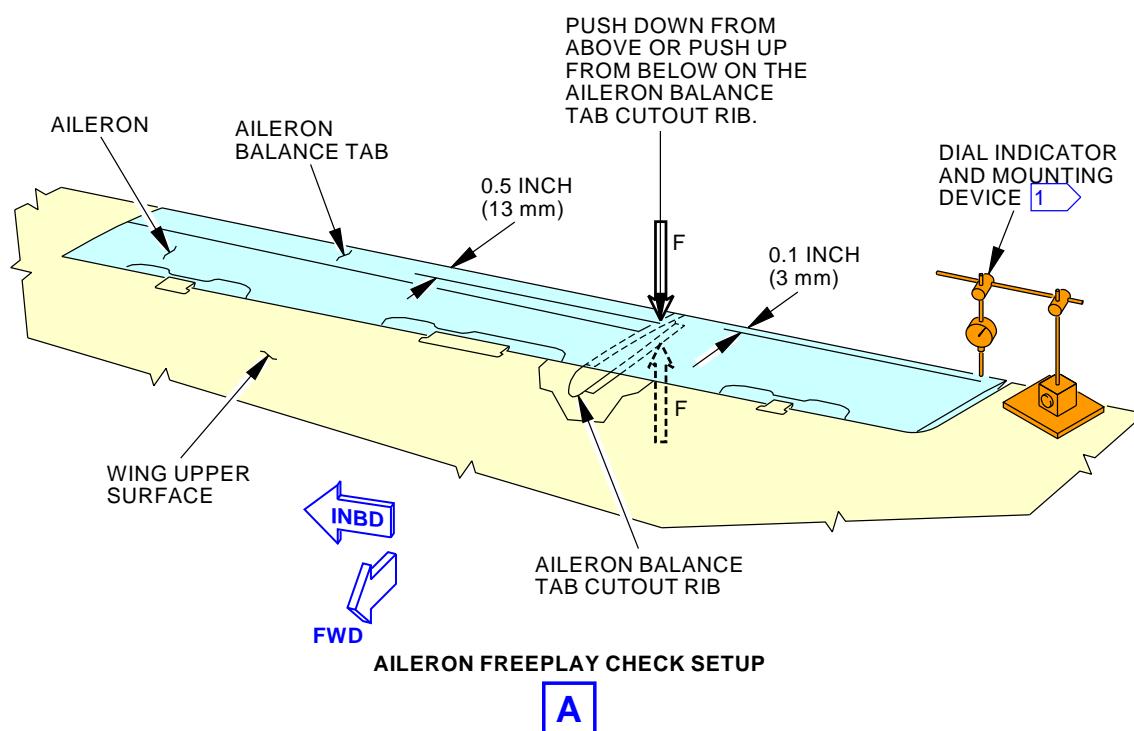
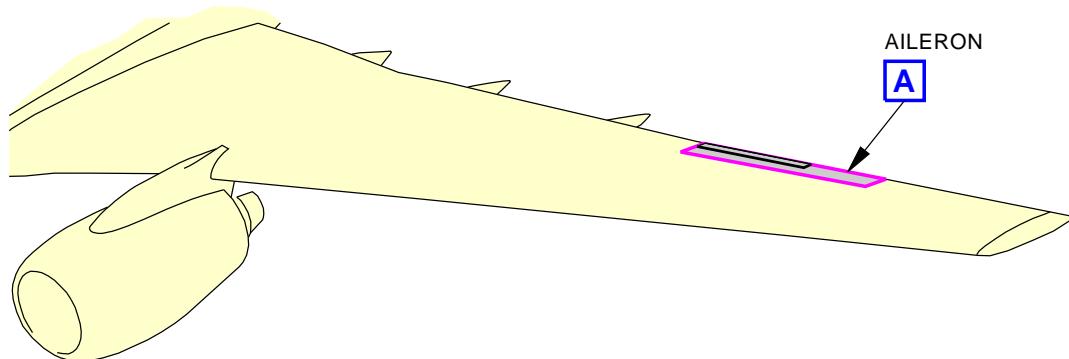
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-035-00-01

1 THE PLUNGER SHOULD BE WITHIN 0.1 INCH (2.54 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON.

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**Aileron Freeplay Check
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING AILERON SURFACE FREEPLAY INSPECTION****D633A109-AKS
27-035-00-01****Page 4 of 4
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING AILERON SURFACE FREEPLAY INSPECTION | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-035-00-02 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 16000 FH | REPEAT 16000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 672 |
| | | | | | |

Functionally check the right wing aileron Surface freeplay.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-11-11-200-801 | Aileron Inspection (P/B 601) |
| 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) |

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-1238 | Indicator - Dial |
| STD-1279 | Mount - Device, Mounting, Holds the Dial Indicator |
| STD-753 | Scale - Push/Pull, 0-25 pound (0-11 kilogram) Capacity, 1/4 pound (113 gram) Accuracy |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON SURFACE FREEPLAY INSPECTION |
| | | D633A109-AKS 27-035-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-035-00-02 |
|---|----------------------|---|----------------------------|--|
| TASK 27-09-91-200-801 | | | | MECH INSP |
| 1. Aileron - Inspection | | | | |
| A. Prepare for the Check | | | | |
| SUBTASK 27-09-91-860-001 | | | | |
| 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 systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| B. Do a Check of the Aileron Freeplay | | | | |
| (Figure 1) | | | | |
| SUBTASK 27-09-91-220-001 | | | | |
| (1) Do a freeplay check of one aileron with no movement of the opposite aileron or the control wheel: | | | | |
| (a) Make sure the control wheel is at the center. | | | | |
| (b) Attach a mount, STD-1279, to the top wing structure (outboard of the aileron). | | | | |
| (c) Attach a dial indicator, STD-1238 to take measurements from the outboard corner of the aileron trailing edge. | | | | |
| (d) Put the plunger of the dial indicator, STD-1238 within 0.1 in. (2.54 mm) forward of the trailing edge of the aileron. | | | | |
| 1) Adjust the dial indicator, STD-1238 to zero. | | | | |
| CAUTION: MAKE SURE YOU USE SUFFICIENT PADDING ON THE FORCE SCALE WHEN YOU APPLY FORCE TO THE CONTROL SURFACE. IF THERE IS NOT SUFFICIENT PADDING, YOU CAN CAUSE DAMAGE TO THE CONTROL SURFACE. | | | | |
| (e) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push up with a force of approximately 5 lbf (22.24 N). (Figure 1) | | | | |
| NOTE: Apply the load to the aileron balance tab cutout rib (adjacent to the outboard edge of the aileron tab) and centered within 0.5 in. (12.70 mm) of the trailing edge. | | | | |
| 1) Make a record of the travel shown on the dial indicator. | | | | |
| 2) Slowly remove the force. | | | | |
| (f) Do not adjust the dial indicator, STD-1238. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING AILERON SURFACE FREEPLAY INSPECTION | | |
| | | D633A109-AKS 27-035-00-02 | Page 2 of 4 Jun 15/2015 | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-035-00-02 | MECH | INSP |
|---|-------------|---------|------------------|--|------|------|
| <p>CAUTION: MAKE SURE YOU USE SUFFICIENT PADDING ON THE FORCE SCALE WHEN YOU APPLY FORCE TO THE CONTROL SURFACE. IF THERE IS NOT SUFFICIENT PADDING, YOU CAN CAUSE DAMAGE TO THE CONTROL SURFACE.</p> | | | | | | |
| <p>(g) With the push/pull scale 0-25 pound (0-11 kilogram), STD-753, push down with a force of approximately 5 lbf (22.24 N) (Figure 1).</p> <p><u>NOTE:</u> Apply the load to the aileron balance tab cutout rib (adjacent to the outboard edge of the aileron tab) and centered within 0.5 in. (12.70 mm) of the trailing edge.</p> <ol style="list-style-type: none">1) Make a record of the travel shown on the dial indicator.2) Slowly remove the force. <p>(h) Make sure the total up and down freeplay of the aileron is not more than 0.1 in. (2.54 mm).</p> <ol style="list-style-type: none">(i) Remove the dial indicator, STD-1238.(j) Remove the mount, STD-1279.(k) If the freeplay is not in the acceptable limits, do this task: Aileron Inspection, AMM TASK 27-11-11-200-801. | | | | | | |

SUBTASK 27-09-91-220-002

- (2) Do the same freeplay check on the opposite aileron.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-09-91-860-002

- (1) To remove power from hydraulic systems A and 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 | RIGHT WING AILERON SURFACE FREEPLAY INSPECTION |
| | | D633A109-AKS 27-035-00-02 |

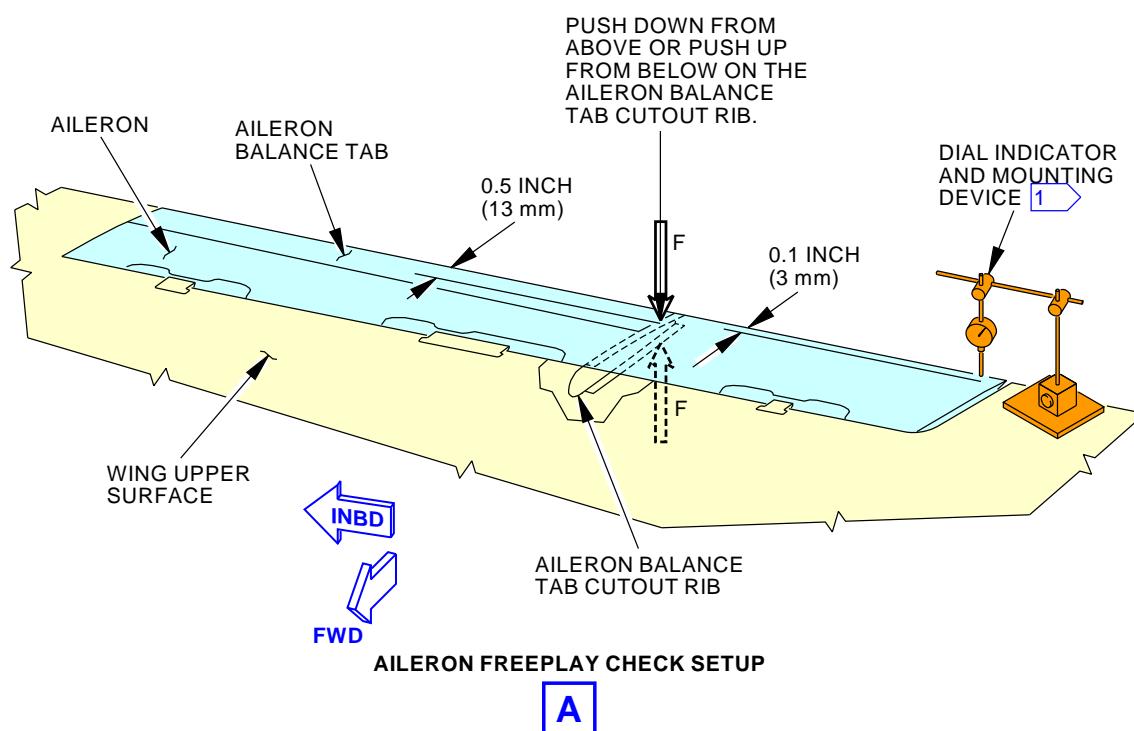
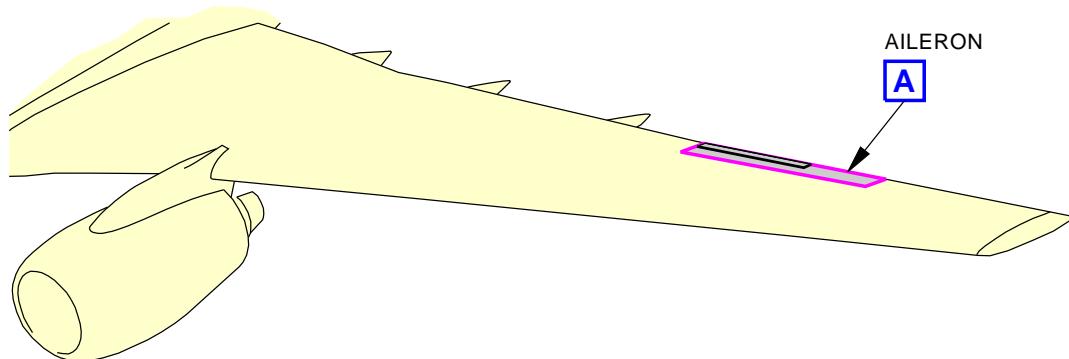
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-035-00-02

[1] THE PLUNGER SHOULD BE WITHIN 0.1 INCH (2.54 mm) FORWARD OF THE TRAILING EDGE OF THE AILERON.

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**Aileron Freeplay Check
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING AILERON SURFACE FREEPLAY INSPECTION****D633A109-AKS
27-035-00-02****Page 4 of 4
Jun 15/2015**

AKS



737-600/700/800/900 TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---------------------------------------|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE RUDDER AFT COMPONENTS | | | BOEING CARD NO. 27-036-00-01 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA VERT STABILIZER | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 323FL 324BL 324DL | | | ZONE 320 325 |
| | | | | | |

Detail Inspection of Aft Rudder Quadrant, Torque Tube Assembly, Feel and Centering Unit, and associated Input/Output Rods.

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | Rudder Aft Components |
| | | D633A109-AKS 27-036-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-036-00-01 | | | | | | | | |
|---|------------------------------------|---------|------------------|--|---------------|----------------------|-------|----------------------|-------|------------------------------------|-------|----------------------|
| | | | | MECH INSP | | | | | | | | |
| TASK 27-21-61-210-801 | | | | | | | | | | | | |
| 1. Rudder Aft Quadrant Detail Visual Inspection (Figure 1, Figure 2) | | | | | | | | | | | | |
| A. Procedure | | | | | | | | | | | | |
| SUBTASK 27-21-61-010-005 | | | | | | | | | | | | |
| (1) Remove these access panels: | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>323FL</td><td>Vertical Fin, Access</td></tr><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | | Number | Name/Location | 323FL | Vertical Fin, Access | 324BL | Vertical Fin, Trailing Edge Access | 324DL | Trailing Edge Access |
| Number | Name/Location | | | | | | | | | | | |
| 323FL | Vertical Fin, Access | | | | | | | | | | | |
| 324BL | Vertical Fin, Trailing Edge Access | | | | | | | | | | | |
| 324DL | Trailing Edge Access | | | | | | | | | | | |
| SUBTASK 27-21-61-210-001 | | | | | | | | | | | | |
| (2) Do a detail visual inspection of the Rudder Aft Quadrant, Torque Tube Assembly, Feel and Centering Unit, and associated Input/Output rods. | | | | | | | | | | | | |
| (a) Aft quadrant | | | | | | | | | | | | |
| (b) Aft quadrant output rod | | | | | | | | | | | | |
| (c) Aft quadrant bearings | | | | | | | | | | | | |
| (d) Aft quadrant shaft | | | | | | | | | | | | |
| (e) Rudder torque tube | | | | | | | | | | | | |
| (f) Rudder torque tube bearings | | | | | | | | | | | | |
| (g) Rudder torque tube cranks | | | | | | | | | | | | |
| (h) Rudder torque tube input rods | | | | | | | | | | | | |
| (i) Feel and centering unit. | | | | | | | | | | | | |
| (j) Feel and centering unit output rod. | | | | | | | | | | | | |
| SUBTASK 27-21-61-010-006 | | | | | | | | | | | | |
| (3) Install these access panels: | | | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>323FL</td><td>Vertical Fin, Access</td></tr><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | | Number | Name/Location | 323FL | Vertical Fin, Access | 324BL | Vertical Fin, Trailing Edge Access | 324DL | Trailing Edge Access |
| Number | Name/Location | | | | | | | | | | | |
| 323FL | Vertical Fin, Access | | | | | | | | | | | |
| 324BL | Vertical Fin, Trailing Edge Access | | | | | | | | | | | |
| 324DL | Trailing Edge Access | | | | | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AFT COMPONENTS |
| | | D633A109-AKS 27-036-00-01 |

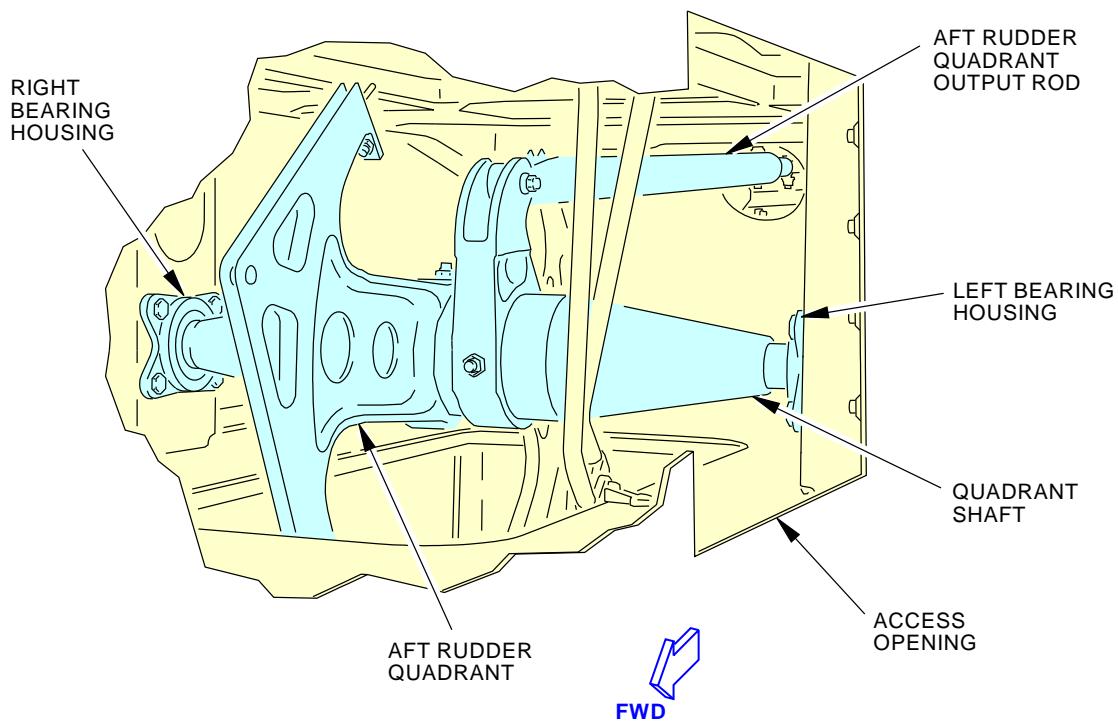
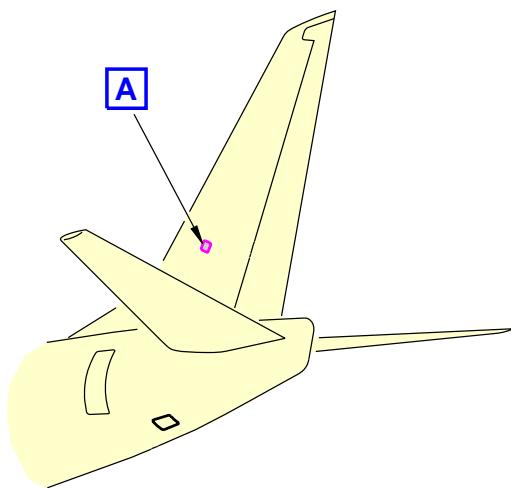
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-036-00-01

AFT RUDDER QUADRANT

Aft Rudder Quadrant Visual Inspection
Figure 1

G99055 S0006569095_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AFT COMPONENTS |
| | | D633A109-AKS 27-036-00-01 |

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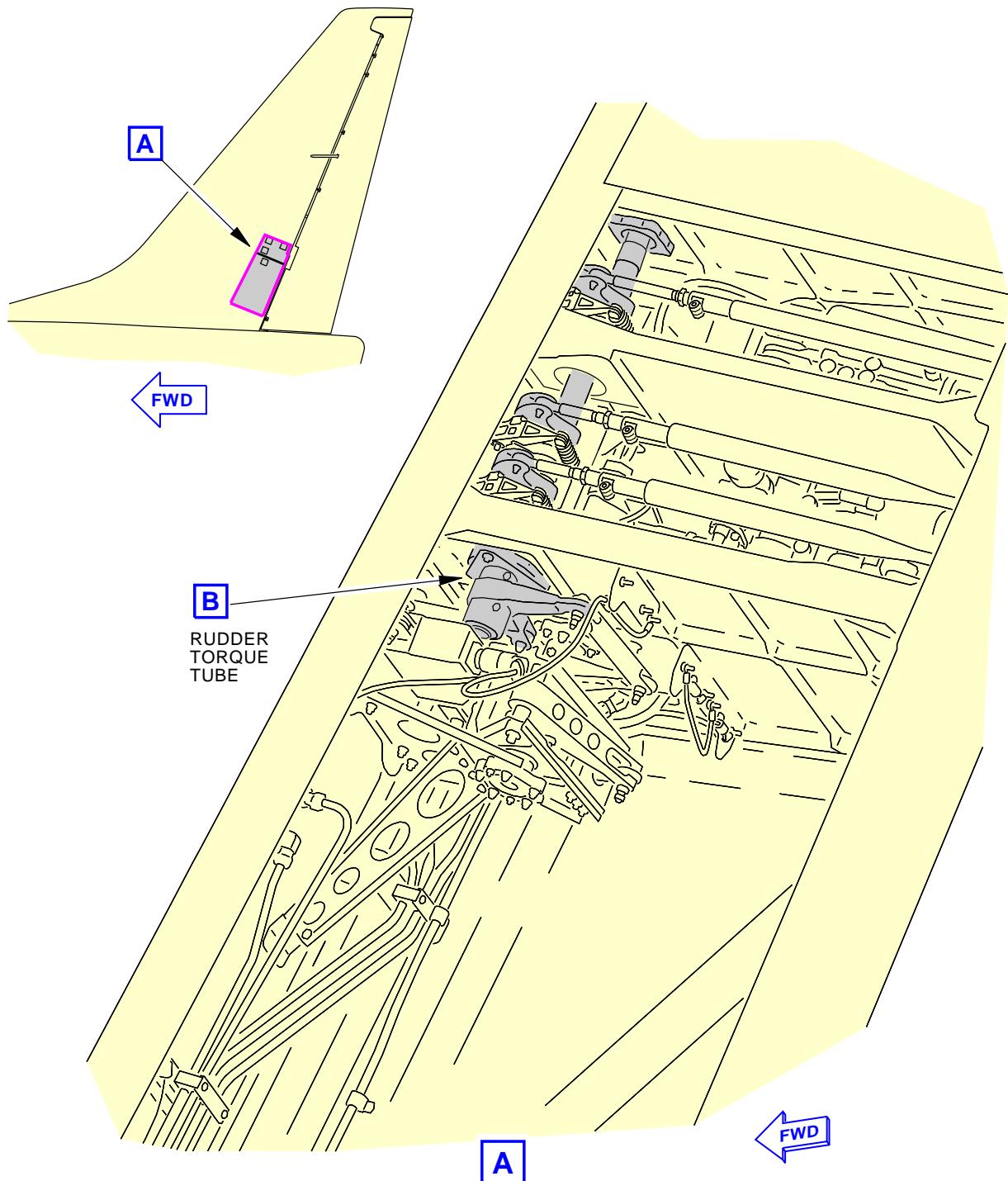
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-036-00-01Rudder Torque Tube Visual Inspection
Figure 2 (Sheet 1 of 2)

D66343 S0000162611_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AFT COMPONENTS |
| | | D633A109-AKS 27-036-00-01 |

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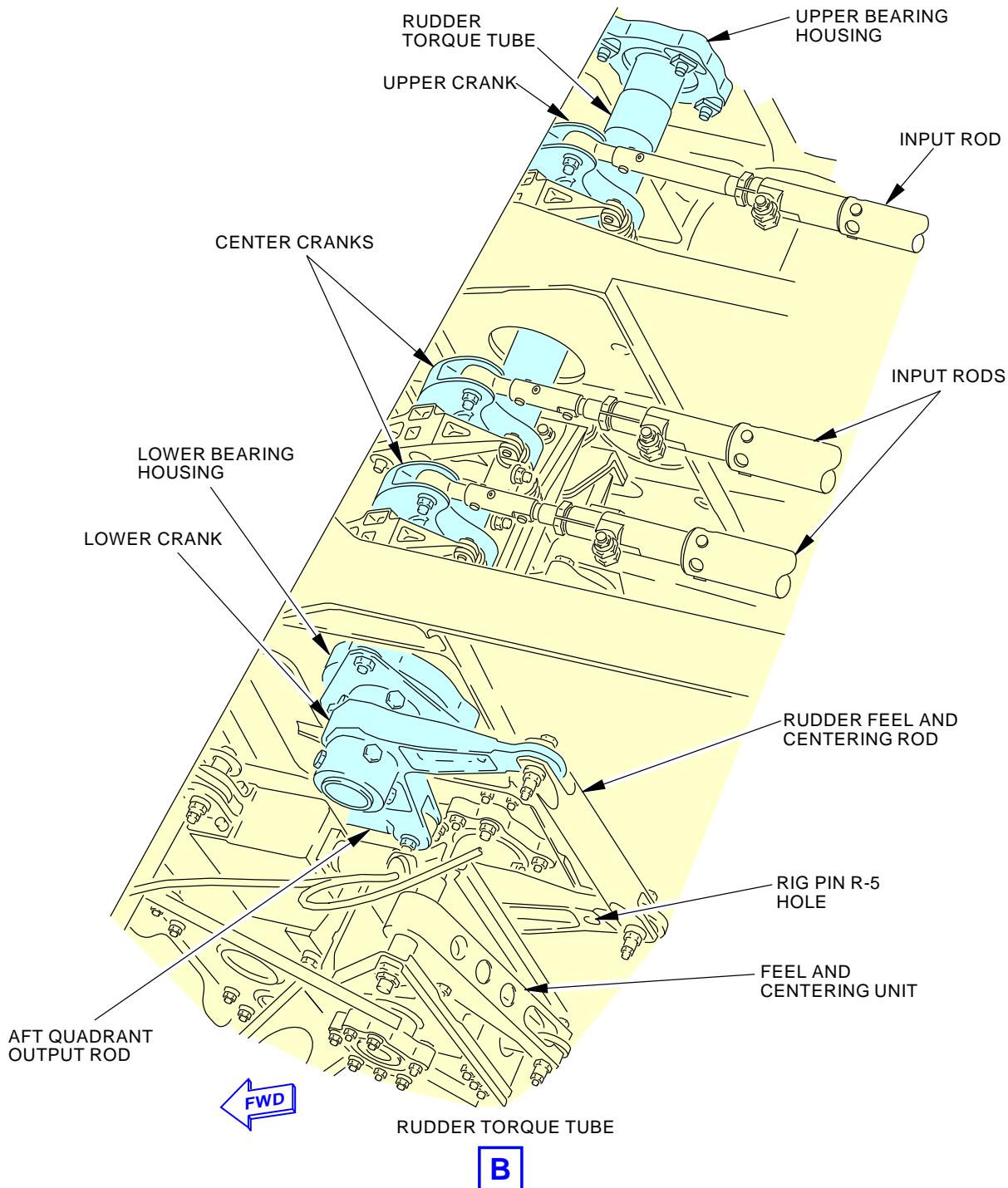
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-036-00-01

Rudder Torque Tube Visual Inspection
Figure 2 (Sheet 2 of 2)

D66381 S0000162619_V3

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AFT COMPONENTS |
| | | D633A109-AKS 27-036-00-01 |

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

| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE FORWARD RUDDER MECHANICAL CONTROL PATH | | | BOEING CARD NO. 27-038-00-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA NOSE W/W | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 112A | | | |
| | | | ZONE 112 | | |

General visual inspection of the rudder forward mechanical control path.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD RUDDER MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-038-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-038-00-01 |
|------------------------------|-------------|---------|------------------|--|
| TASK 27-21-51-210-801 | | | | MECH INSP |

1. Rudder Mechanical Control Path Inspection

(Figure 1)

A. Procedure

SUBTASK 27-21-51-010-009

- (1) To get access to the rudder mechanical control path, do this task:

Open this access panel:

Number Name/Location

112A Forward Access Door

SUBTASK 27-21-51-210-001

- (2) Do a general visual inspection of the rudder mechanical control path.

SUBTASK 27-21-51-010-010

- (3) Close this access panel:

Number Name/Location

112A Forward Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD RUDDER MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-038-00-01 |

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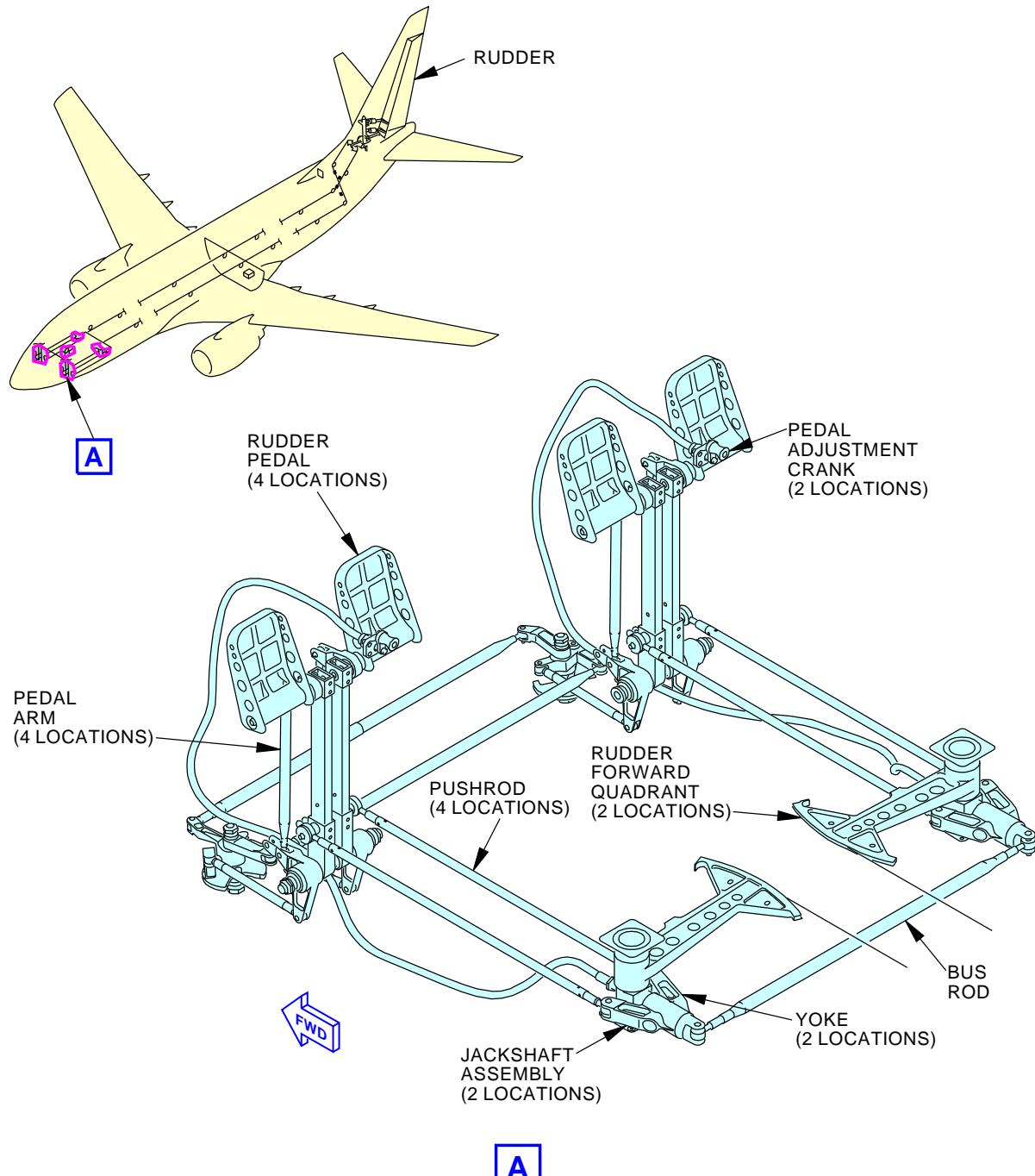
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-038-00-01

H51700 S0006569082_V2

**Rudder and Rudder Trim Control System - Rudder Pedals and Forward Quadrants
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**FORWARD RUDDER MECHANICAL CONTROL PATH****D633A109-AKS
27-038-00-01****Page 3 of 3
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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE FEEL AND CENTERING SPRING LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-040-00-01 |
| TAIL NUMBER | WORK AREA VERT STABILIZER | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 324CL | | | ZONE 210 324 |

Lubricate the rudder feel and centering unit spring slider.

A. References

| <u>Reference</u> | <u>Title</u> |
|----------------------|---|
| AMM 27-21-00-800-802 | Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation (P/B 201) |
| AMM 27-21-00-840-802 | Pressure to the Rudder Systems A, B, and Standby - Activation (P/B 201) |

B. Consumable Materials

| <u>Reference</u> | <u>Description</u> | <u>Specification</u> |
|------------------|-----------------------------------|----------------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SPRING LUBRICATION | |
| | | D633A109-AKS 27-040-00-01 | Page 1 of 4 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-040-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-21-600-802

MECH

INSP

1. Spring Slider Shaft Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-21-860-003

- (1) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.

SUBTASK 12-22-21-010-001

- (2) To get access to the rudder feel and centering unit , open this access panel:

Number Name/Location

324CL Vertical Fin, Access

B. Lubricate the Spring Slider Shaft

(Table 1)

SUBTASK 12-22-21-640-007

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Spring Slider Shaft Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------------|----------------|-----------------------|---------------------|
| 1 | Spring Slider Shaft | grease, D00633 | Hand | 1 |

SUBTASK 12-22-21-640-002

- (2) Do these steps to lubricate the spring slider shaft of the rudder feel and centering unit:

(a) Push one of the rudder pedals fully forward to get access to the spring slider shaft.

(b) Apply a thin layer of grease, D00633 to the part of the spring slider shaft that you can get access to.

NOTE: Put sufficient grease on the spring slider shaft for you to see the grease.

(c) Put the rudder pedals back to the center position.

(d) Apply a thin layer of grease, D00633 to the part of the spring slider shaft that you can get access to through the spring cartridge.

NOTE: Put sufficient grease on the spring slider shaft for you to see the grease.

(e) Move the rudder pedals through 10 cycles to apply the grease equally.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-21-860-004

- (1) Do this task: Pressure to the Rudder Systems A, B, and Standby - Activation, AMM TASK 27-21-00-840-802.

SUBTASK 12-22-21-410-001

- (2) Close this access panel:

Number Name/Location

324CL Vertical Fin, Access

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SPRING LUBRICATION | |
| | | D633A109-AKS 27-040-00-01 | 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. 27-040-00-01 |
|------|-------------|---------|------------------|--|

— END OF TASK —

| | | | |
|--|--|------|------|
| | | MECH | INSP |
|--|--|------|------|

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SPRING LUBRICATION |
| | | D633A109-AKS 27-040-00-01 |

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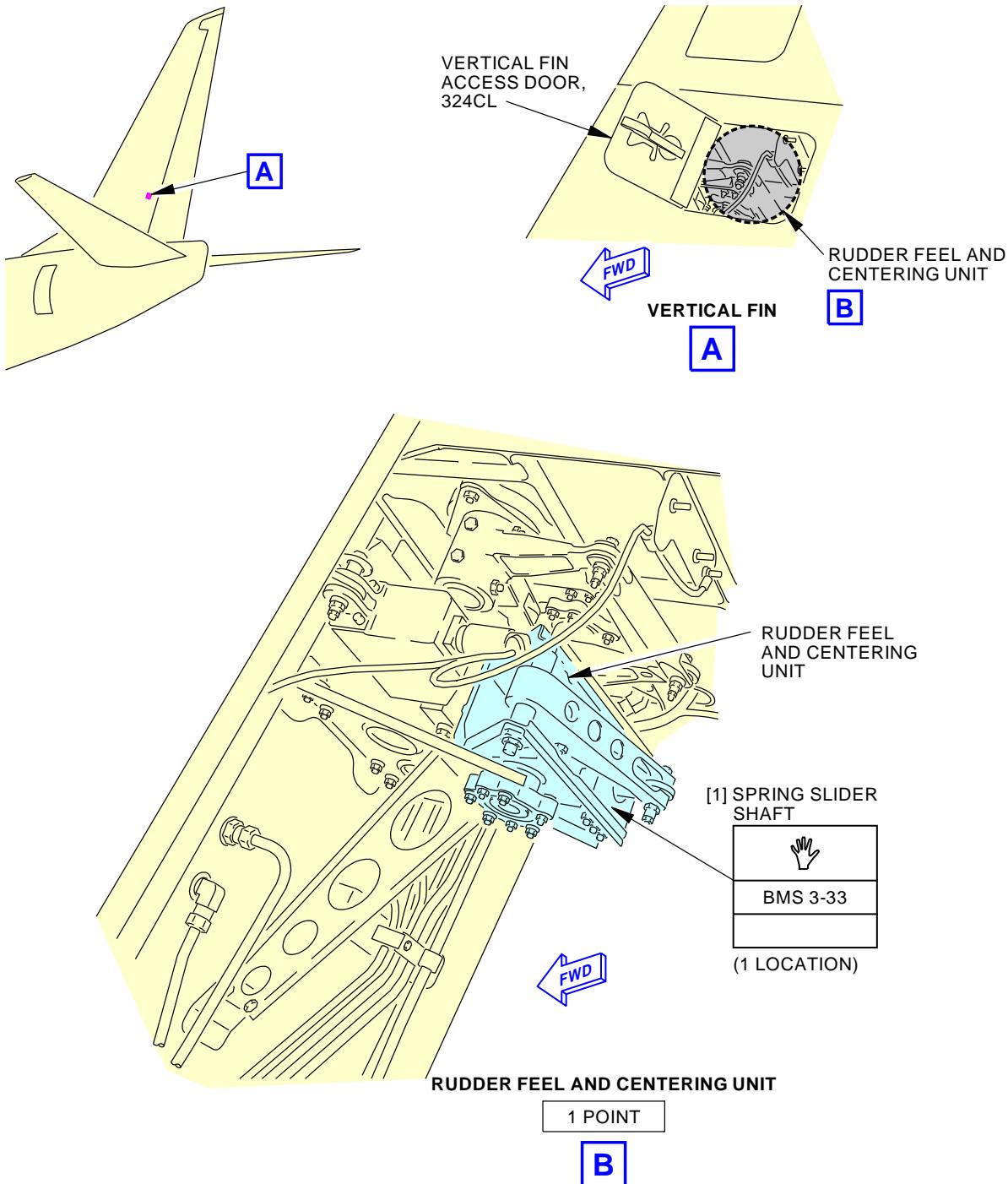
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-040-00-01**Spring Slider Shaft Servicing
Figure 1**

G08485 S0006561431_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SPRING LUBRICATION |
| | | D633A109-AKS 27-040-00-01 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|----------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-041-00-01 |
| TAIL NUMBER | WORK AREA RUDDER | VERSION 1.1 | THRESHOLD 10000 FH | REPEAT 10000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE |
| | | ACCESS 324CL 324EL | | | ZONE 210 325 |

Operationally check the main rudder PCU force fight monitor.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1268 and on; and L/N 1-595 and 597-1267 with incorporation of SB 737-27-1253.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201) |
| AMM 32-09-00-860-801 | Put the Airplane in the Air Mode (P/B 201) |
| AMM 32-09-00-860-802 | Return the Airplane to the Ground Mode (P/B 201) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR |
| | | D633A109-AKS 27-041-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-041-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-21-00-700-824-002 | | | | |
| 1. Rudder Main PCU Force Fight Monitor Test | | | | |
| A. General | | | | |
| (1) Use this test to verify that the STBY RUD ON light on the overhead panel P5-3 is functional. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-21-00-860-157-002 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-21-00-860-143-002 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Pressurize the rudder hydraulic systems A and B. To pressurize them, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. | | | | |
| SUBTASK 27-21-00-860-145-002 | | | | |
| (3) Put the FLT CONTROL A and B switches, on the P5 panel, to the ON position. | | | | |
| SUBTASK 27-21-00-860-166-002 | | | | |
| (4) Make sure that the airplane is in the air mode. If necessary, Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801. | | | | |
| (a) Remove the safety tag and close this circuit breaker: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row Col Number Name | | | | |
| F 2 C01449 STANDBY HYDRAULIC PUMP | | | | |
| SUBTASK 27-21-00-860-146-002 | | | | |
| (5) Move the rudder pedals through 5 cycles of full travel. | | | | |
| SUBTASK 27-21-00-210-004-002 | | | | |
| (6) Verify that the STBY RUD ON light on the overhead panel P5-3 is not illuminated. | | | | |
| SUBTASK 27-21-00-860-147-002 | | | | |
| (7) Open these circuit breakers and install safety tags: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 13 C00363 FLIGHT CONT SHUTOFF VALVES FLT CONT | | | | |
| C 13 C01074 FLIGHT CONT SHUTOFF VALVES FLT CONT | | | | |
| SUBTASK 27-21-00-860-148-002 | | | | |
| (8) Put the FLT CONTROL B switch, on the P5 panel, to the STBY RUD position. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR | |
| | | D633A109-AKS 27-041-00-01 | Page 2 of 6 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-041-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-21-00-210-005-002 | | | | |
| (9) Verify that the STBY RUD ON light on the overhead panel P5-3 is illuminated. | | | | |
| SUBTASK 27-21-00-860-149-002 | | | | |
| (10) Remove the safety tags and close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 13 C00363 FLIGHT CONT SHUTOFF VALVES FLT CONT | | | | |
| C 13 C01074 FLIGHT CONT SHUTOFF VALVES FLT CONT | | | | |
| SUBTASK 27-21-00-860-150-002 | | | | |
| (11) Open this circuit breaker and install safety tag: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| C 11 C00362 FLIGHT CONT SHUTOFF VALVES STBY RUD | | | | |
| SUBTASK 27-21-00-010-032-002 | | | | |
| (12) To gain access to the rudder main PCU, do this task: | | | | |
| Open these access panels: | | | | |
| Number Name/Location | | | | |
| 324CL Vertical Fin, Access | | | | |
| 324EL Vertical Fin, Access | | | | |
| SUBTASK 27-21-00-860-158-002 | | | | |
| (13) Put the FLT CONTROL B switch, on the P5 panel, to the ON position. | | | | |
| SUBTASK 27-21-00-730-026-002 | | | | |
| WARNING: FOLLOW THE STEPS IN THIS TASK EXACTLY IN THE ORDER THAT THEY ARE WRITTEN. FAILURE TO DO SO CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (14) Do the Force Fight Monitor test: | | | | |
| (a) Verify that the STBY RUD ON light and STANDBY HYD LOW PRESS light on the overhead panel P5-3 are not illuminated | | | | |
| (b) Move the rudder pedals through 2 cycles of full travel. | | | | |
| NOTE: This will relieve any standby hydraulic system residual pressure. | | | | |
| 1) If necessary, jiggle the rudder pedals to put the pedals to the neutral position. | | | | |
| (c) Manually hold the rudder main PCU upper control rod at location A (Figure 1) and pull aft with sufficient force to break out the input override (approximately 30 lbs). Hold the control rod in this position for at least 7 seconds then release. | | | | |
| (d) Verify that the STBY RUD ON light and STANDBY HYD LOW PRESS light on the overhead panel P5-3 are illuminated. | | | | |
| NOTE: The standby hydraulic pumps will not activate. | | | | |

| | | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR | D633A109-AKS 27-041-00-01 | 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. 27-041-00-01 |
|------|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (e) | Remove the safety tag and close this circuit breaker: | | | |
| | F/O Electrical System Panel, P6-2 | | | |
| | Row Col Number Name | | | |
| | C 11 C00362 FLIGHT CONT SHUTOFF VALVES STBY RUD | | | |
| (f) | Verify that the STANDBY HYD LOW PRESS light on the overhead panel P5-3 is not illuminated. | | | |
| | <u>NOTE:</u> The standby hydraulic pumps will activate. | | | |
| (g) | Open this circuit breaker on the P6-2 panel for at least 2 seconds then close: | | | |
| | Open and close this circuit breaker: | | | |
| | F/O Electrical System Panel, P6-2 | | | |
| | Row Col Number Name | | | |
| | D 15 C01628 FORCE FIGHT MONITOR | | | |
| (h) | Verify that the STBY RUD ON light on the overhead panel P5-3 is not illuminated. | | | |
| (i) | Put the FLT CONTROL B switch, on the P5 panel, to the STBY RUD position. | | | |
| (j) | Open this circuit breaker and install safety tag: | | | |
| | F/O Electrical System Panel, P6-2 | | | |
| | Row Col Number Name | | | |
| | C 11 C00362 FLIGHT CONT SHUTOFF VALVES STBY RUD | | | |
| (k) | Put the FLT CONTROL B switch, on the P5 panel, to the ON position. | | | |
| (l) | Move the rudder pedals through 2 cycles of full travel. | | | |
| | 1) If necessary, jiggle the rudder pedals to put the pedals to the neutral position. | | | |
| (m) | Manually hold the rudder main PCU upper control rod at location A (Figure 1) and pull forward with sufficient force to break out the input override (approximately 30 lbs). Hold the control rod in this position for at least 7 seconds then release. | | | |
| (n) | Verify that the STBY RUD ON light and STANDBY HYD LOW PRESS light on the overhead panel P5-3 are illuminated. | | | |
| | <u>NOTE:</u> STANDBY HYD LOW PRESS light will not illuminate until hydraulic pressure has bled off (approximately 5 minutes). | | | |
| | <u>NOTE:</u> The standby hydraulic pumps will not activate. | | | |
| (o) | Remove the safety tag and close this circuit breaker: | | | |
| | F/O Electrical System Panel, P6-2 | | | |
| | Row Col Number Name | | | |
| | C 11 C00362 FLIGHT CONT SHUTOFF VALVES STBY RUD | | | |
| (p) | Verify that the STANDBY HYD LOW PRESS light on the overhead panel P5-3 is not illuminated. | | | |
| | <u>NOTE:</u> The standby hydraulic pumps will activate. | | | |
| (q) | Open this circuit breaker on the P6-2 panel for at least 2 seconds then close: | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR | |
| | | D633A109-AKS 27-041-00-01 | Page 4 of 6 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-041-00-01 |
|------|-------------|--|------------------|--|
| | | <p>Open and close this circuit breaker:</p> <p>F/O Electrical System Panel, P6-2</p> <p><u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u></p> <p>D 15 C01628 FORCE FIGHT MONITOR</p> <p>(r) Verify that the STBY RUD ON light on the overhead panel P5-3 is not illuminated.</p> <p>SUBTASK 27-21-00-860-151-002</p> <p>(15) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801.</p> <p>SUBTASK 27-21-00-860-180-002</p> <p>(16) Put the airplane back to the ground mode. Do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.</p> <p>SUBTASK 27-21-00-860-152-002</p> <p>(17) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p> <p>SUBTASK 27-21-00-410-018-002</p> <p>(18) Install these access panels:</p> <p><u>Number</u> <u>Name/Location</u></p> <p>324CL Vertical Fin, Access</p> <p>324EL Vertical Fin, Access</p> <p style="text-align: center;">———— END OF TASK ————</p> | | MECH INSP |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE FIGHT MONITOR |
| | | D633A109-AKS 27-041-00-01 |

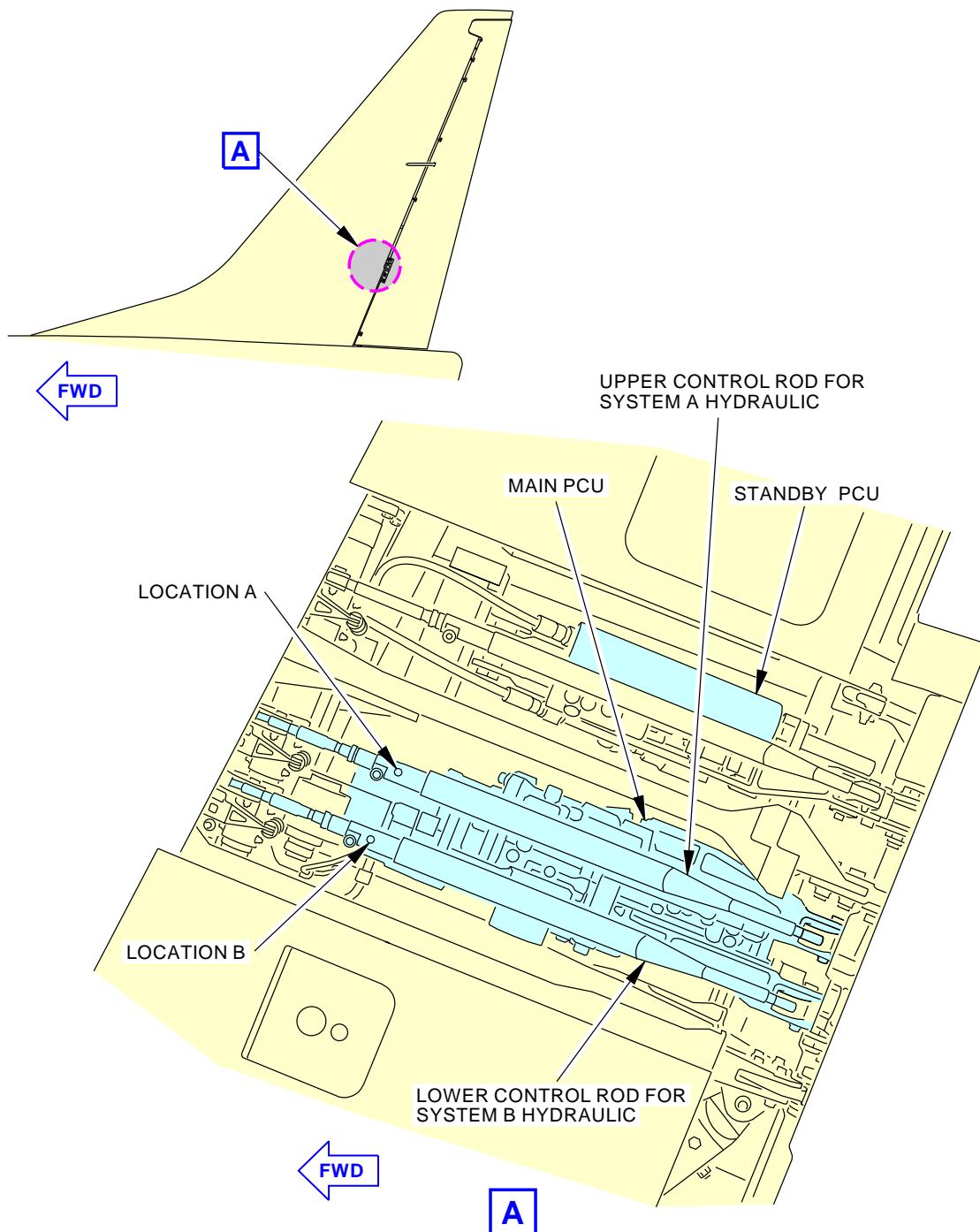
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-041-00-01

N47503 S0006568965_V2

**Main Rudder PCU Internal Leakage Test
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**OPERATIONAL CHECK OF THE MAIN RUDDER PCU FORCE
FIGHT MONITOR****D633A109-AKS
27-041-00-01****Page 6 of 6
Jun 15/2015**

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

| | | | | | |
|-----------------|----------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE OPERATIONAL CHECK OF RUDDER PCU OVERRIDES | | | BOEING CARD NO. 27-043-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA RUDDER | VERSION 1.1 | THRESHOLD 12500 FH | REPEAT 12500 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE |
| STATION | SKILL AIRPL | ACCESS 324BL 324DL | | | ZONE 210 325 |
| | | | | | |

Operationally check the rudder PCU overrides.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1268 and on; and L/N 1-595 and 597-1267 with incorporation of SB 737-27-1253.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF RUDDER PCU OVERRIDES |
| | | D633A109-AKS 27-043-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-043-00-01 | | | | | | |
|--|------------------------------------|---------|------------------|--|---------------|----------------------|-------|------------------------------------|-------|----------------------|
| | | | | MECH INSP | | | | | | |
| TASK 27-21-00-700-823-002 | | | | | | | | | | |
| 1. Rudder Override Operational Test (Figure 1) | | | | | | | | | | |
| A. General | | | | | | | | | | |
| <p><u>WARNING:</u> FOLLOW THE STEPS IN THIS TASK IN THE ORDER THAT THEY ARE WRITTEN. FAILURE TO DO SO CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(1) Use this test to verify that the override mechanisms installed on the torque tube are operational.</p> | | | | | | | | | | |
| B. Procedure | | | | | | | | | | |
| SUBTASK 27-21-00-840-017-002 | | | | | | | | | | |
| (1) Put the FLT CONTROL A and B switches, on the P5 panel, to the OFF position. | | | | | | | | | | |
| SUBTASK 27-21-00-010-031-002 | | | | | | | | | | |
| (2) To gain access to the torque tube, do this task: Open these access panels: | | | | | | | | | | |
| <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | | Number | Name/Location | 324BL | Vertical Fin, Trailing Edge Access | 324DL | Trailing Edge Access |
| Number | Name/Location | | | | | | | | | |
| 324BL | Vertical Fin, Trailing Edge Access | | | | | | | | | |
| 324DL | Trailing Edge Access | | | | | | | | | |
| SUBTASK 27-21-00-730-025-002 | | | | | | | | | | |
| (3) Do the rudder override operational test: (a) Make sure the rudder and rudder pedals are in the neutral position. (b) Manually hold the rudder aft edge in the centered position. (c) Observe the torque tube override assemblies and do these steps:. 1) Slowly push on the captain's left rudder pedal forward full travel then return the pedal to the neutral position. <u>NOTE:</u> It will require more force than normal operation for the override mechanism to breakout of the detent position. | | | | | | | | | | |
| 2) Verify that all 3 override assemblies breakout of their detent positions. | | | | | | | | | | |
| 3) Verify that there is no sign of binding or interferences at any point of travel on the three override assemblies. a) If binding or excessive friction exist, the override assemblies may be damaged or improperly installed. Correct this condition and repeat this check. | | | | | | | | | | |
| (d) Observe the torque tube override assemblies and do these steps:. 1) Slowly push on the captain's right rudder pedal forward full travel then return the pedal to the neutral position. <u>NOTE:</u> It will require more force than normal operation for the override mechanism to breakout of the detent position. | | | | | | | | | | |
| 2) Verify that all 3 override assemblies breakout of their detent positions. | | | | | | | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF RUDDER PCU OVERRIDES |
| | | D633A109-AKS 27-043-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-043-00-01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------------|---------|------------------|--|--|----------------------|-------|--|-------|----------------------|------------------------------|--|--|----------------------------------|--|--|---|--|--|--|--|---------------|----------------------|-------|------------------------------------|-------|----------------------|-----------------------|--|--|--|--|
| | | | | <table border="1"><tr><td>3) Verify that there is no sign of binding or interferences at any point of travel on the three override assemblies.</td><td>MECH</td><td>INSP</td></tr><tr><td>a) If binding or excessive friction exist, the override assemblies may be damaged or improperly installed. Correct this condition and repeat this check.</td><td></td><td></td></tr><tr><td colspan="3">SUBTASK 27-21-00-410-017-002</td></tr><tr><td colspan="3">(4) Install these access panels:</td></tr><tr><td colspan="5"><table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table></td></tr><tr><td colspan="5" style="text-align: center;">———— END OF TASK ————</td></tr></table> | 3) Verify that there is no sign of binding or interferences at any point of travel on the three override assemblies. | MECH | INSP | a) If binding or excessive friction exist, the override assemblies may be damaged or improperly installed. Correct this condition and repeat this check. | | | SUBTASK 27-21-00-410-017-002 | | | (4) Install these access panels: | | | <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | | <u>Number</u> | <u>Name/Location</u> | 324BL | Vertical Fin, Trailing Edge Access | 324DL | Trailing Edge Access | ———— END OF TASK ———— | | | | |
| 3) Verify that there is no sign of binding or interferences at any point of travel on the three override assemblies. | MECH | INSP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a) If binding or excessive friction exist, the override assemblies may be damaged or improperly installed. Correct this condition and repeat this check. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-410-017-002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) Install these access panels: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324BL</td><td>Vertical Fin, Trailing Edge Access</td></tr><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | | <u>Number</u> | <u>Name/Location</u> | 324BL | Vertical Fin, Trailing Edge Access | 324DL | Trailing Edge Access | | | | | | | | | | | | | | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 324BL | Vertical Fin, Trailing Edge Access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 324DL | Trailing Edge Access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONAL CHECK OF RUDDER PCU OVERRIDES | |
| | | D633A109-AKS 27-043-00-01 | Page 3 of 4 Feb 15/2015 |

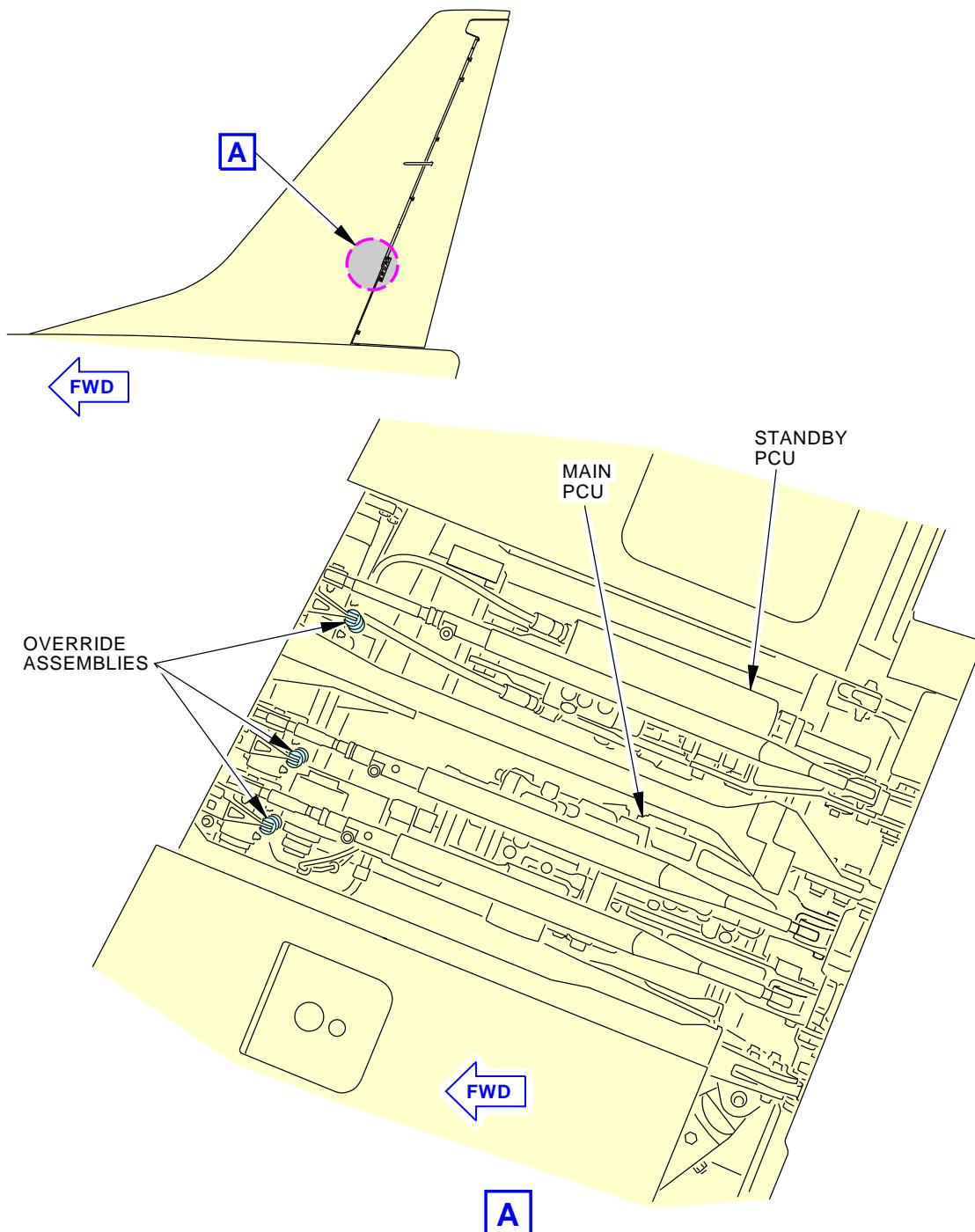
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-043-00-01

N64363 S0006568967_V2

**Rudder Override Operational Test
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**OPERATIONAL CHECK OF RUDDER PCU OVERRIDES****D633A109-AKS
27-043-00-01****Page 4 of 4
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|----------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE RUDDER PCU AND HINGE LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-046-00-01 |
| TAIL NUMBER | WORK AREA RUDDER | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 324DL | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 324 |

Lubricate the main and standby rudder power control unit rod ends and rudder hinges.

A. References

| Reference | Title |
|----------------------|---|
| AMM 27-21-00-800-802 | Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation (P/B 201) |
| AMM 27-21-00-840-802 | Pressure to the Rudder Systems A, B, and Standby - Activation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU AND HINGE LUBRICATION |
| | | D633A109-AKS 27-046-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-046-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-21-600-801

MECH

INSP

1. Rudder Power Control Units (PCUs) Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-21-010-004

- (1) Open this access panel:

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

| | |
|-------|------------------------------------|
| 324DR | Vertical Fin, Trailing Edge Access |
|-------|------------------------------------|

SUBTASK 12-22-21-860-001

- (2) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.

SUBTASK 12-22-21-640-003

- (3) Move the rudder to the full left position to get access to the PCUs rod ends.

B. Rudder Power Control Units Lubrication

(Table 1)

SUBTASK 12-22-21-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Rudder Power Control Units (PCUs) Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--------------|----------------|-----------------------|---------------------|
| 1 | PCU Rod End | grease, D00633 | Flush | 2 |

SUBTASK 12-22-21-640-001

- (2) Put grease, D00633 in the lubrication fittings of the rod end bearings for the PCUs and the rudder.

NOTE: Only the bearing at the aft end of each PCU use lubricant. The bearings at the front of the PCU do not use lubricant.

- (a) Add grease, D00633 until clean grease, D00633 comes out of the bearings.

SUBTASK 12-22-21-100-001

- (3) Remove the excess grease, D00633 from around the bearing.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-21-410-002

- (1) Close this access panel:

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

| | |
|-------|------------------------------------|
| 324DR | Vertical Fin, Trailing Edge Access |
|-------|------------------------------------|

SUBTASK 12-22-21-860-002

- (2) Do this task: Pressure to the Rudder Systems A, B, and Standby - Activation, AMM TASK 27-21-00-840-802.

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU AND HINGE LUBRICATION |
| | | D633A109-AKS 27-046-00-01 |

 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. 27-046-00-01 |
|---|--------------|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-21-640-801 | | | | |
| 2. Rudder Hinge Lubrication (Figure 2) | | | | |
| A. Prepare for Lubrication | | | | |
| SUBTASK 12-22-21-860-005 | | | | |
| (1) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802. | | | | |
| SUBTASK 12-22-21-010-002 | | | | |
| (2) Remove the applicable access panels: | | | | |
| (a) Hinge covers | | | | |
| B. Rudder Hinge Lubrication (Table 2) | | | | |
| SUBTASK 12-22-21-640-008 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 2 Rudder Hinge Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Rudder Hinge | grease, D00633 | Zerk | 9 |
| SUBTASK 12-22-21-640-004 | | | | |
| (2) Move the rudder to the full right position to get access to the rudder hinge fittings. | | | | |
| SUBTASK 12-22-21-640-005 | | | | |
| (3) Lubricate the rudder hinges with grease, D00633. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-21-010-003 | | | | |
| (1) Install the applicable access panel: | | | | |
| (a) Hinge covers | | | | |
| SUBTASK 12-22-21-860-006 | | | | |
| (2) Do this task: Pressure to the Rudder Systems A, B, and Standby - Activation, AMM TASK 27-21-00-840-802. | | | | |
| ———— END OF TASK ——— | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU AND HINGE LUBRICATION |
| | | D633A109-AKS 27-046-00-01 |

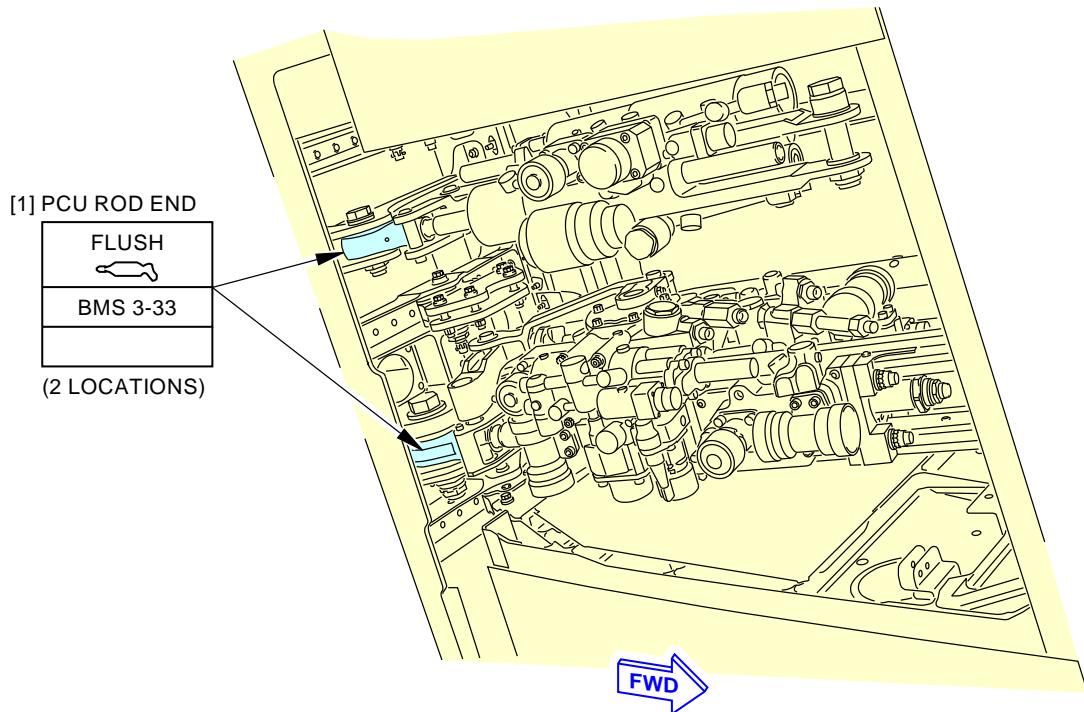
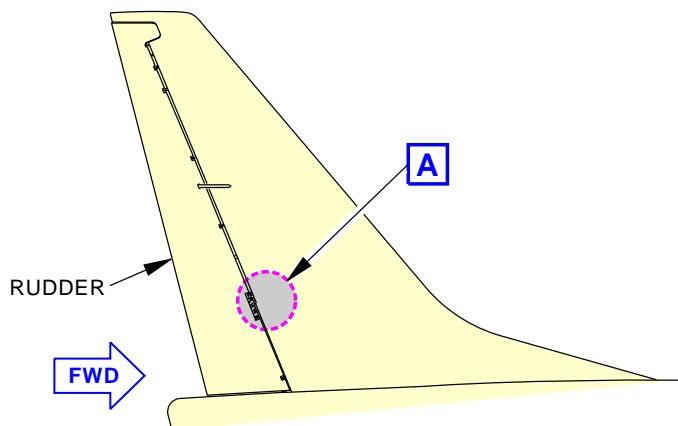
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-046-00-01**RUDDER PCU TO RUDDER ATTACHMENTS**

2 POINTS



G08481 S0006561428_V3

**Rudder Power Control Units (PCUs) Servicing
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RUDDER PCU AND HINGE LUBRICATION****D633A109-AKS
27-046-00-01****Page 4 of 5
Jun 15/2015**

AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-046-00-01**NOTE:**

THE TRAILING EDGE VERTICAL FIN SEAL IS NOT SHOWN FOR CLARITY.

1 POINT

**Rudder Hinge Servicing
Figure 2**

G57641 S0006561434_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU AND HINGE LUBRICATION |
| | | D633A109-AKS 27-046-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|--------------------------------|
| AIRLINE CARD NO | | TITLE RUDDER PCU INTERNAL LEAKAGE CHECK | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-047-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 10000 FH | REPEAT 10000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | NOTE | | | AIRPLANE ALL NOTE |
| | | ACCESS 324DL | | | ENGINE ALL |
| | | | | | ZONE 131 134 325 |

Functionally check the rudder power control unit internal leakage in a loaded condition.

SPECIAL NOTE: CMR Task (27-CMR-10) interval for this task is 10,000 FH. See MPD Section 9.

INTERVAL NOTE: MSG-3 analysis for this task is 12500 FH. CMR interval for this task is 10000 FH. See MPD Section 9.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1268 and on; and L/N 1-595 and 597-1267 with incorporation of SB 737-27-1253.

A. References

| Reference | Title |
|--------------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-820-809-002 | Control Rod for Main Rudder Power Control Unit Adjustment (P/B 501) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1499 | Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-10 TASK 27-21-00-700-822-002 | | | | |
| 1. Main Rudder PCU Internal Hydraulic Leakage Test (Figure 1) | | | | |
| A. General (1) Use this task to do a check for excessive internal hydraulic leakage for the main rudder PCU. | | | | |
| B. Prepare for the Main Rudder PCU Check | | | | |
| SUBTASK 27-21-00-840-014-002 (1) Make sure that these circuit breakers are closed: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| C 9 C01447 FLIGHT CONT RUDDER AUTHORITY LIMITER | | | | |
| D 15 C01628 FORCE FIGHT MONITOR | | | | |
| SUBTASK 27-21-00-840-015-002 (2) If required, open this access panel: | | | | |
| Number Name/Location | | | | |
| 324DL Trailing Edge Access | | | | |
| SUBTASK 27-21-00-860-156-002 (3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-21-00-860-126-002 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (4) Pressurize the rudder hydraulic systems A and B. To pressurize them, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. | | | | |
| SUBTASK 27-21-00-860-128-002 (5) Put the FLT CONTROL A and B switches, on the P5-3 panel, to the ON position. | | | | |
| SUBTASK 27-21-00-860-181 (6) Install the, NLG towing lever pin, SPL-1499, in the nose wheel steering mechanism as given in: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| NOTE: Nose landing gear will move when the rudder pedals are moved. To prevent NLG movement, install a lockout pin in the nose wheel steering mechanism. | | | | |
| SUBTASK 27-21-00-980-003-002 (7) Move the rudder pedals through 5 cycles of full travel. | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-21-00-980-036-002 | | | | |
| (8) Center the rudder pedals and remove feet from the pedals. | | | | |
| SUBTASK 27-21-00-010-030-002 | | | | |
| (9) To get access to the main electronics equipment compartment, do this task: Open this access panel: | | | | |
| <u>Number</u> <u>Name/Location</u> 117A Electronic Equipment Access Door | | | | |
| SUBTASK 27-21-00-700-002-002 | | | | |
| (10) Use a digital voltmeter to verify 4.38 Vdc to 5.62 Vdc between pin 18 and pin 20 of connector D10064 on the E1-EE shelf in the EE bay. | | | | |
| (a) If the voltage is not 4.38 Vdc to 5.62 Vdc, do these steps to adjust the control rod: Control Rod for Main Rudder Power Control Unit Adjustment, AMM TASK 27-21-00-820-809-002. | | | | |
| SUBTASK 27-21-00-210-003-002 | | | | |
| (11) Verify that the STBY RUD ON light on the overhead panel P5-3 is not illuminated. | | | | |
| SUBTASK 27-21-00-860-129-002 | | | | |
| (12) Put the FLT CONTROL A switch, on the P5-3 panel, to the OFF position. | | | | |
| C. Rudder main PCU system B Internal Leakage Check in the extend direction. | | | | |
| <u>NOTE:</u> You will need 3 persons to complete this task. | | | | |
| There is a time limit to complete some steps in this task. | | | | |
| SUBTASK 27-21-00-860-130-002 | | | | |
| (1) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: | | | | |
| <u>NOTE:</u> The command will remain active for only 75 seconds after it is set. | | | | |
| (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. | | | | |
| <u>NOTE:</u> The display will show EXISTING FAULTS? | | | | |
| (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? | | | | |
| (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? | | | | |
| (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? | | | | |
| (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? | | | | |
| <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | | |
| SUBTASK 27-21-00-980-004-002 | | | | |
| (2) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK | |
| | | D633A109-AKS 27-047-00-01 | Page 3 of 10 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> | | | | |
| SUBTASK 27-21-00-980-005-002 | | | | |
| (3) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | |
| SUBTASK 27-21-00-700-003-002 | | | | |
| (4) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 1.87 VDC to 2.62 VDC. | | | | |
| SUBTASK 27-21-00-980-020-002 | | | | |
| (5) Release the main rudder PCU control rod. | | | | |
| SUBTASK 27-21-00-980-021-002 | | | | |
| (6) Release the rudder pedal. | | | | |
| SUBTASK 27-21-00-860-131-002 | | | | |
| (7) The display screen on the FSEU should show CMD ON, SET OFF?. Select YES. The display will show CMD OFF, SET ON?. | | | | |
| SUBTASK 27-21-00-980-022-002 | | | | |
| (8) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | | |
| <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> | | | | |
| SUBTASK 27-21-00-980-023-002 | | | | |
| (9) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | |
| SUBTASK 27-21-00-700-004-002 | | | | |
| (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is less than 1.87 VDC. | | | | |
| SUBTASK 27-21-00-980-006-002 | | | | |
| (11) Release the main rudder PCU lower control rod. | | | | |
| SUBTASK 27-21-00-980-007-002 | | | | |
| (12) Release the left rudder pedal. | | | | |
| <p>NOTE: You have completed the test of system B in the extend direction.</p> | | | | |
| D. Rudder main PCU system B Internal Leakage Check in the retract direction. | | | | |
| SUBTASK 27-21-00-860-132-002 | | | | |
| (1) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: NOTE: The command will remain active for only 75 seconds after it is set. | | | | |

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|-------------------------------|----------------------|--|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK | |
| | | D633A109-AKS 27-047-00-01 | Page 4 of 10 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 | | | | |
|------|-------------|---------|------------------|--|------|------|--|--|
| | | | | <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 | | | | | | | |
| | | | | | | | | |

(a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display.
NOTE: The display will show EXISTING FAULTS?

(b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS?

(c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT?

(d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON?

(e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF?
NOTE: You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state.

SUBTASK 27-21-00-980-008-002

(2) Push the right rudder pedal until it touches the forward quadrant stop and hold.

NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.

SUBTASK 27-21-00-980-009-002

(3) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold.

SUBTASK 27-21-00-700-005-002

(4) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 7.37 VDC to 8.13 VDC.

SUBTASK 27-21-00-980-024-002

(5) Release the main rudder PCU control rod.

SUBTASK 27-21-00-980-025-002

(6) Release the rudder pedal.

SUBTASK 27-21-00-860-133-002

(7) The display screen on the FSEU should show CMD ON, SET OFF?.
Select YES. The display will show CMD OFF, SET ON?.

SUBTASK 27-21-00-980-026-002

(8) Push the right rudder pedal until it touches the forward quadrant stop and hold.

NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK | |
| | | D633A109-AKS 27-047-00-01 | Page 5 of 10 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-21-00-980-027-002 | | | |
| | (9) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| | SUBTASK 27-21-00-700-006-002 | | | |
| | (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is greater than 8.13 VDC. | | | |
| | SUBTASK 27-21-00-980-010-002 | | | |
| | (11) Release the main rudder PCU lower control rod. | | | |
| | SUBTASK 27-21-00-980-011-002 | | | |
| | (12) Release the right rudder pedal. | | | |
| | <u>NOTE:</u> You have completed the test of system B in the retract direction. | | | |
| E. Rudder main PCU system A Internal Leakage Check in the extend direction. | | | | |
| | <u>NOTE:</u> You will need 3 persons to complete this task. There is a time limit to complete some steps in this task. | | | |
| | SUBTASK 27-21-00-860-134-002 | | | |
| | (1) Put the FLT CONTROL A switch, on the P5-3 panel, to the ON position. | | | |
| | SUBTASK 27-21-00-860-135-002 | | | |
| | (2) Put the FLT CONTROL B switch, on the P5-3 panel, to the OFF position. | | | |
| | SUBTASK 27-21-00-860-136-002 | | | |
| | (3) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: | | | |
| | <u>NOTE:</u> The command will remains active for only 75 seconds after it is set. | | | |
| | (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. | | | |
| | <u>NOTE:</u> The display will show EXISTING FAULTS? | | | |
| | (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? | | | |
| | (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? | | | |
| | (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? | | | |
| | (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? | | | |
| | <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| | SUBTASK 27-21-00-980-012-002 | | | |
| | (4) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|--|---|---------|------------------|--|
| | | | | MECH INSP |
| NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | |
| SUBTASK 27-21-00-980-013-002 | | | | |
| (5) | Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| SUBTASK 27-21-00-700-007-002 | | | | |
| (6) | Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 7.37 VDC to 8.13 VDC. | | | |
| SUBTASK 27-21-00-980-028-002 | | | | |
| (7) | Release the main rudder PCU control rod. | | | |
| SUBTASK 27-21-00-980-029-002 | | | | |
| (8) | Release the rudder pedal. | | | |
| SUBTASK 27-21-00-860-137-002 | | | | |
| (9) | The display screen on the FSEU should show CMD ON, SET OFF?. | | | |
| (a) | Select YES. The display will show CMD OFF, SET ON?. | | | |
| SUBTASK 27-21-00-980-030-002 | | | | |
| (10) | Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | |
| NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | |
| SUBTASK 27-21-00-980-031-002 | | | | |
| (11) | Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| SUBTASK 27-21-00-700-008-002 | | | | |
| (12) | Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is greater than 8.13 VDC. | | | |
| SUBTASK 27-21-00-980-014-002 | | | | |
| (13) | Release the main rudder PCU upper control rod. | | | |
| SUBTASK 27-21-00-980-015-002 | | | | |
| (14) | Release the left rudder pedal. | | | |
| NOTE: You have completed the test of system A in the extend direction. | | | | |
| F. Rudder main PCU system A Internal Leakage Check in the retract direction. | | | | |
| NOTE: You will need 3 persons to complete this task. There is a time limit to complete some steps in this task. | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | Rudder PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|------|--|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-21-00-860-138-002 | | | |
| (1) | Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: <u>NOTE:</u> The command will remain active for only 75 seconds after it is set. (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS? (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| | SUBTASK 27-21-00-980-016-002 | | | |
| (2) | Push the right rudder pedal until it touches the forward quadrant stop and hold. <u>NOTE:</u> To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | |
| | SUBTASK 27-21-00-980-017-002 | | | |
| (3) | Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| | SUBTASK 27-21-00-700-009-002 | | | |
| (4) | Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 1.87 VDC to 2.62 VDC. | | | |
| | SUBTASK 27-21-00-980-032-002 | | | |
| (5) | Release the main rudder PCU control rod. | | | |
| | SUBTASK 27-21-00-980-033-002 | | | |
| (6) | Release the rudder pedal. | | | |
| | SUBTASK 27-21-00-860-139-002 | | | |
| (7) | The display screen on the FSEU should show CMD ON, SET OFF?. Select YES. The display will show CMD OFF, SET ON?. | | | |
| | SUBTASK 27-21-00-980-034-002 | | | |
| (8) | Push the right rudder pedal until it touches the forward quadrant stop and hold. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-047-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> | | | | |
| SUBTASK 27-21-00-980-035-002 | | | | |
| (9) Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | |
| SUBTASK 27-21-00-700-010-002 | | | | |
| (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is less than 1.87 VDC. | | | | |
| SUBTASK 27-21-00-980-018-002 | | | | |
| (11) Release the main rudder PCU upper control rod. | | | | |
| SUBTASK 27-21-00-980-019-002 | | | | |
| (12) Release the right rudder pedal. | | | | |
| <p>NOTE: You have completed the test of system A in the retract direction.</p> | | | | |
| SUBTASK 27-21-00-860-140-002 | | | | |
| (13) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801. | | | | |
| SUBTASK 27-21-00-860-141-002 | | | | |
| (14) If electrical is not needed, remove electrical power. do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812 | | | | |
| SUBTASK 27-21-00-480-033 | | | | |
| (15) Remove the, NLG towing lever pin, SPL-1499, from the nose wheel steering mechanism as given in: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-21-00-410-019-002 | | | | |
| (16) If required, close this access panel: | | | | |
| <p>Number Name/Location</p> <p>324DL Trailing Edge Access</p> | | | | |
| Close this access panel: | | | | |
| <p>Number Name/Location</p> <p>117A Electronic Equipment Access Door</p> | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER PCU INTERNAL LEAKAGE CHECK |
| | | D633A109-AKS 27-047-00-01 |

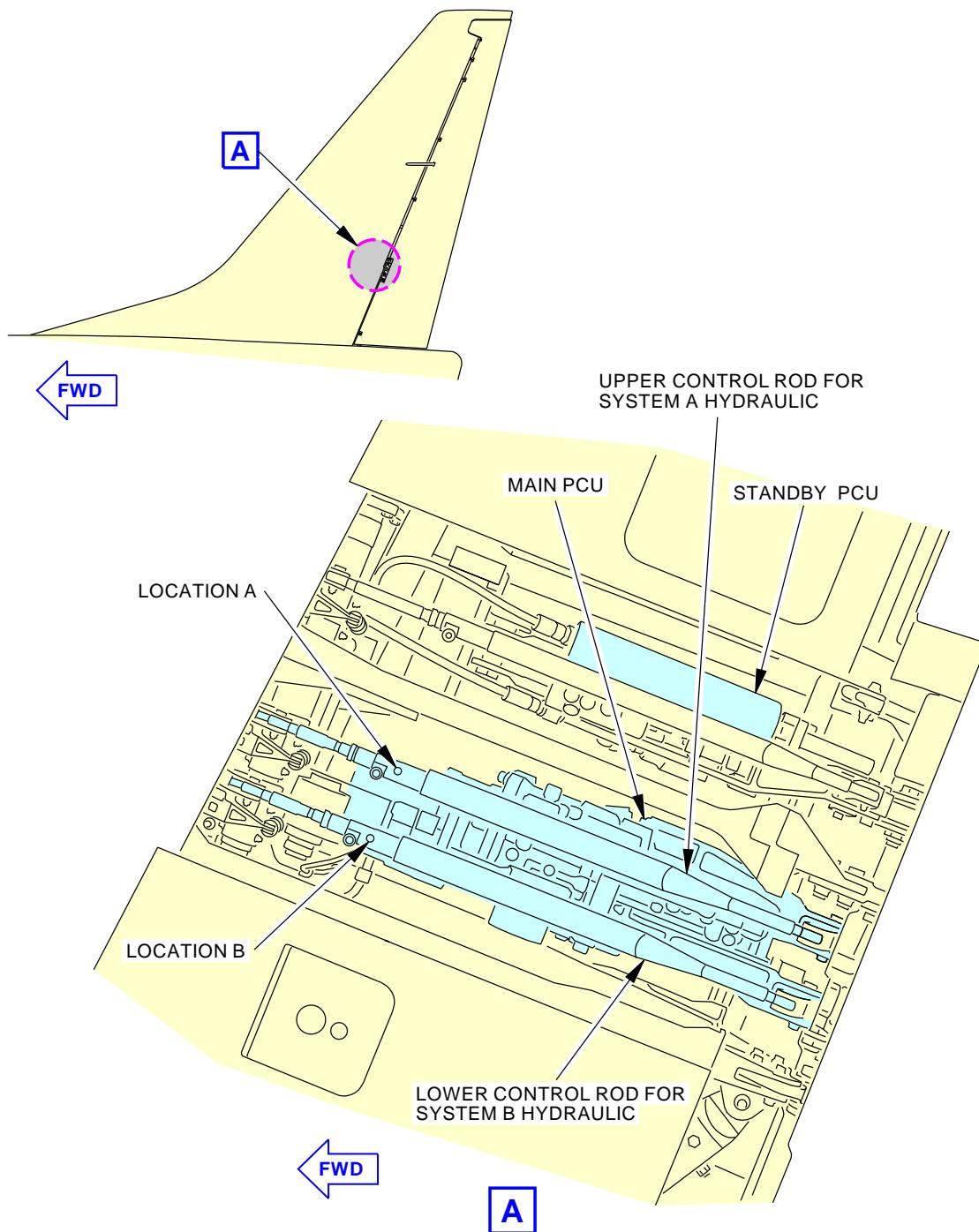
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-047-00-01

N47503 S0006568965_V2

**Main Rudder PCU Internal Leakage Test
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RUDDER PCU INTERNAL LEAKAGE CHECK****D633A109-AKS
27-047-00-01****Page 10 of 10
Jun 15/2015**

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

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RUDDER AUTHORITY LIMITER | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-048-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 10000 FH | REPEAT 10000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL NOTE ENGINE ALL |
| | | ACCESS 324DL | | | ZONE 131 134 325 |
| | | | | | |

Functionally check the rudder PCU relief valve (Authority Limiter) during rudder PCU internal leakage.

Note: This task is satisfied by accomplishment of task 27-047-00.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1268 and on; and L/N 1-595 and 597-1267 with incorporation of SB 737-27-1253.

A. References

| Reference | Title |
|--------------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-820-809-002 | Control Rod for Main Rudder Power Control Unit Adjustment (P/B 501) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1499 | Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER |
| | | D633A109-AKS 27-048-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 | | | | | | | | | | | | |
|---|----------------------|---------------|-------------------------------------|--|----------------------|---------------|----------------------|---|---|--------|-------------------------------------|---|----|--------|---------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | |
| 27-CMR-10 TASK 27-21-00-700-822-002 | | | | | | | | | | | | | | | | |
| 1. Main Rudder PCU Internal Hydraulic Leakage Test (Figure 1) | | | | | | | | | | | | | | | | |
| A. General (1) Use this task to do a check for excessive internal hydraulic leakage for the main rudder PCU. | | | | | | | | | | | | | | | | |
| B. Prepare for the Main Rudder PCU Check | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-840-014-002 (1) Make sure that these circuit breakers are closed: | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-2 | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>C</td><td>9</td><td>C01447</td><td>FLIGHT CONT RUDER AUTHORITY LIMITER</td></tr><tr><td>D</td><td>15</td><td>C01628</td><td>FORCE FIGHT MONITOR</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 9 | C01447 | FLIGHT CONT RUDER AUTHORITY LIMITER | D | 15 | C01628 | FORCE FIGHT MONITOR | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 9 | C01447 | FLIGHT CONT RUDER AUTHORITY LIMITER | | | | | | | | | | | | | |
| D | 15 | C01628 | FORCE FIGHT MONITOR | | | | | | | | | | | | | |
| SUBTASK 27-21-00-840-015-002 (2) If required, open this access panel: | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>324DL</td><td>Trailing Edge Access</td></tr></tbody></table> | | | | <u>Number</u> | <u>Name/Location</u> | 324DL | Trailing Edge Access | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | |
| 324DL | Trailing Edge Access | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-860-156-002 (3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-860-126-002 | | | | | | | | | | | | | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | | | | | | | | | | | | | |
| (4) Pressurize the rudder hydraulic systems A and B. To pressurize them, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-860-128-002 (5) Put the FLT CONTROL A and B switches, on the P5-3 panel, to the ON position. | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-860-181 (6) Install the, NLG towing lever pin, SPL-1499, in the nose wheel steering mechanism as given in: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | | | | | | | | | | | | | |
| NOTE: Nose landing gear will move when the rudder pedals are moved. To prevent NLG movement, install a lockout pin in the nose wheel steering mechanism. | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-980-003-002 (7) Move the rudder pedals through 5 cycles of full travel. | | | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER | |
| | | D633A109-AKS 27-048-00-01 | Page 2 of 10 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 |
|------|---|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-21-00-980-036-002 | | | |
| | (8) Center the rudder pedals and remove feet from the pedals. | | | |
| | SUBTASK 27-21-00-010-030-002 | | | |
| | (9) To get access to the main electronics equipment compartment, do this task: Open this access panel: | | | |
| | Number Name/Location | | | |
| | 117A Electronic Equipment Access Door | | | |
| | SUBTASK 27-21-00-700-002-002 | | | |
| | (10) Use a digital voltmeter to verify 4.38 Vdc to 5.62 Vdc between pin 18 and pin 20 of connector D10064 on the E1-EE shelf in the EE bay. | | | |
| | (a) If the voltage is not 4.38 Vdc to 5.62 Vdc, do these steps to adjust the control rod: Control Rod for Main Rudder Power Control Unit Adjustment, AMM TASK 27-21-00-820-809-002. | | | |
| | SUBTASK 27-21-00-210-003-002 | | | |
| | (11) Verify that the STBY RUD ON light on the overhead panel P5-3 is not illuminated. | | | |
| | SUBTASK 27-21-00-860-129-002 | | | |
| | (12) Put the FLT CONTROL A switch, on the P5-3 panel, to the OFF position. | | | |
| C. | Rudder main PCU system B Internal Leakage Check in the extend direction. | | | |
| | <u>NOTE:</u> You will need 3 persons to complete this task. | | | |
| | There is a time limit to complete some steps in this task. | | | |
| | SUBTASK 27-21-00-860-130-002 | | | |
| | (1) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: <u>NOTE:</u> The command will remain active for only 75 seconds after it is set. | | | |
| | (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS? | | | |
| | (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? | | | |
| | (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? | | | |
| | (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? | | | |
| | (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? | | | |
| | <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| | SUBTASK 27-21-00-980-004-002 | | | |
| | (2) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER | |
| | | D633A109-AKS 27-048-00-01 | Page 3 of 10 Oct 15/2014 |

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 | |
|--|-------------|---------|------------------|---------------------------------|-----------|
| | | | | | MECH INSP |
| NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | | |
| SUBTASK 27-21-00-980-005-002 | | | | | |
| (3) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | | |
| SUBTASK 27-21-00-700-003-002 | | | | | |
| (4) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 1.87 VDC to 2.62 VDC. | | | | | |
| SUBTASK 27-21-00-980-020-002 | | | | | |
| (5) Release the main rudder PCU control rod. | | | | | |
| SUBTASK 27-21-00-980-021-002 | | | | | |
| (6) Release the rudder pedal. | | | | | |
| SUBTASK 27-21-00-860-131-002 | | | | | |
| (7) The display screen on the FSEU should show CMD ON, SET OFF?. Select YES. The display will show CMD OFF, SET ON?. | | | | | |
| SUBTASK 27-21-00-980-022-002 | | | | | |
| (8) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | | | |
| NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | | |
| SUBTASK 27-21-00-980-023-002 | | | | | |
| (9) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | | |
| SUBTASK 27-21-00-700-004-002 | | | | | |
| (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is less than 1.87 VDC. | | | | | |
| SUBTASK 27-21-00-980-006-002 | | | | | |
| (11) Release the main rudder PCU lower control rod. | | | | | |
| SUBTASK 27-21-00-980-007-002 | | | | | |
| (12) Release the left rudder pedal. | | | | | |
| NOTE: You have completed the test of system B in the extend direction. | | | | | |
| D. Rudder main PCU system B Internal Leakage Check in the retract direction. | | | | | |
| SUBTASK 27-21-00-860-132-002 | | | | | |
| (1) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: | | | | | |
| NOTE: The command will remain active for only 75 seconds after it is set. | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | Rudder Authority Limiter |
| | | D633A109-AKS 27-048-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS? | | | |
| (b) | Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? | | | |
| (c) | Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? | | | |
| (d) | Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? | | | |
| (e) | Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| SUBTASK 27-21-00-980-008-002 | | | | |
| (2) | Push the right rudder pedal until it touches the forward quadrant stop and hold. | | | |
| <u>NOTE:</u> To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | |
| SUBTASK 27-21-00-980-009-002 | | | | |
| (3) | Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| SUBTASK 27-21-00-700-005-002 | | | | |
| (4) | Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 7.37 VDC to 8.13 VDC. | | | |
| SUBTASK 27-21-00-980-024-002 | | | | |
| (5) | Release the main rudder PCU control rod. | | | |
| SUBTASK 27-21-00-980-025-002 | | | | |
| (6) | Release the rudder pedal. | | | |
| SUBTASK 27-21-00-860-133-002 | | | | |
| (7) | The display screen on the FSEU should show CMD ON, SET OFF?. Select YES. The display will show CMD OFF, SET ON?. | | | |
| SUBTASK 27-21-00-980-026-002 | | | | |
| (8) | Push the right rudder pedal until it touches the forward quadrant stop and hold. | | | |
| <u>NOTE:</u> To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER D633A109-AKS 27-048-00-01 | Page 5 of 10 Oct 15/2014 |
|-------------------------------|----------------------|---|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-21-00-980-027-002 | | | |
| | (9) Manually hold the main rudder PCU lower control rod at location B (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| | SUBTASK 27-21-00-700-006-002 | | | |
| | (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is greater than 8.13 VDC. | | | |
| | SUBTASK 27-21-00-980-010-002 | | | |
| | (11) Release the main rudder PCU lower control rod. | | | |
| | SUBTASK 27-21-00-980-011-002 | | | |
| | (12) Release the right rudder pedal. | | | |
| | <u>NOTE:</u> You have completed the test of system B in the retract direction. | | | |
| E. Rudder main PCU system A Internal Leakage Check in the extend direction. | | | | |
| | <u>NOTE:</u> You will need 3 persons to complete this task. There is a time limit to complete some steps in this task. | | | |
| | SUBTASK 27-21-00-860-134-002 | | | |
| | (1) Put the FLT CONTROL A switch, on the P5-3 panel, to the ON position. | | | |
| | SUBTASK 27-21-00-860-135-002 | | | |
| | (2) Put the FLT CONTROL B switch, on the P5-3 panel, to the OFF position. | | | |
| | SUBTASK 27-21-00-860-136-002 | | | |
| | (3) Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: | | | |
| | <u>NOTE:</u> The command will remains active for only 75 seconds after it is set. | | | |
| | (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. | | | |
| | <u>NOTE:</u> The display will show EXISTING FAULTS? | | | |
| | (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? | | | |
| | (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? | | | |
| | (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? | | | |
| | (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? | | | |
| | <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| | SUBTASK 27-21-00-980-012-002 | | | |
| | (4) Push the left rudder pedal until it touches the forward quadrant stop and hold. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER |
| | | D633A109-AKS 27-048-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 | MECH | INSP | | | |
|------|-------------|---------|------------------|---|------|------|--|--|--|
| | | | | <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> <p>SUBTASK 27-21-00-980-013-002</p> <p>(5) Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold.</p> <p>SUBTASK 27-21-00-700-007-002</p> <p>(6) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 7.37 VDC to 8.13 VDC.</p> <p>SUBTASK 27-21-00-980-028-002</p> <p>(7) Release the main rudder PCU control rod.</p> <p>SUBTASK 27-21-00-980-029-002</p> <p>(8) Release the rudder pedal.</p> <p>SUBTASK 27-21-00-860-137-002</p> <p>(9) The display screen on the FSEU should show CMD ON, SET OFF?. (a) Select YES. The display will show CMD OFF, SET ON?.</p> <p>SUBTASK 27-21-00-980-030-002</p> <p>(10) Push the left rudder pedal until it touches the forward quadrant stop and hold.</p> <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> <p>SUBTASK 27-21-00-980-031-002</p> <p>(11) Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull forward with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold.</p> <p>SUBTASK 27-21-00-700-008-002</p> <p>(12) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is greater than 8.13 VDC.</p> <p>SUBTASK 27-21-00-980-014-002</p> <p>(13) Release the main rudder PCU upper control rod.</p> <p>SUBTASK 27-21-00-980-015-002</p> <p>(14) Release the left rudder pedal.</p> <p>NOTE: You have completed the test of system A in the extend direction.</p> <p>F. Rudder main PCU system A Internal Leakage Check in the retract direction.</p> <p>NOTE: You will need 3 persons to complete this task. There is a time limit to complete some steps in this task.</p> | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER D633A109-AKS 27-048-00-01 | Page 7 of 10 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. 27-048-00-01 |
|------|--|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-21-00-860-138-002 | | | |
| (1) | Use the FSEU, located on the E-1 shelf in the main equipment center, to command the Rudder Pressure Limiters (RPL) to the "LOW" pressure state. Do these steps: <u>NOTE:</u> The command will remain active for only 75 seconds after it is set. (a) Push the ON/OFF button on the front panel of the flap/slat electronics unit (FSEU), on E shelf, to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS? (b) Select OTHER FUNCTNS? from the MAIN MENU on the FSEU. The display will show SET OUTPUTS? (c) Select SET OUTPUTS? from the OTHER FUNCTNS? menu. The display will show RUD PRES LIMIT? (d) Select RUD PRES LIMIT? from the SET OUTPUTS? menu. The display will show SET ON? (e) Select SET ON? from the RUD PRES LIMIT? menu. The display will show CMD ON, SET OFF? <u>NOTE:</u> You only have 75 seconds to complete the next 3 tasks. If you do not finish in 75 seconds, you will have to repeat the test and start with the steps to use the FSEU to command the RPL to the "LOW" state. | | | |
| | SUBTASK 27-21-00-980-016-002 | | | |
| (2) | Push the right rudder pedal until it touches the forward quadrant stop and hold. <u>NOTE:</u> To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step. | | | |
| | SUBTASK 27-21-00-980-017-002 | | | |
| (3) | Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | |
| | SUBTASK 27-21-00-700-009-002 | | | |
| (4) | Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is between 1.87 VDC to 2.62 VDC. | | | |
| | SUBTASK 27-21-00-980-032-002 | | | |
| (5) | Release the main rudder PCU control rod. | | | |
| | SUBTASK 27-21-00-980-033-002 | | | |
| (6) | Release the rudder pedal. | | | |
| | SUBTASK 27-21-00-860-139-002 | | | |
| (7) | The display screen on the FSEU should show CMD ON, SET OFF?. Select YES. The display will show CMD OFF, SET ON?. | | | |
| | SUBTASK 27-21-00-980-034-002 | | | |
| (8) | Push the right rudder pedal until it touches the forward quadrant stop and hold. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER |
| | | D633A109-AKS 27-048-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-048-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| <p>NOTE: To make the test easier, you may skip the following step. If you skip the following step and the test fails during the voltage check, then you must repeat the test and perform the following step.</p> | | | | |
| SUBTASK 27-21-00-980-035-002 | | | | |
| (9) Manually hold the main rudder PCU upper control rod at location A (Figure 1) and pull aft with a force of approximately 30 to 40 lbs (133 to 178 newtons) until it touches the stop and hold. | | | | |
| SUBTASK 27-21-00-700-010-002 | | | | |
| (10) Verify voltage between pin 18 and pin 20 of connector D10064 on the E1-EE shelf is less than 1.87 VDC. | | | | |
| SUBTASK 27-21-00-980-018-002 | | | | |
| (11) Release the main rudder PCU upper control rod. | | | | |
| SUBTASK 27-21-00-980-019-002 | | | | |
| (12) Release the right rudder pedal. | | | | |
| <p>NOTE: You have completed the test of system A in the retract direction.</p> | | | | |
| SUBTASK 27-21-00-860-140-002 | | | | |
| (13) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801. | | | | |
| SUBTASK 27-21-00-860-141-002 | | | | |
| (14) If electrical is not needed, remove electrical power. do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812 | | | | |
| SUBTASK 27-21-00-480-033 | | | | |
| (15) Remove the, NLG towing lever pin, SPL-1499, from the nose wheel steering mechanism as given in: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-21-00-410-019-002 | | | | |
| (16) If required, close this access panel: | | | | |
| <p>Number Name/Location</p> <p>324DL Trailing Edge Access</p> | | | | |
| Close this access panel: | | | | |
| <p>Number Name/Location</p> <p>117A Electronic Equipment Access Door</p> | | | | |
| — END OF TASK — | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER AUTHORITY LIMITER |
| | | D633A109-AKS 27-048-00-01 |

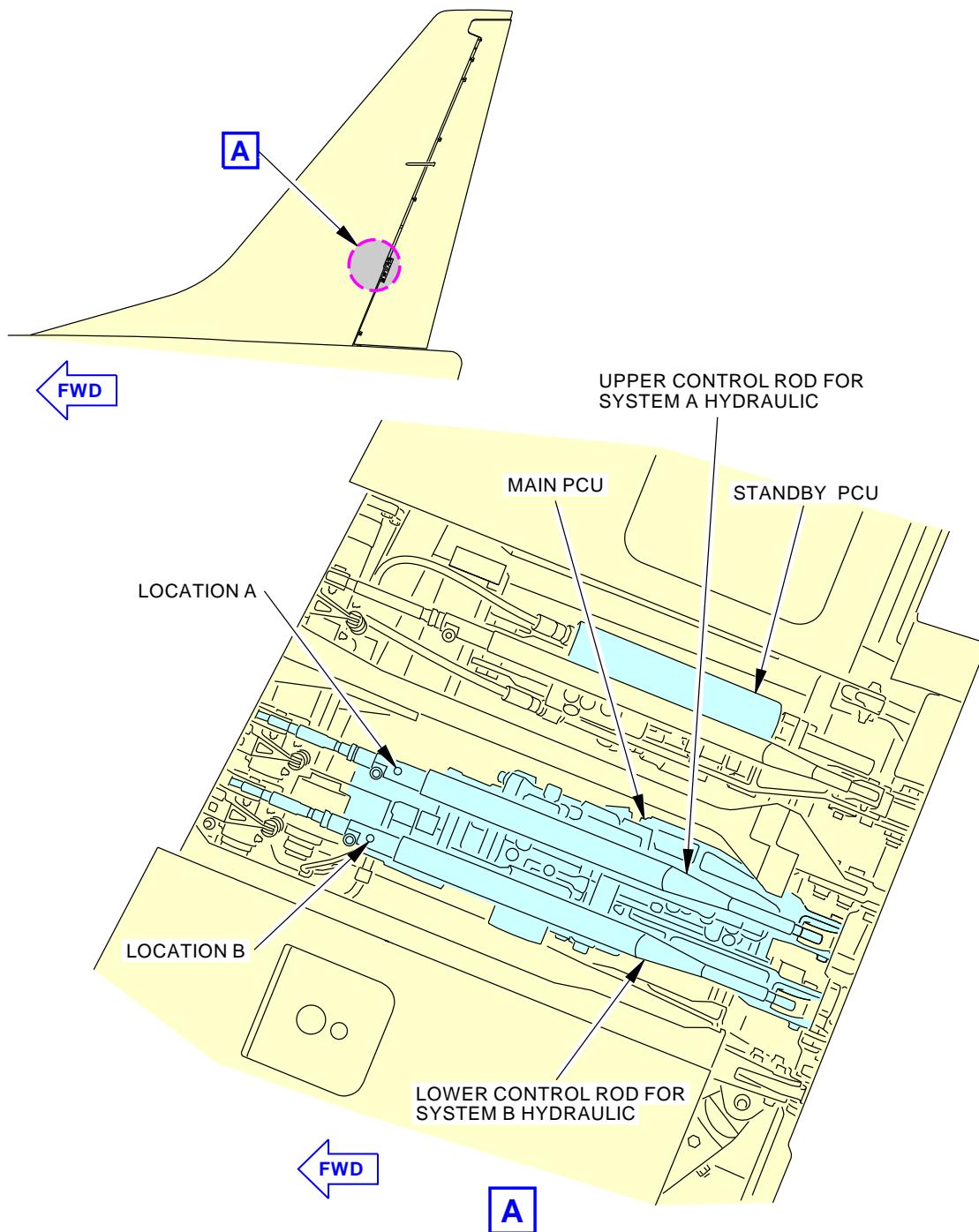
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-048-00-01

N47503 S0006568965_V2

**Main Rudder PCU Internal Leakage Test
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RUDDER AUTHORITY LIMITER****D633A109-AKS
27-048-00-01****Page 10 of 10
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STANDBY RUDDER PCU INTERNAL LEAKAGE TEST | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-054-00-01 |
| TAIL NUMBER | WORK AREA KEEL BEAM | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the standby rudder power control unit for internal leakage in a loaded condition.

A. References

| Reference | Title |
|----------------------|--|
| AMM 12-12-00-610-801 | Hydraulic Reservoir Servicing (P/B 301) |
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-32-00-740-803 | Stall Management Yaw Damper (SMYD) BITE Test - Ground Test (P/B 501) |
| AMM 29-09-00-860-801 | Hydraulic Reservoirs Pressurization (P/B 201) |
| AMM 29-21-00-000-801 | Standby Hydraulic System Pressurization (P/B 201) |
| AMM 29-21-00-000-802 | Standby Hydraulic System Power Removal (P/B 201) |
| AMM 29-21-51-000-803 | Standby Hydraulic System Pressure Module Relief Valve Removal (P/B 401) |
| AMM 29-21-51-400-803 | Standby Hydraulic System Pressure Module Relief Valve Installation (P/B 401) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-1786 | Flowmeter - Leakage Check, Hydraulic System Internal Part #: 410DME-10AR Supplier: 05172 Part #: 410DME-10AR-M Supplier: 05172 Part #: HTT02 Supplier: H6394 |
| COM-1787 | Ammeter - Leakage Check, A.C. Internal Hydraulic System Part #: 433-2919001 Supplier: 32590 |

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|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|-------------------------------|---|---|------------------|-----------------|
| (Continued) | | | | |
| Reference | Description | | | |
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 | | | |
| COM-2531 | Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536 | | | |
| SPL-1791 | Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-10 Supplier: 81205 | | | |
| SPL-1805 | Test Box - Rudder Power Control Unit Part #: C29002-17 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-054-00-01 | | |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 |
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| | | | | MECH INSP |
| TASK 29-00-00-790-808 | | | | |
| 1. Standby Hydraulic System Internal Leakage Check (Figure 1, Figure 2, Figure 3) | | | | |
| A. General (1) Use this check to find the general internal condition of the standby hydraulic system. (2) To find the internal leakage of the standby system you will measure the flow (from the standby EMDP) before and after the standby rudder actuator is in operation. There are three methods to measure the flow from the standby EMDP: the ammeter, the flowmeter, and the amp-clamp multimeter. <u>NOTE:</u> The standby rudder power control unit (PCU) is the only component that is checked in this procedure. (a) To use the ammeter method, you connect an ammeter in series with one phase of the motor on the standby EMDP (Figure 1). To find the flow you measure the current and use the (Figure 2) to change it to a flow. (b) To use the flowmeter method, you install a flowmeter at the outlet of the standby EMDP and read the flow from it. (c) To use the amp-clamp multimeter method, you put the amp-clamp adapter around one of the load wires connected to a circuit breaker, pump relay R68, or the standby hydraulic EMDP. You then read the current on the meter and use the (Figure 2) to get the flow. | | | | |
| B. Prepare for the Check SUBTASK 29-00-00-840-135 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES DURING THE INTERNAL LEAK CHECK. THE AILERONS, RUDDER, ELEVATOR FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. WARNING: MAKE SURE THE GROUND LOCKS ARE INSTALLED ON ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. (1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: (Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801). SUBTASK 29-00-00-840-136 (2) If you use the ammeter, COM-1787, then do these steps: <u>NOTE:</u> When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use the Standby Hydraulic System EMDP Characteristics to change current to flow. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-054-00-01 | Page 3 of 16 Feb 15/2015 |
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AKS**737-600/700/800/900
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 |
|--|-------------|---------|------------------|--|
| (a) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP (b) Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the standby hydraulic system. (c) Connect one end of the cable, SPL-1791 to the standby EMDP. (d) Connect the other end of the cable, SPL-1791 to the electrical connector. CAUTION: PUT THE AMMETER IN THE SHORT CIRCUIT POSITION. THE CURRENT TO START THE EMDP IS APPROXIMATELY 180 AMPS. THIS WILL CAUSE DAMAGE TO THE AMMETER IF IT IS IN THE CIRCUIT. (e) Put the switch on the ammeter, COM-1787 in the short-circuit position. (f) Remove the safety tag and close this circuit breaker: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP SUBTASK 29-00-00-840-137 (3) If you use the hydraulic system internal leakage check flowmeter, COM-1786, then do these steps: <u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. (a) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP (b) Install hydraulic system internal leakage check flowmeter, COM-1786 at the outlet of the standby EMDP. (c) Remove the safety tag and close this circuit breaker: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP SUBTASK 29-00-00-840-138 (4) If you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, then do these steps: <u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use the (Figure 2) to get the flow. | MECH | INSP | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-054-00-01 | Page 4 of 16 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. 27-054-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (a) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP | | | | |
| (b) Get access to the circuit breaker C1449, or pump relay R643 or the standby EMDP. (c) Put the clamp-on current meter, COM-2531 around one of the three wires connected to the load side of the circuit breaker C1449, pump relay R643, or standby EMDP. (d) Remove the safety tag and close this circuit breaker: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP | | | | |
| SUBTASK 29-00-00-860-259 (5) Do these steps to install the C29002-18 test box, which is part of test box, SPL-1805, on the standby rudder PCU (Figure 3). (a) Make sure that power to hydraulic system A and B are off. (b) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> F 2 C01449 STANDBY HYDRAULIC PUMP (c) Make sure that power to the standby hydraulic system is off. (d) Remove this access panel to get access to the standby rudder PCU: <u>Number</u> <u>Name/Location</u> 324DR Vertical Fin, Trailing Edge Access (e) Open these circuit breakers and install safety tags: CAPT Electrical System Panel, P18-1 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> C 7 C00285 YAW DAMPER AC D 6 C01354 YAW DAMPER 2 DC D 7 C00286 YAW DAMPER 1 DC (f) Verify that all the toggle switches on the test box are in the OFF position. (g) Disconnect the D10013 connector from the standby rudder PCU. (h) Connect the C29002-19 adapter cable, which is part of test box, SPL-1805, to the standby rudder PCU, equipment number M1831. (i) Connect the C29002-20 adapter cable, which is part of test box, SPL-1805, to the D10013 connector. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-054-00-01 | Page 5 of 16 Feb 15/2015 |
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 | | | | | | | | | | | | | | | | |
|--|-------------|---------------|------------------------|--|------------|---------------|-------------|---|---|--------|------------------------|---|---|--------|-----------------|---|---|--------|-----------------|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | |
| (j) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | | | | | |
| CAPT Electrical System Panel, P18-1 | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>C</td><td>7</td><td>C00285</td><td>YAW DAMPER AC</td></tr><tr><td>D</td><td>6</td><td>C01354</td><td>YAW DAMPER 2 DC</td></tr><tr><td>D</td><td>7</td><td>C00286</td><td>YAW DAMPER 1 DC</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 7 | C00285 | YAW DAMPER AC | D | 6 | C01354 | YAW DAMPER 2 DC | D | 7 | C00286 | YAW DAMPER 1 DC | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| C | 7 | C00285 | YAW DAMPER AC | | | | | | | | | | | | | | | | | |
| D | 6 | C01354 | YAW DAMPER 2 DC | | | | | | | | | | | | | | | | | |
| D | 7 | C00286 | YAW DAMPER 1 DC | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-260 | | | | | | | | | | | | | | | | | | | | |
| (6) Remove the safety tag and close this circuit breaker: | | | | | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>F</td><td>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-261 | | | | | | | | | | | | | | | | | | | | |
| (7) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE:</u> If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-262 | | | | | | | | | | | | | | | | | | | | |
| (8) Make sure the standby hydraulic reservoir is pressurized to a minimum of 20 psi. To pressurize it, do this task: (Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801). | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-263 | | | | | | | | | | | | | | | | | | | | |
| <u>WARNING:</u> MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE RUDDER, LEADING EDGE SLATS, AND THRUST REVERSERS. THEY CAN MOVE QUICKLY WHEN YOU SUPPLY STANDBY HYDRAULIC POWER. | | | | | | | | | | | | | | | | | | | | |
| (9) Put the arm switch for the ALTERNATE FLAPS, on the P5 panel, in the ARM position. | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE:</u> The standby EMDP should turn on. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-264 | | | | | | | | | | | | | | | | | | | | |
| (10) Put the FLT CONTROL A switch, on the P5 panel, in the STDBY RUD position. | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-139 | | | | | | | | | | | | | | | | | | | | |
| (11) Operate the rudder for 12 cycles to ensure the temperature of the hydraulic fluid is more than 70°F. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-790-087 | | | | | | | | | | | | | | | | | | | | |
| (12) Do these steps to make sure the pressure relief valve in the standby pressure module is serviceable: | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure the standby pressure module does not make a hissing noise. | | | | | | | | | | | | | | | | | | | | |
| (b) Make sure the return line from the standby pressure module is not hot. | | | | | | | | | | | | | | | | | | | | |
| (c) If you hear a hissing noise or the return line is hot, replace the pressure relief valve. | | | | | | | | | | | | | | | | | | | | |
| These are the tasks: | | | | | | | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
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**737-600/700/800/900
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| Standby Hydraulic System Pressure Module Relief Valve Removal, AMM TASK 29-21-51-000-803, Standby Hydraulic System Pressure Module Relief Valve Installation, AMM TASK 29-21-51-400-803. | | | | MECH INSP | | |
| <p>C. Standby Hydraulic Internal Leakage Check</p> <p>SUBTASK 29-00-00-860-265</p> <p>(1) Put the FLT CONTROL A switch, on the P5 panel, in the OFF position.</p> <p>(a) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off.</p> <p>SUBTASK 29-00-00-790-088</p> <p>(2) Put the FLT CONTROL B switch, on the P5 panel, in the OFF position.</p> <p>SUBTASK 29-00-00-790-089</p> <p>(3) If you use the ammeter or amp-clamp multimeter method do this step:</p> <p>(a) Read the amperage and write it here:</p> | | | | | | |
| Table 1 | | | | | | |
| <table border="1" style="width: 100%;"> <tr> <td>Amperage: _____ (Value 1)</td></tr> <tr> <td>Note: This is the standby system basic flow.</td></tr> </table> | | | | | Amperage: _____ (Value 1) | Note: This is the standby system basic flow. |
| Amperage: _____ (Value 1) | | | | | | |
| Note: This is the standby system basic flow. | | | | | | |
| <p>SUBTASK 29-00-00-970-047</p> <p>(4) If you use the flow meter method, read the flow value and write it here:</p> | | | | | | |
| Table 2 | | | | | | |
| <table border="1" style="width: 100%;"> <tr> <td>Flow: _____ cc/min (Value 1)</td></tr> <tr> <td>Note: This is the standby system basic flow.</td></tr> </table> | | | | | Flow: _____ cc/min (Value 1) | Note: This is the standby system basic flow. |
| Flow: _____ cc/min (Value 1) | | | | | | |
| Note: This is the standby system basic flow. | | | | | | |
| <p>SUBTASK 29-00-00-790-090</p> <p>(5) Put the FLT CONTROL A switch in the STDBY RUD position.</p> <p>(a) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is on.</p> <p>(b) Stop until the amperage or flow is stable.</p> <p>(c) If you use the ammeter or amp-clamp multimeter method, do these steps:</p> <p>1) Read the amperage and write it here:</p> | | | | | | |
| Table 3 | | | | | | |
| <table border="1" style="width: 100%;"> <tr> <td>Amperage: _____ (Value 2)</td></tr> <tr> <td>2) Subtract Value 1 from Value 2 and write it here:</td></tr> </table> | | | | | Amperage: _____ (Value 2) | 2) Subtract Value 1 from Value 2 and write it here: |
| Amperage: _____ (Value 2) | | | | | | |
| 2) Subtract Value 1 from Value 2 and write it here: | | | | | | |
| Table 4 | | | | | | |
| <table border="1" style="width: 100%;"> <tr> <td>Amperage: _____ (Calculated) amperage)</td></tr> <tr> <td>3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:</td></tr> </table> | | | | | Amperage: _____ (Calculated) amperage) | 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: |
| Amperage: _____ (Calculated) amperage) | | | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST | | | | |
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Table 5

Flow: _____ cc/min (Value 3)

Note: This is the null and seal leakage of the standby rudder PCU and yaw damper.

- (d) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 6

Flow: _____ cc/min (Value 2)

- 2) Subtract Value 1 from Value 2 and write it here:

Table 7

Calculated Flow: _____ cc/min (Value 3)

Note: This is the null and seal leakage of the standby rudder PCU and yaw damper.

- (e) If Value 3 is more than 1000 cc/min, replace the standby rudder PCU.

SUBTASK 29-00-00-710-030

- (6) Put the IRS L and R switch, on the P5 panel, to the NAV position.

SUBTASK 29-00-00-710-031

- (7) Put the YAW Damper switch, on the P5 panel, in the ON position.

SUBTASK 29-00-00-710-032

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE RUDDER AND THE PCU ACTUATORS. THE RUDDER AND PCU ACTUATORS MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (8) Put the YAW DAMPER POWER switch, on the C29002-18 test box, to the ON position.

NOTE: The red indicator light on the test box should come on.

SUBTASK 29-00-00-710-033

- (9) Do these steps to find the seal leakage of the standby rudder PCU with the rudder to the left position:

- (a) Put the RUDDER TRAVEL DIRECTION switch on the test box to the LEFT position.

NOTE: The green indicator light on the test box should come on and the rudder should move to the left.

- (b) When the hydraulic flow becomes stable, record the amperage or the flow as Value 4: _____

NOTE: This value is the standby basic value, the standby rudder PCU null and the yaw damper mod piston internal leakage.

- (c) Push the left rudder pedal until it touches the forward quadrant stop and hold.

- (d) When the hydraulic flow becomes stable, record the amperage or the flow as Value 5: _____

NOTE: This value is the standby system basic value, the standby rudder PCU seal leakage value and the yaw damper mod piston internal leakage.

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| | | | | MECH INSP |
| | | | | |
| (e) Put the left rudder pedal to the neutral position. | | | | |
| (f) Subtract Value 4 from Value 5 and record it here: | | | | |
| 1) Value 6 : _____ (amps or flow) | | | | |
| <u>NOTE:</u> This value is the standby rudder PCU seal leakage with the rudder in the left position. | | | | |
| SUBTASK 29-00-00-350-003 | | | | |
| (10) Make sure that Value 6 is between -1.2 amps and 2.5 amps or between -1200 cc/min and 2500 cc/min. | | | | |
| SUBTASK 29-00-00-350-004 | | | | |
| (11) If Value 6 is not in the given range, replace the standby rudder PCU. | | | | |
| SUBTASK 29-00-00-710-034 | | | | |
| (12) Do these steps to find the seal leakage of the standby rudder PCU with the rudder to the right position: | | | | |
| (a) Put the RUDDER TRAVEL DIRECTION switch on the test box to the RIGHT position. | | | | |
| <u>NOTE:</u> The green indicator light on the test box should come on and the rudder should move to the right. | | | | |
| (b) When the hydraulic flow becomes stable, record the amperage or the flow as Value 7: _____ | | | | |
| <u>NOTE:</u> This value is the standby system basic and the standby rudder PCU null and seal leakage. | | | | |
| (c) Push the right rudder pedal until it touches the forward quadrant stop and hold. | | | | |
| (d) When the amperage or hydraulic flow becomes stable, record the amperage or the flow as Value 8: _____ | | | | |
| <u>NOTE:</u> This value is the system basic and the standby rudder PCU seal leakage. | | | | |
| (e) Put the right rudder pedal to the neutral position. | | | | |
| (f) Subtract Value 7 from Value 8 and record it here: | | | | |
| 1) Value 9 : _____ (amps or flow) | | | | |
| <u>NOTE:</u> This value is the standby rudder PCU seal leakage in the right rudder position. | | | | |
| SUBTASK 29-00-00-970-048 | | | | |
| (13) Make sure that Value 9 is between -1.2 amps and 2.5 amps or between -1200 cc/min and 2500 cc/min. | | | | |
| SUBTASK 29-00-00-970-049 | | | | |
| (14) If Value 9 is not in the given range, replace the standby rudder PCU. | | | | |
| SUBTASK 29-00-00-710-035 | | | | |
| (15) Put the RUDDER TRAVEL DIRECTION switch, on the test box, in the OFF position. | | | | |
| <u>NOTE:</u> The green indicator light on the test box should go off. | | | | |

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| | | | | MECH INSP | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-710-036 | | | | | | | | | | | | | | | | | | | | |
| (16) Put the YAW DAMPER POWER switch, on the test box, to the OFF position. <u>NOTE:</u> The red indicator light should go off. | | | | | | | | | | | | | | | | | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-140 | | | | | | | | | | | | | | | | | | | | |
| (1) Put the YAW DAMPER switch, on the P5 panel, to the ON position. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-160 | | | | | | | | | | | | | | | | | | | | |
| (2) Put the FLT CONTROL A switch, on the P5 panel, to the ON position. (a) Make sure the STANDBY HYD STBY RUD ON light on the forward overhead panel, P5, is off. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-141 | | | | | | | | | | | | | | | | | | | | |
| (3) Put the FLT CONTROL B switch, on the P5 panel, to the ON position. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-142 | | | | | | | | | | | | | | | | | | | | |
| (4) Put the ALTERNATE FLAP switch, on the P5 panel, to the OFF position. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-143 | | | | | | | | | | | | | | | | | | | | |
| (5) Remove power from the standby hydraulic system. To remove it, do this task: (Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802) | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-710-037 | | | | | | | | | | | | | | | | | | | | |
| (6) Remove the test box from the rudder PCU. (a) Open this circuit breaker and install safety tag: Power Distribution Panel Number 2, P92 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>F</td><td>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | | | | | | | | | |
| (b) Open these circuit breakers and install safety tags: CAPT Electrical System Panel, P18-1 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>C</td><td>7</td><td>C00285</td><td>YAW DAMPER AC</td></tr><tr><td>D</td><td>6</td><td>C01354</td><td>YAW DAMPER 2 DC</td></tr><tr><td>D</td><td>7</td><td>C00286</td><td>YAW DAMPER 1 DC</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 7 | C00285 | YAW DAMPER AC | D | 6 | C01354 | YAW DAMPER 2 DC | D | 7 | C00286 | YAW DAMPER 1 DC | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| C | 7 | C00285 | YAW DAMPER AC | | | | | | | | | | | | | | | | | |
| D | 6 | C01354 | YAW DAMPER 2 DC | | | | | | | | | | | | | | | | | |
| D | 7 | C00286 | YAW DAMPER 1 DC | | | | | | | | | | | | | | | | | |
| (c) Verify that all the toggle switches on the test box are in the OFF position. (d) Disconnect the adapter cable from the D10013 connector. (e) Disconnect the adapter cable from the rudder PCU. (f) Connect the D10013 connector to the rudder PCU. (g) Remove the safety tags and close these circuit breakers: CAPT Electrical System Panel, P18-1 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>C</td><td>7</td><td>C00285</td><td>YAW DAMPER AC</td></tr><tr><td>D</td><td>6</td><td>C01354</td><td>YAW DAMPER 2 DC</td></tr><tr><td>D</td><td>7</td><td>C00286</td><td>YAW DAMPER 1 DC</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 7 | C00285 | YAW DAMPER AC | D | 6 | C01354 | YAW DAMPER 2 DC | D | 7 | C00286 | YAW DAMPER 1 DC | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| C | 7 | C00285 | YAW DAMPER AC | | | | | | | | | | | | | | | | | |
| D | 6 | C01354 | YAW DAMPER 2 DC | | | | | | | | | | | | | | | | | |
| D | 7 | C00286 | YAW DAMPER 1 DC | | | | | | | | | | | | | | | | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST | | | | | | | | | | | | | | | | | |
| | | | D633A109-AKS 27-054-00-01 | | | | | | | | | | | | | | | | | |
| | | | | Page 10 of 16 Oct 15/2015 | | | | | | | | | | | | | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 |
|------|---|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (h) | Remove the safety tag and close this circuit breaker: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | |
| | F 2 C01449 STANDBY HYDRAULIC PUMP | | | |
| | SUBTASK 29-00-00-840-144 | | | |
| | WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE RUDDER. THE RUDDER CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | |
| (7) | Pressurize the standby hydraulic system. To pressurize it, do this task: (Standby Hydraulic System Pressurization, AMM TASK 29-21-00-000-801). | | | |
| | SUBTASK 29-00-00-740-004 | | | |
| (8) | Do the stall management yaw damper (SMYD) servo test/sweep test for SMYD2 to ensure that the rudder PCU yaw damper is operational. To perform this test, do this task: Stall Management Yaw Damper (SMYD) BITE Test - Ground Test, AMM TASK 27-32-00-740-803. | | | |
| | <u>NOTE:</u> This test is part of the SERVO TEST. The SERVO TEST is part of the SMYD GROUND test. Make sure that you use SMYD-2 and the standby hydraulic system. | | | |
| | <u>NOTE:</u> The SWEEP TEST requires that the YAW DAMPER be on. The IRU's must be on in order for the YAW DAMPER to be on. | | | |
| | SUBTASK 29-00-00-840-145 | | | |
| (9) | Remove power from the standby hydraulic system. To remove it, do this task: (Standby Hydraulic System Power Removal, AMM TASK 29-21-00-000-802). | | | |
| | SUBTASK 29-00-00-860-283 | | | |
| (10) | Put the IRS L and R switch, on the P5 panel, to the NORMAL position. | | | |
| | SUBTASK 29-00-00-080-023 | | | |
| (11) | If you used the ammeter method, do these steps | | | |
| | (a) Disconnect the cable assembly from the standby EMDP and the electrical connector. | | | |
| | (b) Connect the electrical connector to the standby EMDP. | | | |
| | SUBTASK 29-00-00-080-024 | | | |
| (12) | If you used the flowmeter procedure, do these steps: | | | |
| | (a) Open this circuit breaker and install safety tag: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | |
| | F 2 C01449 STANDBY HYDRAULIC PUMP | | | |
| | (b) Remove the flowmeter from the standby EMDP pressure line. | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 |
|------|-------------|---------|------------------|--|

- (c) Remove the safety tag and close this circuit breaker:

Power Distribution Panel Number 2, P92**Row Col Number Name**

F 2 C01449 STANDBY HYDRAULIC PUMP

SUBTASK 29-00-00-080-025

- (13) If you used the amp-clamp multimeter method, do these steps:
- Remove the amp-clamp multimeter.
 - Close the circuit breaker panel.

SUBTASK 29-00-00-410-007

- (14) Install this access panel:

Number Name/Location

324DR Vertical Fin, Trailing Edge Access

SUBTASK 29-00-00-610-013

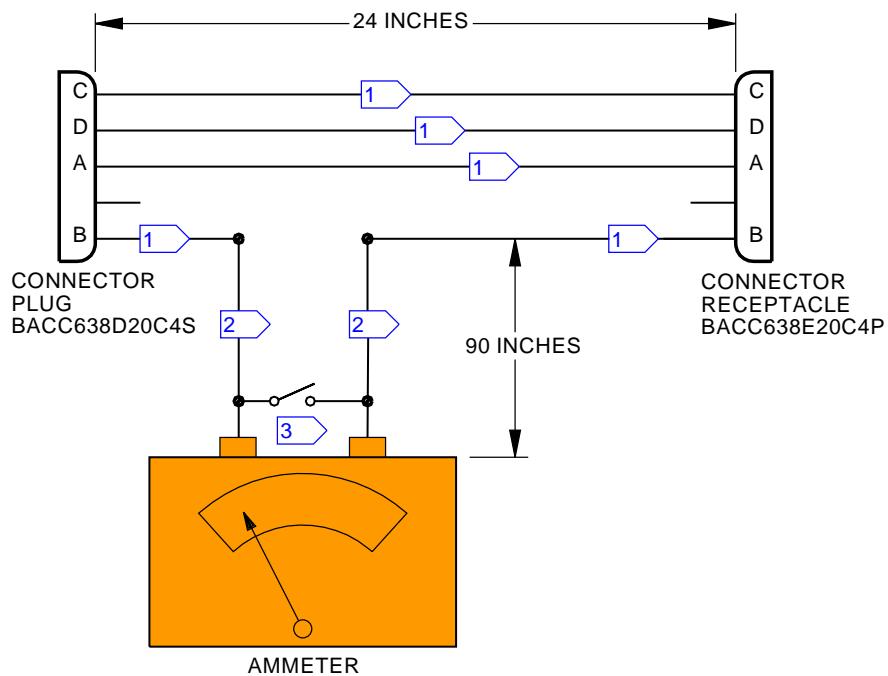
- (15) Service the system B hydraulic reservoir. To fill it, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-054-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



- 1 NO. 12 WIRE
- 2 NO. 10 WIRE
- 3 SHORT CIRCUIT SWITCH

L46677 S0006572605_V2

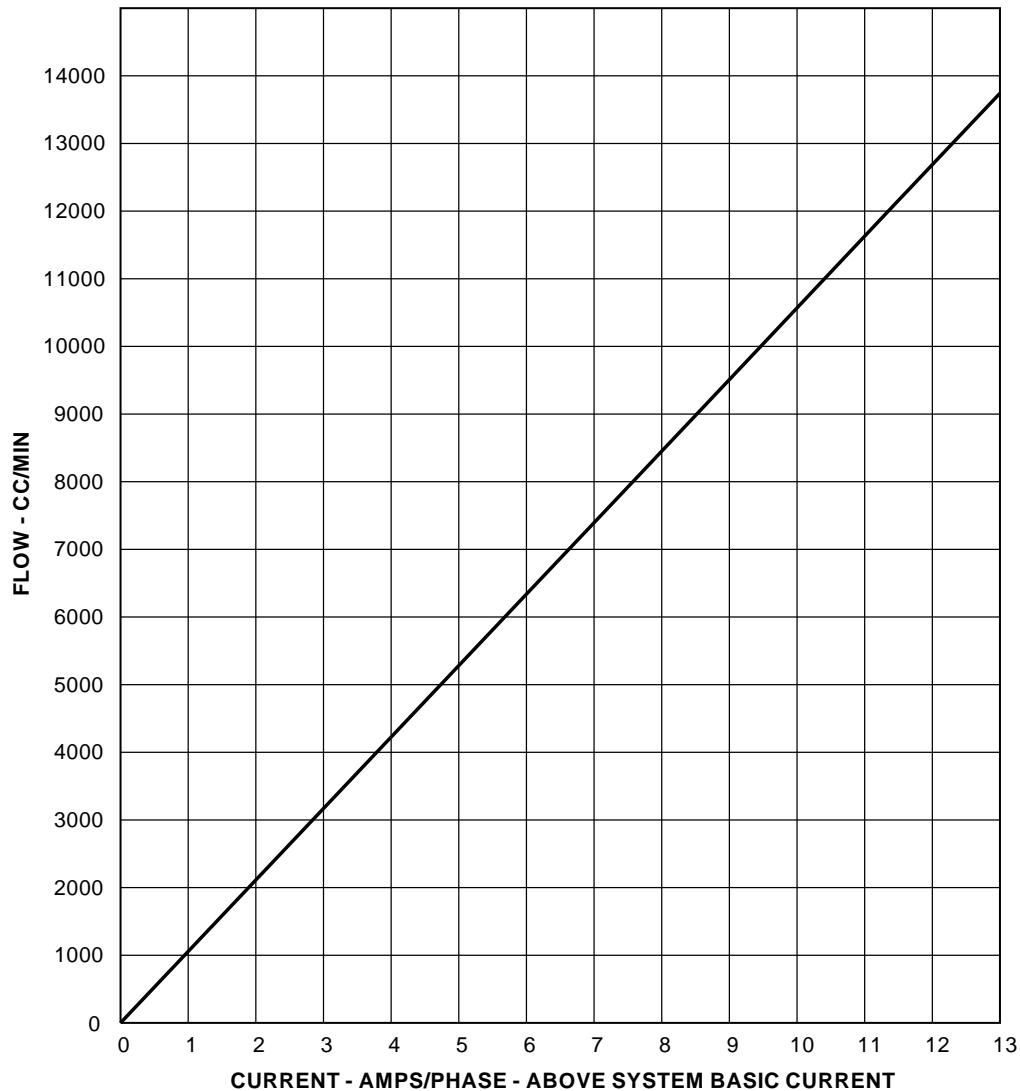
**Ammeter Wiring Harness for the Standby Hydraulic Pump
Figure 1**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-054-00-01 |



Standby Hydraulic System EMDP Characteristics
Figure 2

L46661 S0006572606_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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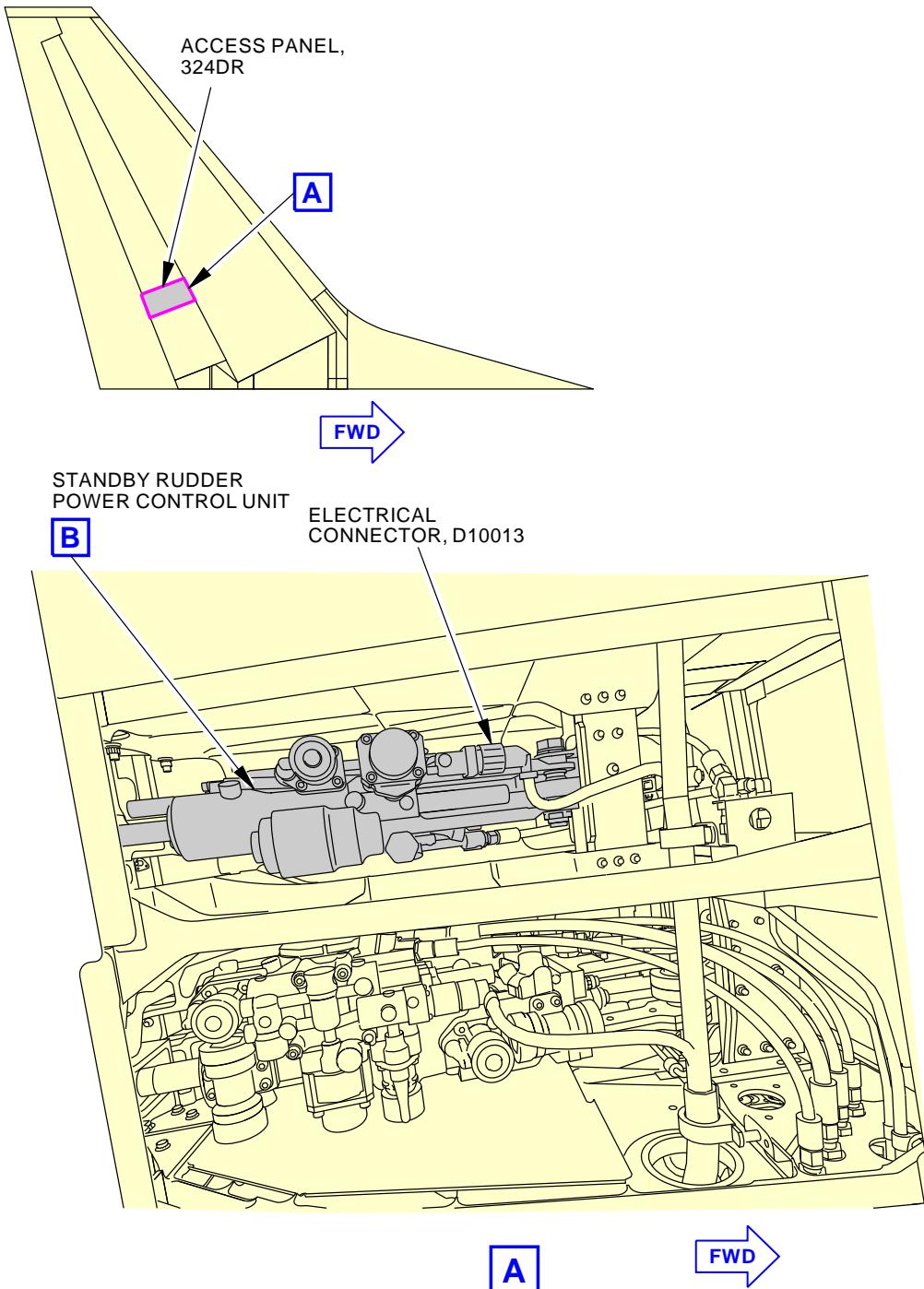
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-054-00-01

Standby Rudder Power Control Unit Installation
Figure 3 (Sheet 1 of 2)

L46656 S0006572607_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-054-00-01 |

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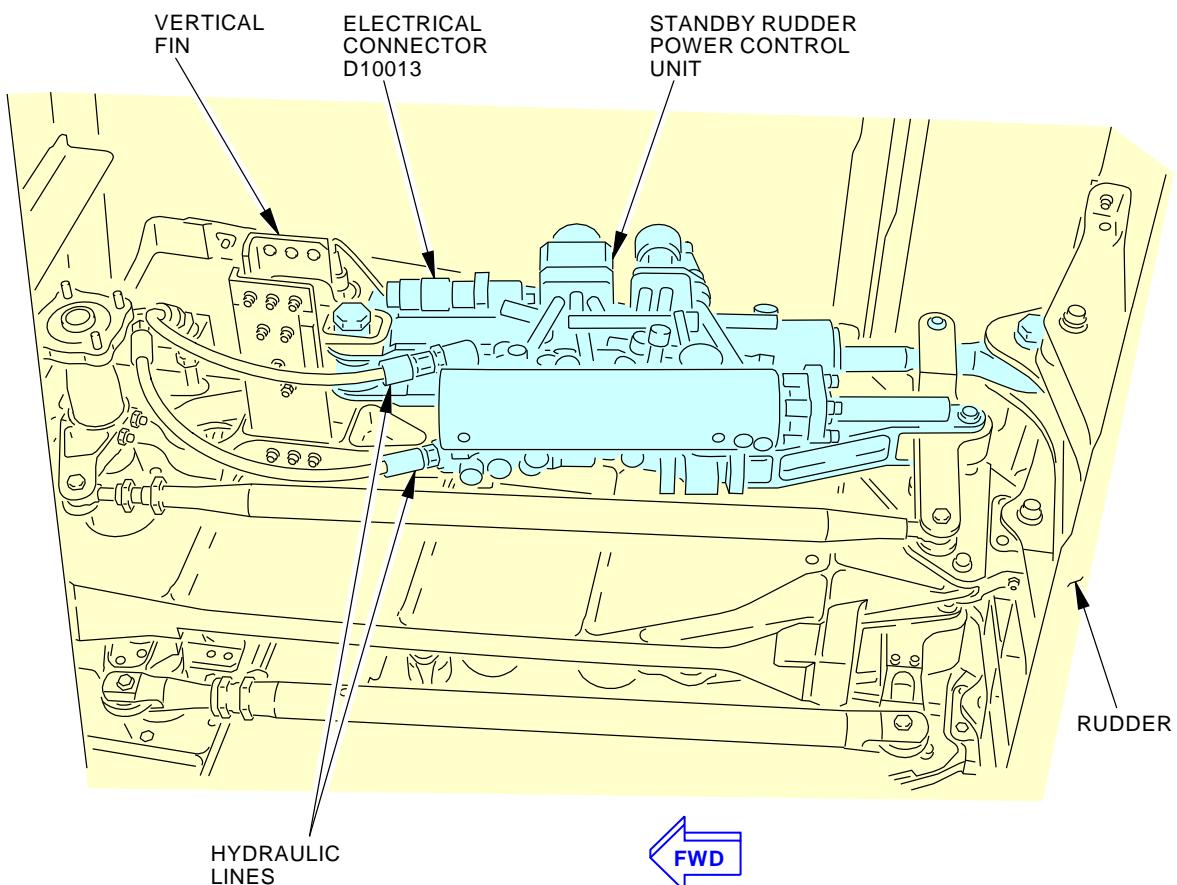
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-054-00-01**STANDBY RUDDER POWER CONTROL UNIT****B**

L46644 S0006572608_V2

**Standby Rudder Power Control Unit Installation
Figure 3 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**STANDBY RUDDER PCU INTERNAL LEAKAGE TEST****D633A109-AKS
27-054-00-01****Page 16 of 16
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE STANDBY RUDDER POWER CONTROL UNIT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-056-00-01 |
| TAIL NUMBER | WORK AREA VERT STABILIZER | VERSION 1.1 | THRESHOLD 5000 FH | REPEAT 5000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 324DL | | | ZONE 211 325 |
| | | | | | |

Perform a general visual inspection of the standby rudder power control unit with hydraulic power on.

A. References

| Reference | Title |
|----------------------|---|
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-800-802 | Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation (P/B 201) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER POWER CONTROL UNIT |
| | | D633A109-AKS 27-056-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-056-00-01 |
|------------------------------|-------------|---------|------------------|--|
| TASK 27-21-24-210-801 | | | | MECH INSP |

1. Standby Rudder Power Control Unit (with Hydraulic Power on) General Visual Inspection

Figure 1

A. Procedure

SUBTASK 27-21-24-010-003

(1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 324FL | Vertical Fin, Access |

SUBTASK 27-21-24-860-007

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

(2) Pressurize the Standby Hydraulic System, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801.

SUBTASK 27-21-24-210-001

(3) Do a general visual inspection of the Standby Rudder Power Control Unit Figure 1.

SUBTASK 27-21-24-210-003

(4) Do a general visual inspection to make sure there are no hydraulic leaks from the Standby Rudder Power Control Unit.

SUBTASK 27-21-24-860-006

(5) Remove pressure from the Standby Hydraulic System, do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.

SUBTASK 27-21-24-410-004

(6) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 324FL | Vertical Fin, Access |

— END OF TASK —

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER POWER CONTROL UNIT |
| | | D633A109-AKS 27-056-00-01 |

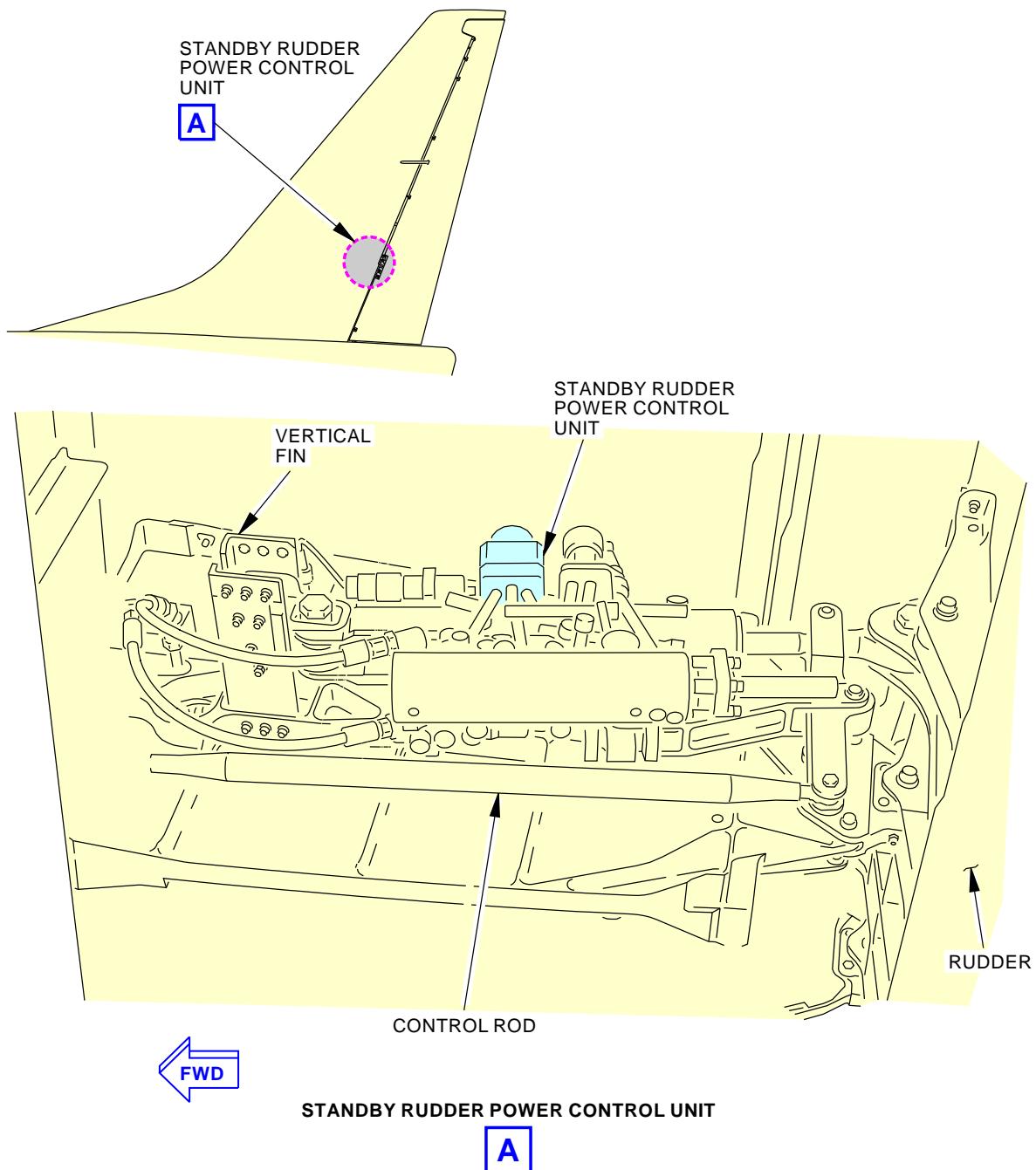
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-056-00-01

G99036 S0006569038_V2

**Standby Rudder Power Control Unit Visual Inspection
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER POWER CONTROL UNIT |
| | | D633A109-AKS 27-056-00-01 |

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

| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STANDBY RUDDER PCU ATTACHMENT POINTS | | | BOEING CARD NO. 27-058-00-01 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA Rudder | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 324DL | | | |
| | | | ZONE 325 | | |

Perform a detail visual inspection of the standby rudder power control unit fore and aft attachment points (structure to PCU to rudder surface).

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU ATTACHMENT POINTS |
| | | D633A109-AKS 27-058-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-058-00-01 |
|------|-------------|---------|------------------|--|

TASK 27-21-24-210-802

MECH

INSP

1. Standby Rudder Power Control Unit Detail Visual Inspection**A. Procedure**

SUBTASK 27-21-24-010-004

- (1) Open this access panel:

Number Name/Location

324DL Trailing Edge Access

SUBTASK 27-21-24-210-002

- (2) Do a detailed visual inspection of the standby rudder power control unit attachment points, (Figure 1).

- (a) Examine the attachment points for security and damage.

SUBTASK 27-21-24-410-005

- (3) Close this access panel:

Number Name/Location

324DL Trailing Edge Access

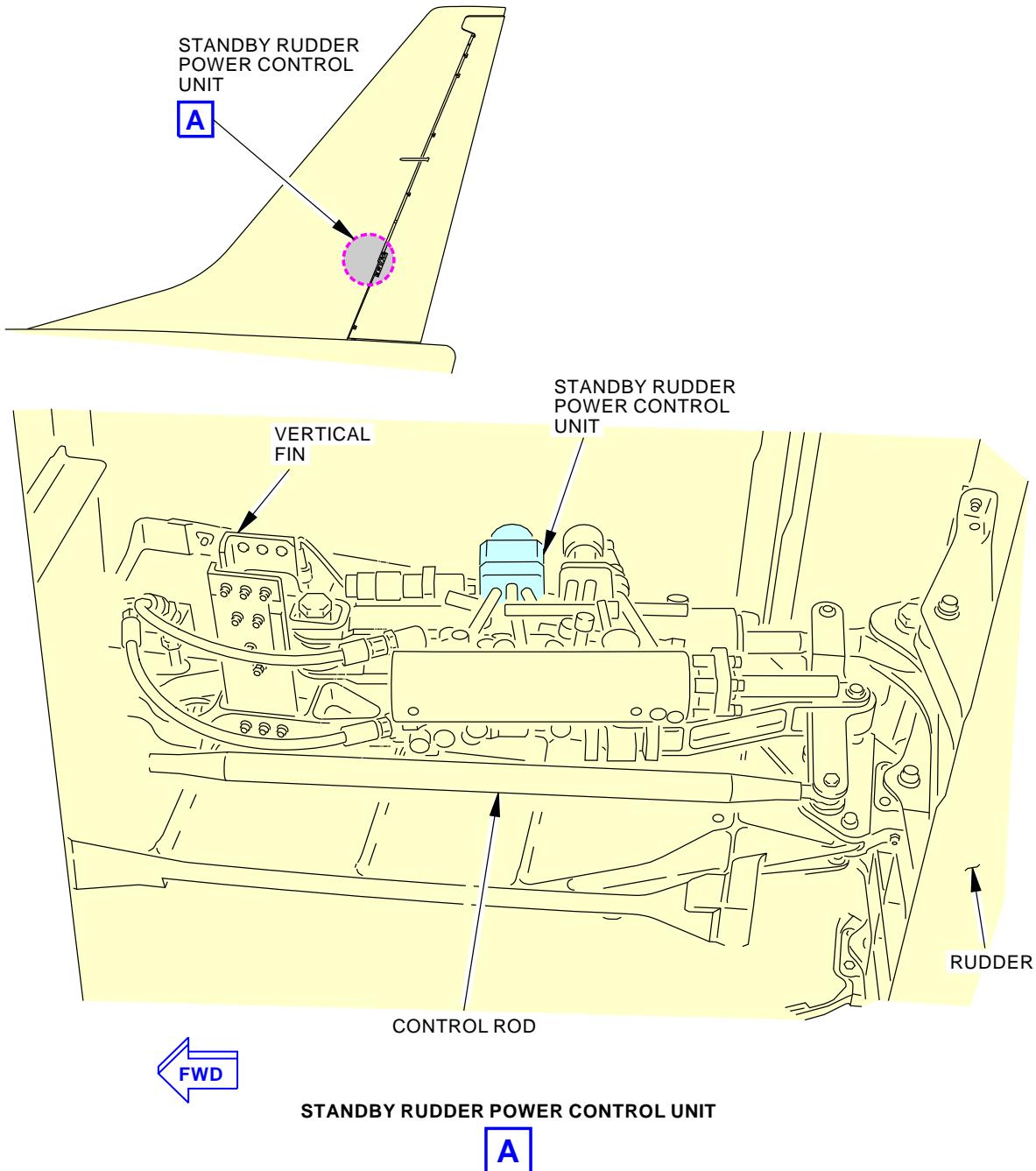
— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU ATTACHMENT POINTS |
| | | D633A109-AKS 27-058-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-058-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



G99036 S0006569038_V2

**Standby Rudder Power Control Unit Visual Inspection
Figure 1**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY RUDDER PCU ATTACHMENT POINTS |
| | | D633A109-AKS 27-058-00-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE WHEEL TO RUDDER INTERCONNECT | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-060-00-02 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 211 212 |

Operationally check the wheel to rudder interconnect system (WTRIS).

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (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 34-21-00-820-801 | Air Data Inertial Reference System - Alignment from the FMC CDU (P/B 201) |
| AMM 34-21-00-820-802 | Air Data Inertial Reference System - Alignment from the ISDU (P/B 201) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | WHEEL TO RUDDER INTERCONNECT |
| | | D633A109-AKS 27-060-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-060-00-02 | | | | | | | | |
|---|-------------|---------------|---------------------------------|--|------------|------------|---------------|-------------|---|---|--------|---------------------------------|
| TASK 27-21-00-700-820-002 | | | | MECH INSP | | | | | | | | |
| 1. Wheel to Rudder Interconnect System Test (Figure 1) | | | | | | | | | | | | |
| A. General (1) Use this test to make sure the wheel to rudder function of the standby rudder power control unit (PCU) operates correctly. | | | | | | | | | | | | |
| B. Procedure SUBTASK 27-21-00-860-163-002 (1) Make sure that this circuit breaker is closed: CAPT Electrical System Panel, P18-2 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>C</td><td>8</td><td>C00544</td><td>FLIGHT RECORDER POSITION SENSOR</td></tr></tbody></table> SUBTASK 27-21-00-860-120-002 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Pressurize the rudder hydraulic systems A and B, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. SUBTASK 27-21-00-860-121-002 (3) Align the ADIRS. To align the ADIRS, do this task: Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801. SUBTASK 27-21-00-860-122-002 (4) Make sure that the mode select switch on the inertial reference system (IRS) mode select unit (MSU) is set to the NAV position. SUBTASK 27-21-00-860-123-002 (5) Move the flaps to a position other than up position. To move them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 27-21-00-730-023-002 (6) Do the test of the wheel to rudder interconnect system: <u>NOTE:</u> The rudder will move past the center position to the opposite direction when the control wheel returns to the neutral position. To return the rudder to the center position with the control wheel at neutral, you must set the YAW DAMPER switch on the overhead panel to the OFF position then back to the ON position. (a) Make sure the rudder is in the neutral position. 1) Make sure the rudder trim indicator is at 0.0 +/- 0.25 unit of trim. 2) If it is necessary, move the rudder pedals lightly to put the rudder to the neutral position. | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00544 | FLIGHT RECORDER POSITION SENSOR |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | |
| C | 8 | C00544 | FLIGHT RECORDER POSITION SENSOR | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | WHEEL TO RUDDER INTERCONNECT D633A109-AKS 27-060-00-02 | Page 2 of 5 Feb 15/2016 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-060-00-02 | | |
|------|-------------|---------|------------------|--|------|------|
| | | | | | MECH | INSP |
| | | | | (b) Set the FLT CONTROL A and B switches, on the forward overhead panel, P5, to the STBY RUD position. (c) Set the YAW DAMPER switch, on the forward overhead panel, P5, to the ON position. (d) Rotate the captain's control wheel to the full left and hold. 1) Make sure the rudder moves 2.47 in. (62.7 mm) ±0.25 in. (6.35 mm) (2.4 +/- 0.3 degrees) to the left side (View B, Figure 1 (Sheet 2)). (e) Put the captain's control wheel back to the neutral position. (f) Rotate the captain's control wheel to the full right and hold. 1) Make sure the rudder moves from left to right. 2) Make sure the rudder moves 2.47 in. (62.7 mm) ±0.25 in. (6.35 mm) (2.4 +/- 0.3 degrees) to the right side (View B, Figure 1 (Sheet 2)). (g) Put the captain's control wheel back to the neutral position. | | |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-21-00-860-175-002

- (1) Put the YAW DAMPER switch, on the P5 panel, in the OFF position.

SUBTASK 27-21-00-860-176-002

- (2) Set the mode select IRS switches to the OFF position.

SUBTASK 27-21-00-860-177-002

- (3) Return the flaps to the retracted position. To retract them, do this task:
Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804

SUBTASK 27-21-00-860-178-002

- (4) Set the FLT CONTROL A and B switches, on the forward overhead panel, P5, to the ON position.

SUBTASK 27-21-00-860-179-002

- (5) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801

———— END OF TASK ———

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | WHEEL TO RUDDER INTERCONNECT |
| | | D633A109-AKS 27-060-00-02 |

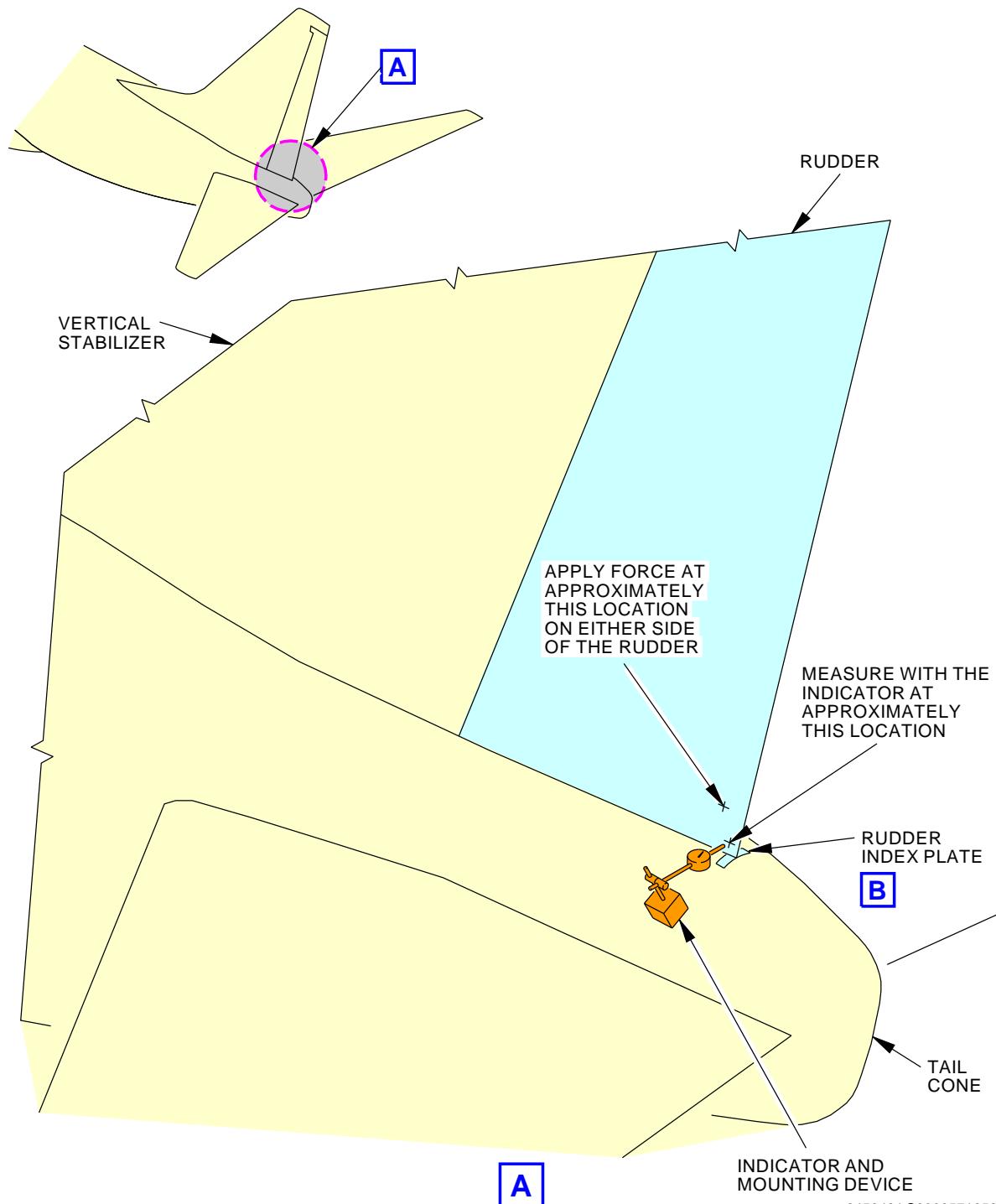
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-060-00-02

Rudder Control System Aft Components
Figure 1 (Sheet 1 of 2)

2458481 S0000571658_V1

EFFECTIVITY
AKS ALLSOURCE
MRB**WHEEL TO RUDDER INTERCONNECT****D633A109-AKS**
27-060-00-02**Page 4 of 5**
Feb 15/2016

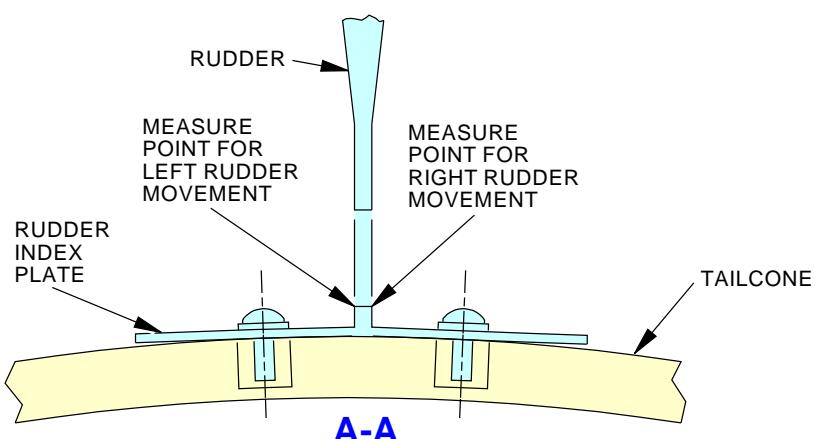
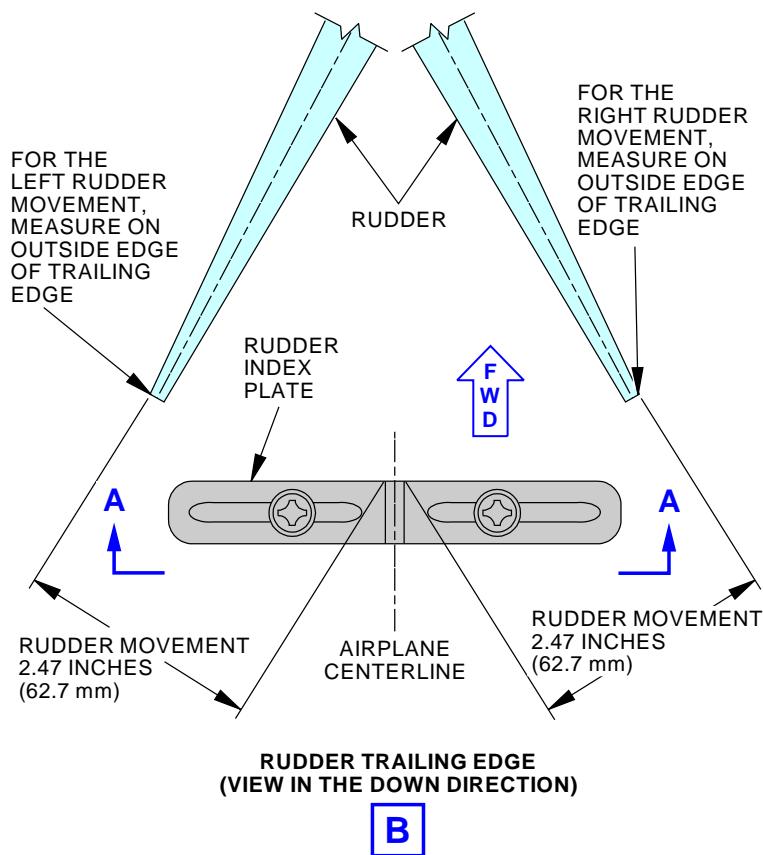
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-060-00-02

Rudder Control System Aft Components
Figure 1 (Sheet 2 of 2)

2458482 S0000571659_V1

EFFECTIVITY
AKS ALLSOURCE
MRB**WHEEL TO RUDDER INTERCONNECT****D633A109-AKS**
27-060-00-02**Page 5 of 5**
Feb 15/2016

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

| | | | | | |
|-----------------|--------------------------------|------------------------------------|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RUDDER TRIM TRAVEL | | | BOEING CARD NO. 27-062-00-02 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 211 |
| | | | | | |

Operationally check the rudder trim through the full range of movement.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER TRIM TRAVEL |
| | | D633A109-AKS 27-062-00-02 |

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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. 27-062-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-21-00-700-819-002 | | | | |
| 1. Rudder Trim System Test | | | | |
| A. General | | | | |
| (1) Use this test to make sure the rudder trim system operates correctly. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-21-00-860-118-002 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Pressurize both rudder hydraulic systems A and B, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. | | | | |
| NOTE: You need to pressurize both systems A and B for this task. | | | | |
| SUBTASK 27-21-00-730-022-002 | | | | |
| (2) Do the test of the rudder trim system: | | | | |
| (a) Make sure the rudder is in the neutral position. | | | | |
| 1) If it is necessary, move the rudder pedals lightly to put the rudder to the neutral position. | | | | |
| 2) Make sure the rudder trim indicator is at 0.00 +/- 0.25 units of trim. | | | | |
| (b) Move the rudder trim knob to NOSE LEFT until the mark on the rudder trim knob is aligned with the indicator mark on the lightplate under the trim knob. | | | | |
| 1) Make sure the rudder did not move. | | | | |
| (c) Move the rudder trim knob to NOSE RIGHT until the mark on the rudder trim knob is aligned with the indicator mark on the lightplate under the trim knob. | | | | |
| 1) Make sure the rudder did not move. | | | | |
| (d) Move the rudder trim knob to NOSE RIGHT until the rudder trim indicator shows 10.0 +/- 0.25 units of trim. | | | | |
| 1) Make sure the rudder moves 10.12 in. (257.0 mm) +/- 1.26 in. (32.0 mm) (10.74 +/- 1.35 degrees) to the right side. | | | | |
| (e) Move the rudder trim knob to NOSE RIGHT until the rudder stops. | | | | |
| 1) Make sure the rudder moves 16.89 in. (429.0 mm) +/- 0.93 in. (23.6 mm) (18.03 +/- 1.00 degrees) to the right side. | | | | |
| 2) Make sure the rudder trim indicator is at least 15 units of trim. | | | | |
| (f) Move the rudder trim knob to NOSE LEFT until the rudder trim indicator shows 10.0 +/- 0.25 units of trim. | | | | |
| 1) Make sure the rudder moves 10.12 in. (257.0 mm) +/- 1.26 in. (32.0 mm) (10.74 +/- 1.35 degrees) to the left side. | | | | |
| (g) Move the rudder trim knob to NOSE LEFT until the rudder stops. | | | | |

| | | | |
|-------------------------------|----------------------|------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER TRIM TRAVEL | |
| | | D633A109-AKS 27-062-00-02 | Page 2 of 3 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-062-00-02 | | | | | | | | | | | | | | | |
|--|-------------|---------|------------------|--|--|------|------|--|--|--|--|--|--|------------------------------|--|--|--|--|--|
| | | | | <table border="1"><tr><td>1) Make sure the rudder moves 16.89 in. (429.0 mm) \pm0.93 in. (23.6 mm) (18.03 +/- 1.00 degrees) to the left side.</td><td>MECH</td><td>INSP</td></tr><tr><td>2) Make sure the rudder trim indicator is at least 15 units of trim.</td><td></td><td></td></tr><tr><td>(h) Make sure the rudder trim knob operates smoothly and goes back to the center freely.</td><td></td><td></td></tr><tr><td>SUBTASK 27-21-00-860-119-002</td><td></td><td></td></tr><tr><td>(3) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801.</td><td></td><td></td></tr></table> | 1) Make sure the rudder moves 16.89 in. (429.0 mm) \pm 0.93 in. (23.6 mm) (18.03 +/- 1.00 degrees) to the left side. | MECH | INSP | 2) Make sure the rudder trim indicator is at least 15 units of trim. | | | (h) Make sure the rudder trim knob operates smoothly and goes back to the center freely. | | | SUBTASK 27-21-00-860-119-002 | | | (3) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801. | | |
| 1) Make sure the rudder moves 16.89 in. (429.0 mm) \pm 0.93 in. (23.6 mm) (18.03 +/- 1.00 degrees) to the left side. | MECH | INSP | | | | | | | | | | | | | | | | | |
| 2) Make sure the rudder trim indicator is at least 15 units of trim. | | | | | | | | | | | | | | | | | | | |
| (h) Make sure the rudder trim knob operates smoothly and goes back to the center freely. | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-21-00-860-119-002 | | | | | | | | | | | | | | | | | | | |
| (3) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801. | | | | | | | | | | | | | | | | | | | |

— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER TRIM TRAVEL |
| | | D633A109-AKS 27-062-00-02 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|----------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RUDDER SURFACE FREEPLAY | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-064-00-02 |
| TAIL NUMBER | WORK AREA RUDDER | VERSION 1.1 | THRESHOLD 16000 FH | REPEAT 16000 FH | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 325 |
| | | | | | |

Functionally check the rudder surface freeplay.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-21-00-800-801 | Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201) |
| AMM 27-21-00-840-801 | Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| STD-1238 | Indicator - Dial |
| STD-1278 | Block - Loading, 1/8 Inch Thick, 3 Inch by 3 Inch Wood or Fiberglass Block with Pad to Prevent Damage to the Skin. |
| STD-1279 | Mount - Device, Mounting, Holds the Dial Indicator |
| STD-753 | Scale - Push/Pull, 0-25 pound (0-11 kilogram) Capacity, 1/4 pound (113 gram) Accuracy |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER SURFACE FREEPLAY |
| | | D633A109-AKS 27-064-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-064-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-21-00-700-814-002 | | | | |
| 1. Rudder Hinge Bearing and PCU Bearing Freeplay (Figure 1) | | | | |
| A. General (1) Use this task to check the freeplay of the rudder control system. (2) This test will have two rudder left position readings. This will verify that the indicator does not move during the test. | | | | |
| B. Procedure SUBTASK 27-21-00-860-101-002 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDER, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (1) Pressurize the rudder hydraulic systems A and B. To pressurize them, do this task: Rudder Hydraulic System A, B, or Standby Pressurization, AMM TASK 27-21-00-800-801. SUBTASK 27-21-00-730-017-002 (2) Do the rudder hinge bearing and PCU bearing freeplay: (a) Make sure the rudder and rudder pedals are in the neutral position. (b) Make sure the rudder trim indicator is at zero units of trim. (c) Attach the dial indicator, STD-1238 with the mount, STD-1279 at the lower end of the rudder trailing edge. CAUTION: USE A LOADING BLOCK AND DO NOT PUT MORE THAN 50 LBF (222 N) ON THE RUDDER WHEN YOU MOVE THE RUDDER SURFACE BY AN EXTERNAL FORCE. APPLY THE EXTERNAL FORCE APPROXIMATELY BETWEEN 6 TO 8 INCHES (150 TO 200 MILLIMETERS) FROM THE BOTTOM OF THE TRAILING EDGE AND APPROXIMATELY 3 INCHES (80 MILLIMETERS) FORWARD OF THE TRAILING EDGE. IF YOU DO NOT APPLY FORCE AT THIS LOCATION, YOU CAN CAUSE DAMAGE TO THE RUDDER. (d) Use a block, STD-1278 and push/pull scale 0-25 pound (0-11 kilogram), STD-753 to move the rudder to the left side with a force of 12 lbf (53.4 N) \pm 4.0 lbf (17.8 N) and release slowly. 1) Make a record of the rudder position on the dial indicator. (e) Use a block, STD-1278 and push/pull scale 0-25 pound (0-11 kilogram), STD-753 to move the rudder to the right side with a force of 12 lbf (53.4 N) \pm 4.0 lbf (17.8 N) and release slowly. 1) Make a record of the rudder position on the dial indicator. | | | | |

| | | | |
|-------------------------------|----------------------|--------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER SURFACE FREEPLAY | |
| | | D633A109-AKS 27-064-00-02 | 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. 27-064-00-02 |
|---|-------------|---------|------------------|--|
| (f) Make sure the difference between the left and right positions is not more than 0.05 in. (1.3 mm). 1) If the difference is more than 0.05 in. (1.3 mm), Then replace the bearings on the rudder hinge or power control units and repeat this test. (g) Use a block, STD-1278 and push/pull scale 0-25 pound (0-11 kilogram), STD-753 to move the rudder to the left side with a force of 12 lbf (53.4 N) \pm 4.0 lbf (17.8 N) and release slowly. <u>NOTE:</u> This check compares the two left positions to verify that the dial indicator did not move during the test. If the check shows that the dial indicator had moved, the test has to be repeated. 1) Make a record of the rudder position on the dial indicator. (h) Make sure the difference between the two left positions is not more than 0.03 in. (0.8 mm). 1) If the difference is more than 0.03 in. (0.8 mm), then repeat the freeplay check. (i) Remove the dial indicator, STD-1238 from the rudder. | MECH | INSP | | |

SUBTASK 27-21-00-860-102-002

- (3) Do this task: Put the Rudder Hydraulic systems A, B, and Standby Back to the Condition Before the Pressurization, AMM TASK 27-21-00-840-801.

— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RUDDER SURFACE FREEPLAY |
| | | D633A109-AKS 27-064-00-02 |

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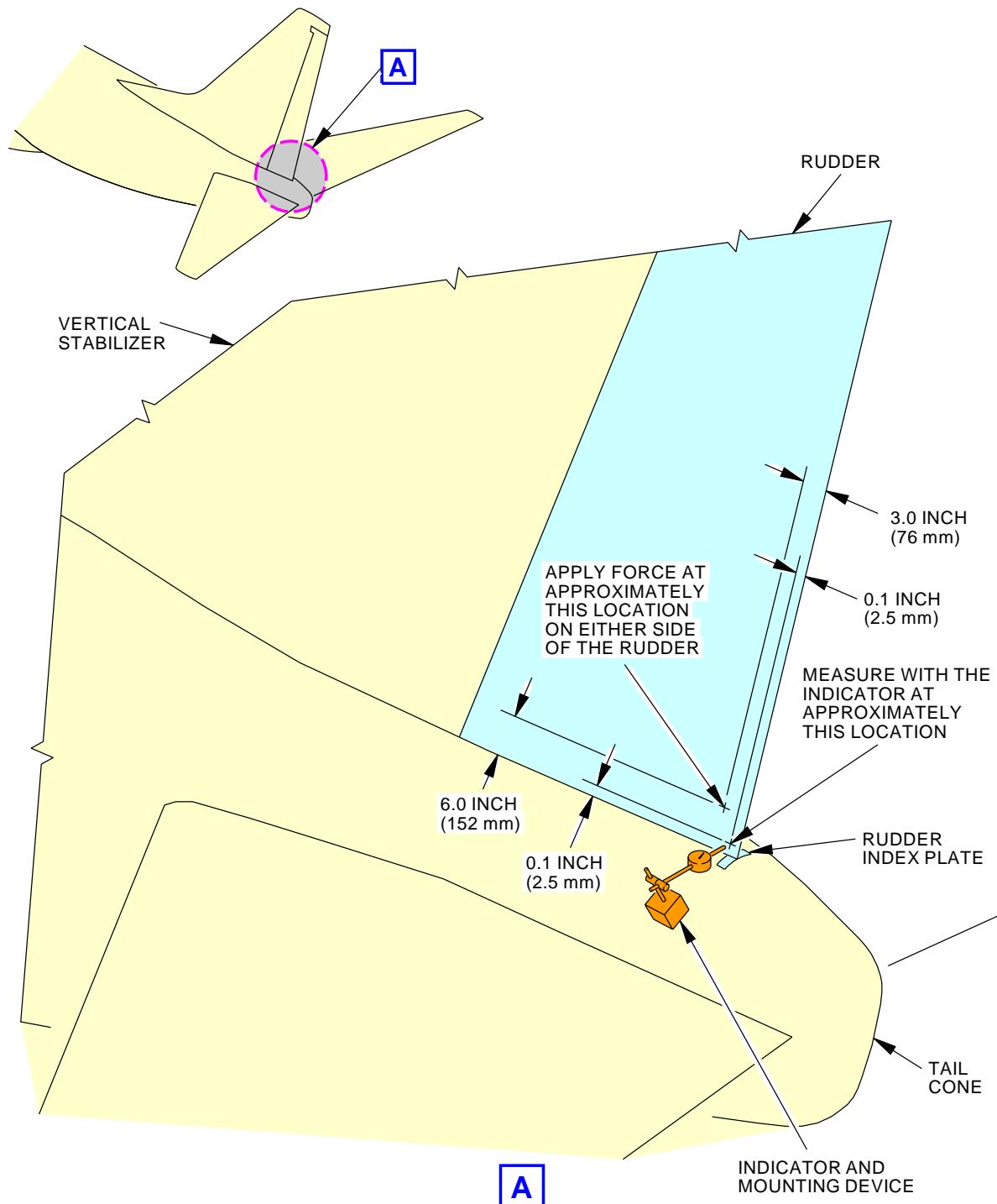
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-064-00-02

Rudder Hinge and PCU Bearing Freeplay Check
Figure 1

N86800 S0006568954_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**RUDDER SURFACE FREEPLAY**D633A109-AKS
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AKS
**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|---|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR FEEL SHIFT FUNCTION | | | BOEING CARD NO. 27-068-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL NOTE |
| | | ACCESS 117A | | | ZONE 117 118 211 212 |
| | | | | | |

Operationally check the elevator feel shift function.

AIRPLANE NOTE: If Installed

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

| | | |
|---|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION |
| | | D633A109-AKS 27-068-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-068-00-01 | | | | | | | | | | | | |
|--|----------------------------------|--------------------------------------|-----------------------------------|--|---------------|----------------------|---------------|----------------------------------|---|----|--------|----------------------------|---|----|--------|-----------------------------------|
| TASK 27-31-20-740-801 | | | | MECH INSP | | | | | | | | | | | | |
| 1. Elevator Feel Shift Module - Test | | | | | | | | | | | | | | | | |
| A. General | | | | | | | | | | | | | | | | |
| (1) Make sure that both Stall Management Yaw Damper computers are installed for this test. NOTE: Stall Management Yaw Damper Computer P/N 285A1010-4 or subsequent is required. | | | | | | | | | | | | | | | | |
| B. Prepare for the Test | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-20-760-006 | | | | | | | | | | | | | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-20-760-007 | | | | | | | | | | | | | | | | |
| (2) Make sure that these circuit breakers are closed: F/O Electrical System Panel, P6-2 | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>4</td><td>C01662</td><td>SPOILER PCU SOV SYS A</td></tr><tr><td>B</td><td>8</td><td>C01464</td><td>FLIGHT CONTROL ELEV TAB VLV RIGHT</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 4 | C01662 | SPOILER PCU SOV SYS A | B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| A | 4 | C01662 | SPOILER PCU SOV SYS A | | | | | | | | | | | | | |
| B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-3 | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>D</td><td>13</td><td>C00311</td><td>INDICATOR MASTER DIM BUS 1</td></tr><tr><td>E</td><td>14</td><td>C00316</td><td>INDICATOR MASTER DIM SECT 4</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | D | 13 | C00311 | INDICATOR MASTER DIM BUS 1 | E | 14 | C00316 | INDICATOR MASTER DIM SECT 4 |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| D | 13 | C00311 | INDICATOR MASTER DIM BUS 1 | | | | | | | | | | | | | |
| E | 14 | C00316 | INDICATOR MASTER DIM SECT 4 | | | | | | | | | | | | | |
| SUBTASK 27-31-20-420-006 | | | | | | | | | | | | | | | | |
| WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDERS, FLAPS, SLATS, SPOILERS AND STABILIZER ARE FULLY POWERED SURFACES. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED. | | | | | | | | | | | | | | | | |
| (3) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-20-410-005 | | | | | | | | | | | | | | | | |
| (4) 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> | | | | | <u>Number</u> | <u>Name/Location</u> | 117A | Electronic Equipment Access Door | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | |
| 117A | Electronic Equipment Access Door | | | | | | | | | | | | | | | |
| C. Elevator Feel Shift Module Test | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-20-700-005 | | | | | | | | | | | | | | | | |
| (1) Do the following steps to test the Elevator Feel Shift Module (EFSM) with the SMYD 1 energized: | | | | | | | | | | | | | | | | |
| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION | | | | | | | | | | | | | | |
| | | D633A109-AKS 27-068-00-01 | | | | | | | | | | | | | | |
| | | Page 2 of 6 Jun 15/2015 | | | | | | | | | | | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-068-00-01 | | | | | | | | |
|---|-------------|---------------|------------------|--|---|---|--------|-----------------|--|--|--|--|
| | | | | MECH INSP | | | | | | | | |
| <p>(a) Open this circuit breaker and install safety tag:</p> <p>F/O Electrical System Panel, P6-1</p> <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>B</td> <td>5</td> <td>C01206</td> <td>SMYD-2 CMPTR DC</td> </tr> </tbody> </table> <p>(b) Press the ON/OFF button on the BITE panel on the front of SMYD number 1.</p> <p>(c) Make sure EXISTING FAULTS? shows on the display.</p> <p>(d) Press down arrow button until OTHER FUNCTIONS? shows on the display.</p> <p>(e) Press YES button on the BITE panel on the front of SMYD number 1.</p> <p>(f) Make sure SYSTEM CONFIG? shows on the display.</p> <p>(g) Press down arrow button until SET OUTPUTS? shows on the display.</p> <p>(h) Press YES button on the BITE panel on the front of SMYD number 1.</p> <p>(i) Make sure SS CMD? shows on the display.</p> <p>(j) Press YES button on the BITE panel on the front of SMYD number 1.</p> <p><u>NOTE:</u> SS ACTIVATE will show on the display and then REMOVE CMD? will show on the display.</p> <p>(k) Make sure that the Captain's control column shakes.</p> <p>(l) After a minimum of 60 seconds, make sure the FEEL DIFF PRESS light on the P5 forward overhead panel is not illuminated.</p> <p>(m) Make sure CMD REMOVED shows on the display after the Captain's control column stops shaking.</p> <p>(n) Press MENU button on the BITE panel on the front of SMYD number 1.</p> <p>(o) Make sure SS CMD? shows on the display.</p> <p>(p) Press NO button on the BITE panel on the front of SMYD number 1.</p> <p>(q) Make sure SS CMD & EFS CMD? shows on the display.</p> <p>(r) Press YES button on the BITE panel on the front of SMYD number 1.</p> <p>(s) Make sure SS & EFS ACTIVATE shows on the display before REMOVE CMD shows on the display.</p> <p>(t) Make sure that the Captain's control column shakes.</p> <p>(u) Make sure that the following lights come on and stay on after a minimum of 20 to 60 seconds:</p> <ol style="list-style-type: none"> 1) Left and right MASTER CAUTION lights on the P7 glareshield panel 2) FEEL DIFF PRESS light on the P5 forward overhead panel. <p>(v) Make sure that the message CMD REMOVED is shown on the SMYD BITE display after the captain's control column stops shaking.</p> <p><u>NOTE:</u> The FEEL DIFF PRESS light should go off.</p> <p>(w) Press the master caution PUSH TO RESET light on the P7 glareshield panel.</p> <p>(x) Make sure these lights go off:</p> <ol style="list-style-type: none"> 1) Left MASTER CAUTION light on the P7 glareshield panel | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 5 | C01206 | SMYD-2 CMPTR DC | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | |
| B | 5 | C01206 | SMYD-2 CMPTR DC | | | | | | | | | |

| | | | |
|---|----------------------|---|--|
| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION D633A109-AKS 27-068-00-01 | Page 3 of 6 Oct 15/2014 |
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| | | | | MECH INSP |
| | | | 2) Right MASTER CAUTION light on the P7 glareshield panel. (y) Remove the safety tag and close this circuit breaker: F/O Electrical System Panel, P6-1 Row Col Number Name B 5 C01206 SMYD-2 CMPTR DC | |
| SUBTASK 27-31-20-700-006 | | | (2) Do the following steps to test the Elevator Feel Shift Module (EFSM) with the SMYD 2 energized: (a) Open this circuit breaker and install safety tag: CAPT Electrical System Panel, P18-2 Row Col Number Name E 5 C01204 SMYD-1 CMPTR DC (b) Press the ON/OFF button on the BITE panel on the front of SMYD number 2. (c) Make sure EXISTING FAULTS? shows on the display. (d) Press down arrow button until OTHER FUNCTIONS? shows on the display. (e) Press YES button on the BITE panel on the front of SMYD number 2. (f) Make sure SYSTEM CONFIG? shows on the display. (g) Press down arrow button until SET OUTPUTS? shows on the display. (h) Press YES button on the BITE panel on the front of SMYD number 2. (i) Make sure SS CMD? shows on the display. (j) Press YES button on the BITE panel on the front of SMYD number 2. <u>NOTE:</u> SS ACTIVATE will show on the display and then REMOVE CMD? will show on the display. (k) Make sure that the First Officer's control column shakes. (l) After a minimum of 60 seconds, make sure the FEEL DIFF PRESS light on the P5 forward overhead panel is not on. (m) Make sure CMD REMOVED shows on the display after the First Officer's control column stops shaking. (n) Press MENU button on the BITE panel on the front of SMYD number 2. (o) Make sure SS CMD? shows on the display. (p) Press NO button on the BITE panel on the front of SMYD number 2. (q) Make sure SS CMD & EFS CMD? shows on the display. (r) Press YES button on the BITE panel on the front of SMYD number 2. (s) Make sure SS & EFS ACTIVATE shows on the display before REMOVE CMD shows on the display. (t) Make sure that the First Officer's control column shakes. (u) Make sure that the following lights come on and stay on after a minimum of 20 to 60 seconds: | |

| | | | |
|---|----------------------|---|--|
| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION D633A109-AKS 27-068-00-01 | Page 4 of 6 Oct 15/2014 |
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737-600/700/800/900 TASK CARDS

| | | | |
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| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION | |
| | | D633A109-AKS 27-068-00-01 | Page 5 of 6 Oct 15/2014 |

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| | | | | MECH INSP |
| <p style="text-align: center;">REMOVE CMD? will show on both of the displays.</p> <p>(j) Make sure that both the Captain's and First Officer's control columns shake.</p> <p>(k) After a minimum of 60 seconds, make sure the FEEL DIFF PRESS light on the P5 forward overhead panel is not on.</p> <p>(l) Make sure CMD REMOVED show on both displays after the control columns stops shaking.</p> <p>(m) Press MENU buttons on the BITE panel on the front of both SMYDs.</p> <p>(n) Make sure SS CMD? show on both displays.</p> <p>(o) Press NO buttons on the BITE panel on the front of both SMYDs.</p> <p>(p) Make sure SS CMD & EFS CMD? show on both displays.</p> <p>(q) Press YES buttons on the BITE panel on the front of both SMYDs.</p> <p>(r) Make sure SS & EFS ACTIVATE show on both displays before REMOVE CMD shows on both displays.</p> <p>(s) Make sure that both the Captain's and First Officer's control columns shake.</p> <p>(t) Make sure that the following lights come on and stay on after a minimum of 20 to 60 seconds:</p> <ol style="list-style-type: none"> 1) Left and right MASTER CAUTION lights on the P7 glareshield panel 2) FEEL DIFF PRESS light on the P5-3 forward overhead panel. <p>(u) Make sure that CMD REMOVED show on both displays after the control columns stop shaking.</p> <p><u>NOTE:</u> The FEEL DIFF PRESS light should go off.</p> <p>(v) Push the master caution PUSH TO RESET on the P7 glareshield panel.</p> <p>(w) Make sure these lights go off:</p> <ol style="list-style-type: none"> 1) Left MASTER CAUTION light on the P7 glareshield panel 2) Right MASTER CAUTION light on the P7 glareshield panel. | | | | |

D. Put the Airplane Back to Its Usual Condition

SUBTASK 27-31-20-860-014

- (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801.

SUBTASK 27-31-20-760-008

- (2) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

SUBTASK 27-31-20-410-003

- (3) Close this access panel:

Number Name/Location

117A Electronic Equipment Access Door

———— END OF TASK ————

| | | |
|---|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL; AIRPLANES WITH ELEVATOR FEEL SHIFT MODULE AND A 285A1010-4 OR SUBSEQUENT, STALL MANAGEMENT YAW DAMPER COMPUTER | SOURCE MRB | ELEVATOR FEEL SHIFT FUNCTION |
| | | D633A109-AKS 27-068-00-01 |

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| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT ELEVATOR LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-070-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 333AT 333CB 333DB 334GB 334HB 334JB 334KB 334MB 334NB | | | ZONE 334 |

Lubricate the left elevator mechanical control path.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-31-00-700-803 | Elevator Balance Panels - Test (P/B 501) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-800-802 | Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|--------------------------------------|
| D00109 | Oil - Lubricating Oil, Aircraft Turbine Engine, Synthetic Base | MIL-PRF-7808 (Supersedes MIL-L-7808) |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| D50102 | Lubricating Oil - General Purpose, Low Temperature | MIL-L-7870 |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
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TASK 12-22-31-600-801

MECH

INSP

1. Elevator Buss Crank and Master Arm Fitting - Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-31-860-010

- (1) Position the control column in the neutral position and place a DO-NOT-MOVE tag on the control column.

SUBTASK 12-22-31-860-011

- (2) Set the FLT CONTROL A and B switches to OFF.

SUBTASK 12-22-31-860-012

- (3) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

SUBTASK 12-22-31-010-004

- (4) For the left elevator buss crank and master arm fitting, do this step:

Open this access panel:

Number Name/Location

333AT Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body

SUBTASK 12-22-31-010-005

- (5) For the right elevator buss crank and master arm fitting, do this step:

Open this access panel:

Number Name/Location

343AT Horizontal Stabilizer, Gap Cover - H. Stab. to Body

B. Elevator Buss Crank and Master Arm Fitting Lubrication

(Table 1)

SUBTASK 12-22-31-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Elevator Buss Crank and Master Arm Fitting Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--------------------------|----------------|-----------------------|---------------------|
| 1 | Master Arm Hinge Fitting | grease, D00633 | Flush | 1 |
| 2 | Buss Crank Assembly | grease, D00633 | Flush | 1 |

SUBTASK 12-22-31-640-002

- (2) Lubricate the elevator output torque tube buss crank [2], (Figure 1):
- Locate the buss crank lubrication fitting.
 - Lubricate the buss crank with grease, D00633.
- Add grease, D00633 into lubrication fitting until clean grease, D00633 comes out of the bearing.

| | | | |
|-------------------------------|----------------------|----------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION | |
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| | | | | MECH INSP |
| SUBTASK 12-22-31-640-003 | | | | |
| (3) Lubricate the master arm hinge fitting [1], (Figure 1) | | | | |
| (a) Put grease, D00633 into the master arm hinge fitting [1]. | | | | |
| 1) Add grease, D00633 until clean grease, D00633 comes out of the bearing. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-31-410-004 | | | | |
| (1) For the left elevator buss crank and master arm fitting, do this step: | | | | |
| Close this access panel: | | | | |
| Number Name/Location | | | | |
| 333AT Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body | | | | |
| SUBTASK 12-22-31-410-005 | | | | |
| (2) For the right elevator buss crank and master arm fitting, do this step: | | | | |
| Close this access panel: | | | | |
| Number Name/Location | | | | |
| 343AT Horizontal Stabilizer, Gap Cover - H. Stab. to Body | | | | |
| SUBTASK 12-22-31-860-014 | | | | |
| (3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 12-22-31-860-013 | | | | |
| (4) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | |
| SUBTASK 12-22-31-860-015 | | | | |
| (5) Set the FLT CONTROL A and B switches to ON. | | | | |
| SUBTASK 12-22-31-080-001 | | | | |
| (6) Remove the DO-NOT-MOVE tag from the control column. | | | | |
| SUBTASK 12-22-31-710-003 | | | | |
| (7) Move the elevator through the full range of travel to make sure it moves freely. | | | | |
| (a) Push the control column all the way forward then pull the control column all the way aft, then release the column to the neutral position. | | | | |
| SUBTASK 12-22-31-600-001 | | | | |
| (8) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801. | | | | |

— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
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TASK 12-22-31-640-801

MECH

INSP

2. Elevator Hinge Bearings - Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-31-010-001

- (1) For the left elevator, open these access panels:

Number Name/Location

| | |
|-------|---|
| 334GB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334JB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334KB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334MB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334NB | Horizontal Stabilizer, Elevator Hinge Cover |

SUBTASK 12-22-31-010-002

- (2) For the right elevator, open these access panels:

Number Name/Location

| | |
|-------|--|
| 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 |
| 344JB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 121.59 |
| 344KB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 176.64 |
| 344MB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04 |
| 344NB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45 |

B. Elevator Hinge Bearings Lubrication

(Table 2)

SUBTASK 12-22-31-640-007

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Elevator Hinge Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|----------------|-----------------------|---------------------|
| 1 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 2 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 3 | Hinge Fitting | grease, D00633 | Zerk | 2 |
| 4 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 5 | Hinge Fitting | grease, D00633 | Zerk | 3 |

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION | |
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| | | | | MECH INSP |
| SUBTASK 12-22-31-860-001 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, LANDING GEAR CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. | | | | |
| SUBTASK 12-22-31-860-002 | | | | |
| (3) Move the control column full aft and hold the control column in its position, attach a DO-NOT-MOVE tag. | | | | |
| SUBTASK 12-22-31-600-002 | | | | |
| (4) Use the item number [1], [2], [3], [4] and [5] in Table 2 to locate the elevator hinge fittings for lubrication. | | | | |
| SUBTASK 12-22-31-600-003 | | | | |
| (5) Put grease, D00633 into the lube fitting of the elevator hinges. | | | | |
| (a) Add grease, D00633 until clean grease, D00633 comes out of the bearings. | | | | |
| (b) Remove the excess grease, D00633 from around the bearing. | | | | |
| SUBTASK 12-22-31-410-001 | | | | |
| (6) For the left elevator, install these access panels: | | | | |
| Number Name/Location | | | | |
| 334GB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334JB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334KB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334MB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334NB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| SUBTASK 12-22-31-410-002 | | | | |
| (7) For the right elevator, install these access panels: | | | | |
| Number Name/Location | | | | |
| 344GB Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | | | |
| 344JB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 121.59 | | | | |
| 344KB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 176.64 | | | | |
| 344MB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04 | | | | |
| 344NB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45 | | | | |
| SUBTASK 12-22-31-860-003 | | | | |
| (8) Return the control column to the neutral position and remove the DO-NOT-MOVE tag. | | | | |
| SUBTASK 12-22-31-710-001 | | | | |
| (9) Move the elevator through the full range of travel to make sure it moves freely. | | | | |

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION | |
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| | | | | MECH INSP |
| SUBTASK 12-22-31-860-004 | | | | |
| (10) Push the control column all the way forward then pull the control column all the way aft, then release to the neutral position. | | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION | | |
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TASK 12-22-31-640-802

MECH

INSP

3. Elevator Tab Hinge LubricationNOTE: See Figure 3.**A. Prepare for the lubrication**

SUBTASK 12-22-31-860-006

- (1) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM
TASK 27-31-00-800-801.

SUBTASK 12-22-31-860-007

- (2) Move the control column full aft and hold the control column in this position. Attach a Do-Not-Move tag.

SUBTASK 12-22-31-860-017

- (3) Move the FLT CONTROL A and B switches to the OFF position.

SUBTASK 12-22-31-860-009

- (4) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM
TASK 27-31-00-800-802.

B. Elevator Tab Hinge Lubrication

Table 3

SUBTASK 12-22-31-640-009

- (1) This table supplies data for the subsequent lubrication step:

Table 3 AIRPLANES WITH SIX HINGE ELEVATOR TABS; Elevator Tab Hinge Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| [1] | Tab Hinge Fitting | grease, D00633 | Flush | 1 |
| [2] | Tab Hinge Fitting | grease, D00633 | Flush | 5 |

SUBTASK 12-22-31-640-004

- (2) Lubricate the elevator tab hinges [1] and [2], Figure 3.
- Put grease, D00633 in tab hinge fittings [1] and [2] until clean grease, D00633 comes out of bearing.
 - Remove any excess grease, D00633 from around the hinge bearing.

SUBTASK 12-22-31-860-021

- (3) Remove the DO-NOT-MOVE tag and return the control column to the neutral position.

SUBTASK 12-22-31-710-005

- (4) Move the elevator through the full travel, to make sure it moves freely.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-31-860-018

- (1) Move the FLT CONTROL A and B switches to ON, if necessary.

— END OF TASK —

| | | | |
|-------------------------------|----------------------|----------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION | |
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TASK 12-22-31-600-802

MECH

INSP

4. Elevator Balance Panel - Lubrication

(Figure 4)

A. Prepare for the Lubrication**SUBTASK 12-22-31-860-019**

- (1) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

SUBTASK 12-22-31-010-006

- (2) For the left elevator, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 333CB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 333DB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 334HB | Horizontal Stabilizer, Elevator Hinge Cover |

SUBTASK 12-22-31-010-007

- (3) For the right elevator, remove these access panels:

Number Name/Location

- | | |
|-------|---|
| 343CB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 343DB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 344HB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 66.54 |

B. Elevator Balance Panel Hinge Lubrication

(Figure 4)

SUBTASK 12-22-31-640-011

- (1) This table supplies data for the subsequent lubrication step:

Table 4 Elevator Balance Panel Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|---|-----------------------|---------------------|
| [1] | Balance Panel | MIL-L-7870 oil, D50102 or oil, D00109 | Flush | 3 |

NOTE: Do not mix MIL-L-7870 oil, D50102 with oil, D00109. It is recommended for the surface to be cleaned prior to the application of the new lubricant.

SUBTASK 12-22-31-020-001

- (2) Get access to the balance panel [102] hinges (bays 2, 3, and 4):
 (a) Remove the bolts that attach the aft end of the balance panel [102] to the aft hinge.
 (b) Let the balance panel [102] hang by its aft end.

SUBTASK 12-22-31-020-002

- (3) Lubricate the three hinge points [1] of the elevator balance panels (Figure 4).
 (a) Move the hinges during lubrication.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-01 |
|---|-------------|---------|------------------|--|
| SUBTASK 12-22-31-410-006 (4) Install the bolts that attach the aft end of the balance panel [102] to the aft hinge. SUBTASK 12-22-31-710-007 (5) Do this task: Elevator Balance Panels - Test, AMM TASK 27-31-00-700-803. SUBTASK 12-22-31-410-007 (6) For the left elevator, install these access panels: Number Name/Location 333CB Horizontal Stabilizer, Access Panel, Trailing Edge 333DB Horizontal Stabilizer, Access Panel, Trailing Edge 334HB Horizontal Stabilizer, Elevator Hinge Cover SUBTASK 12-22-31-410-008 (7) For the right elevator, install these access panels: Number Name/Location 343CB Horizontal Stabilizer, Access Panel - T.E. Area 343DB Horizontal Stabilizer, Access Panel - T.E. Area 344HB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 66.54 SUBTASK 12-22-31-860-020 (8) 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 | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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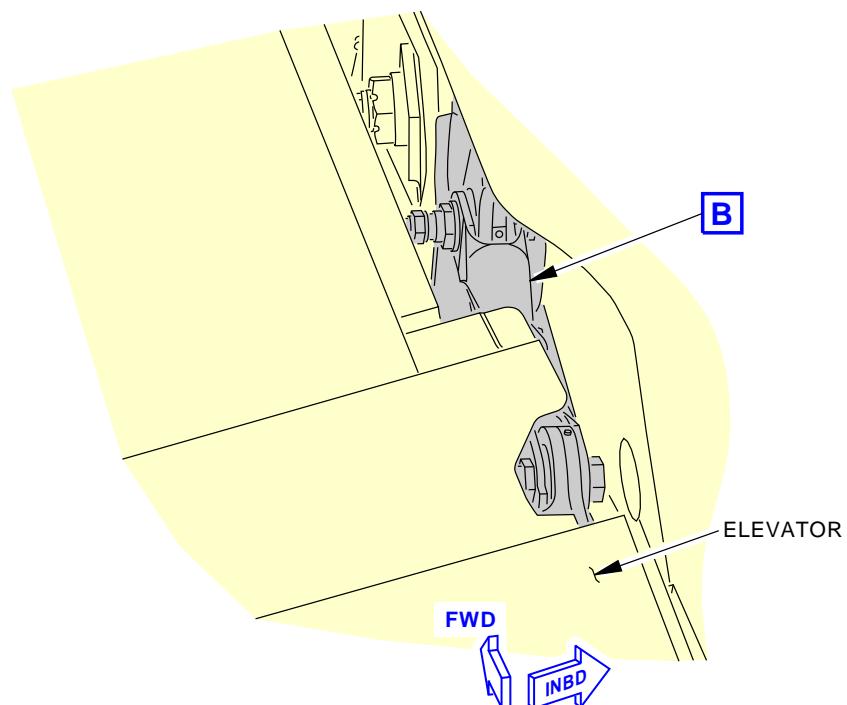
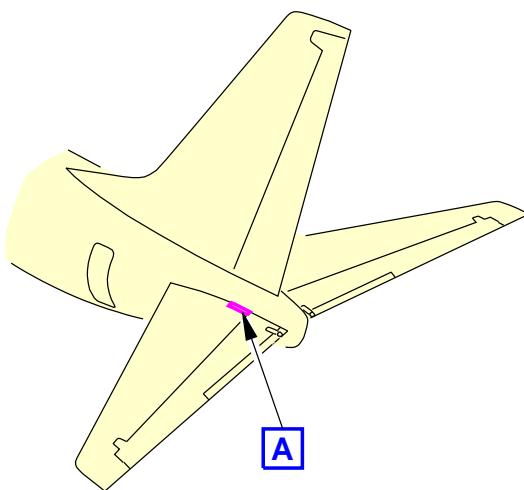
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

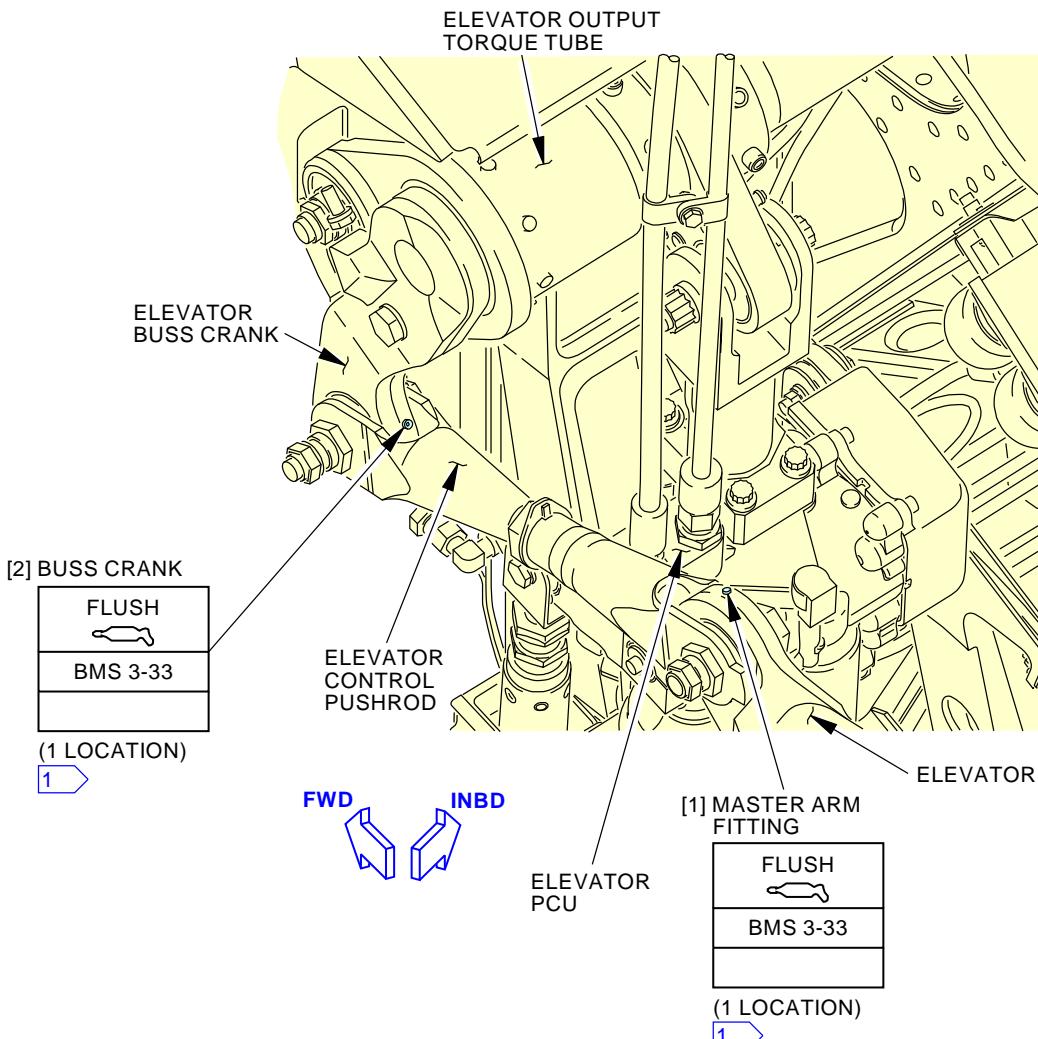
BOEING CARD NO.
27-070-00-01**ELEVATOR BUSS ASSEMBLY
(GAP COVER ACCESS PANEL REMOVED)**

G25368 S0006561439_V2

**Elevator Buss Crank and Master Arm Fitting Lubrication
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT ELEVATOR LUBRICATION****D633A109-AKS
27-070-00-01****Page 10 of 19
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**LEFT ELEVATOR BUSS ASSEMBLY
(RIGHT ELEVATOR BUSS ASSEMBLY IS EQUIVALENT)**

2 POINTS

B**CAUTION:**

- 1 ON SEALED BEARINGS, DO NOT APPLY GREASE WITH A PRESSURE MORE THAN 1000 PSI (6900 kPa) AND AT A RATE MORE THAN 0.07 GALLON (0.25 LITER) PER MINUTE. WHEN YOU USE A HAND-OPERATED GREASE GUN, DO NOT USE AN EXTENSION HANDLE TO GET MORE FORCE. SEALED BEARINGS CAN BE DAMAGED BY TOO MUCH PRESSURE.

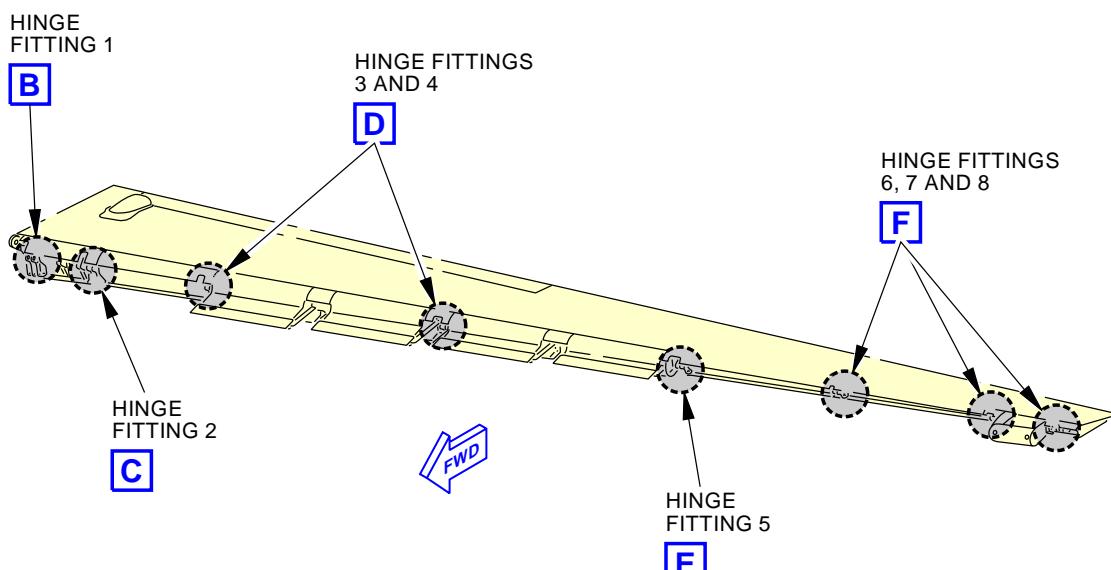
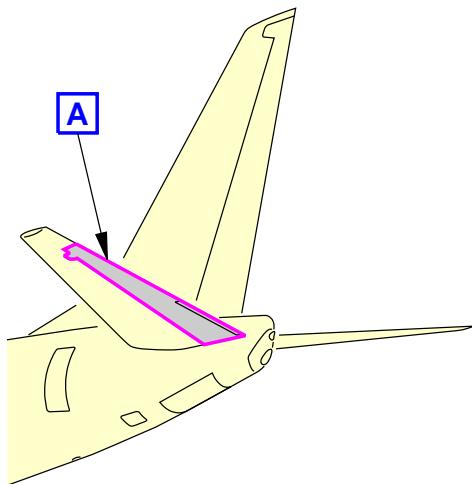
G25626 S0006561440_V2

**Elevator Buss Crank and Master Arm Fitting Lubrication
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-070-00-01 |

LEFT ELEVATOR
(RIGHT ELEVATOR IS EQUIVALENT)

G25269 S0006561443_V2

Elevator Hinge Servicing
Figure 2 (Sheet 1 of 4)

| | | |
|-------------------------------|----------------------|----------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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Jun 15/2015

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

DATE

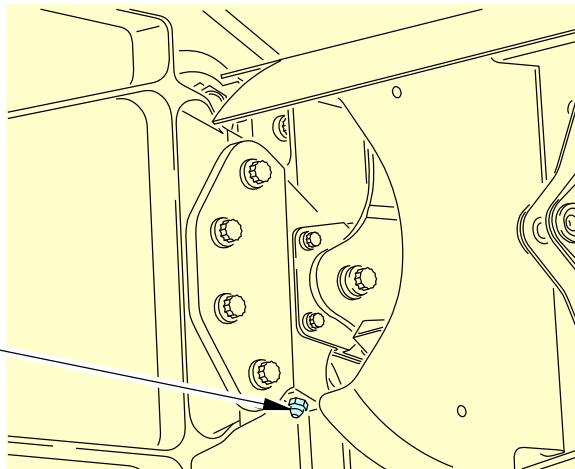
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-01**[1] HINGE FITTING**

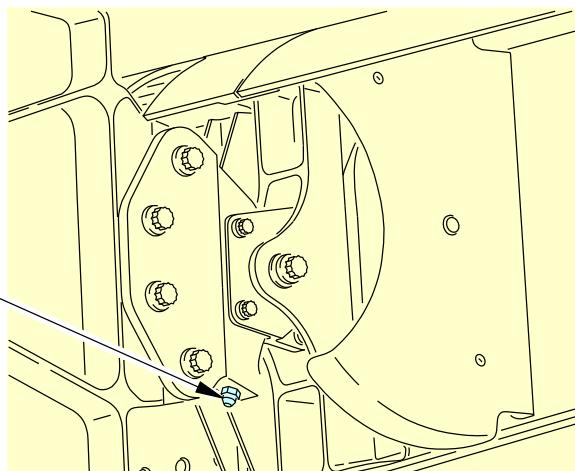
| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

**HINGE FITTING 1**

1 POINT

**[2] HINGE FITTING**

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

**HINGE FITTING 2**

1 POINT



G25283 S0006561444_V2

**Elevator Hinge Servicing
Figure 2 (Sheet 2 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT ELEVATOR LUBRICATION****D633A109-AKS
27-070-00-01****Page 13 of 19
Jun 15/2015**

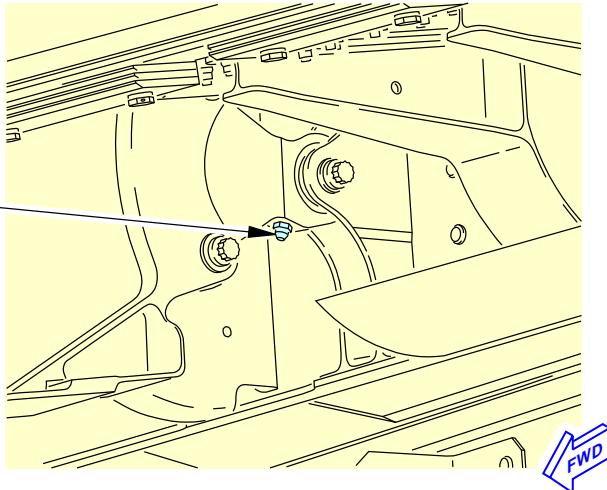
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[3] HINGE FITTING

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(1 LOCATION)

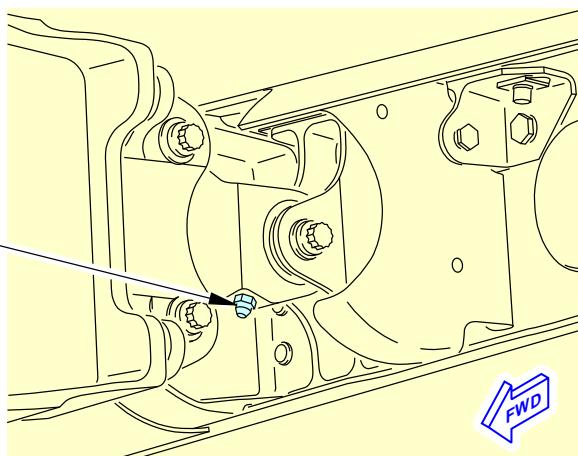
**HINGE FITTING 3
(HINGE FITTING 4 IS EQUIVALENT)**

1 POINT

D**[4] HINGE FITTING**

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(1 LOCATION)

**HINGE FITTING 5**

1 POINT

E

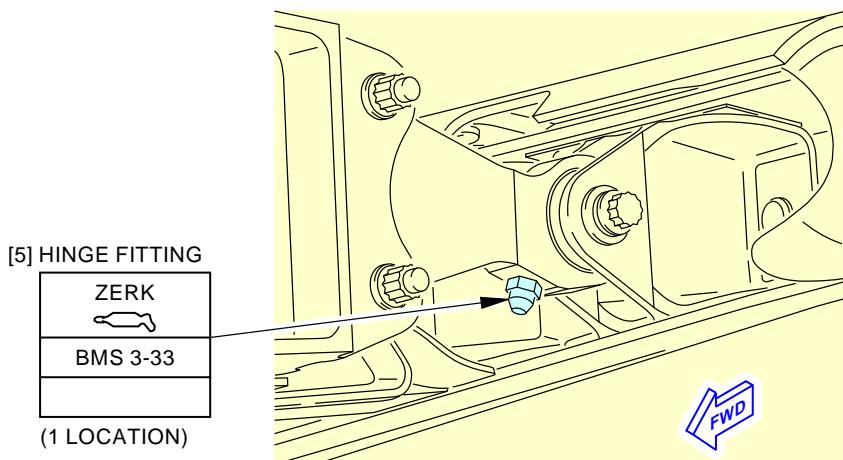
G25284 S0006561445_V2

**Elevator Hinge Servicing
Figure 2 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-070-00-01 |



**HINGE FITTING 6
(HINGE FITTINGS 7 AND 8 ARE EQUIVALENT)**

1 POINT

F

G25357 S0006561446_V2

**Elevator Hinge Servicing
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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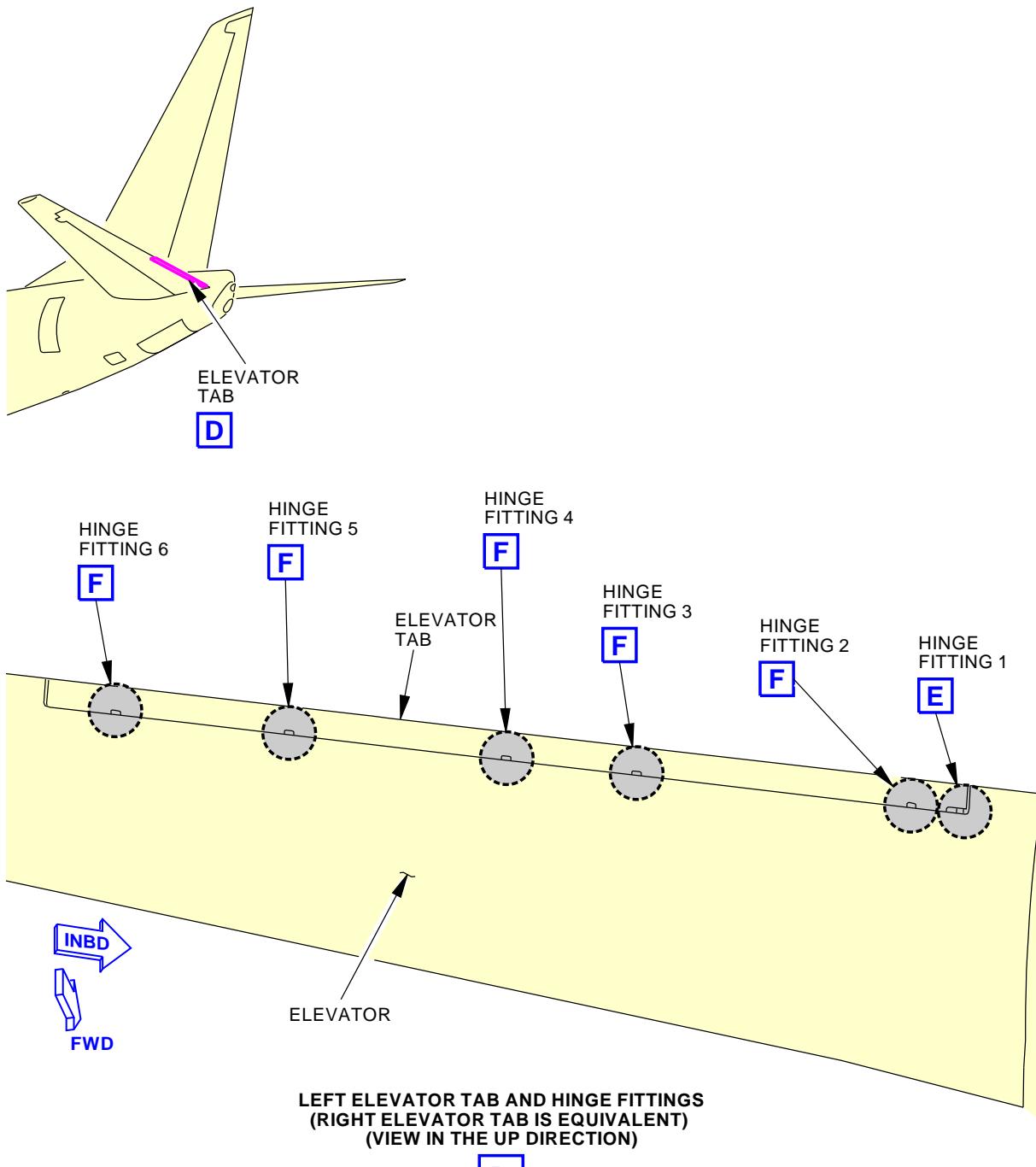
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-01

N14506 S0000128564_V2

Elevator Tab Hinge Lubrication (AIRPLANES WITH SIX HINGE ELEVATOR TABS (POST-SB 55A1080 OR PRR 38506))**Figure 3 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

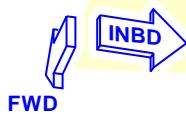
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[1] TAB HINGE FITTING

| |
|--------------|
| FLUSH |
| BMS 3-33 |
| (1 LOCATION) |

1

ELEVATOR TAB

ELEVATOR

HINGE FITTING 1**1 POINT****[2] TAB HINGE FITTING**

| |
|--------------|
| FLUSH |
| BMS 3-33 |
| (1 LOCATION) |

1

ELEVATOR TAB

ELEVATOR

**HINGE FITTING 2
(HINGE FITTINGS 3, 4, 5 AND 6 ARE EQUIVALENT)****1 POINT****CAUTION:**

ON SEALED BEARINGS, DO NOT APPLY GREASE WITH A PRESSURE MORE THAN 1000 PSI (6900 kPa) AND AT A RATE MORE THAN 0.07 GALLON (0.25 LITER) PER MINUTE. WHEN YOU USE A HAND-OPERATED GREASE GUN, DO NOT USE AN EXTENSION HANDLE TO GET MORE FORCE. SEALED BEARINGS CAN BE DAMAGED BY TOO MUCH PRESSURE.

N14546 S0000128565_V2

Elevator Tab Hinge Lubrication (AIRPLANES WITH SIX HINGE ELEVATOR TABS (POST-SB 55A1080 OR PRR 38506))**Figure 3 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

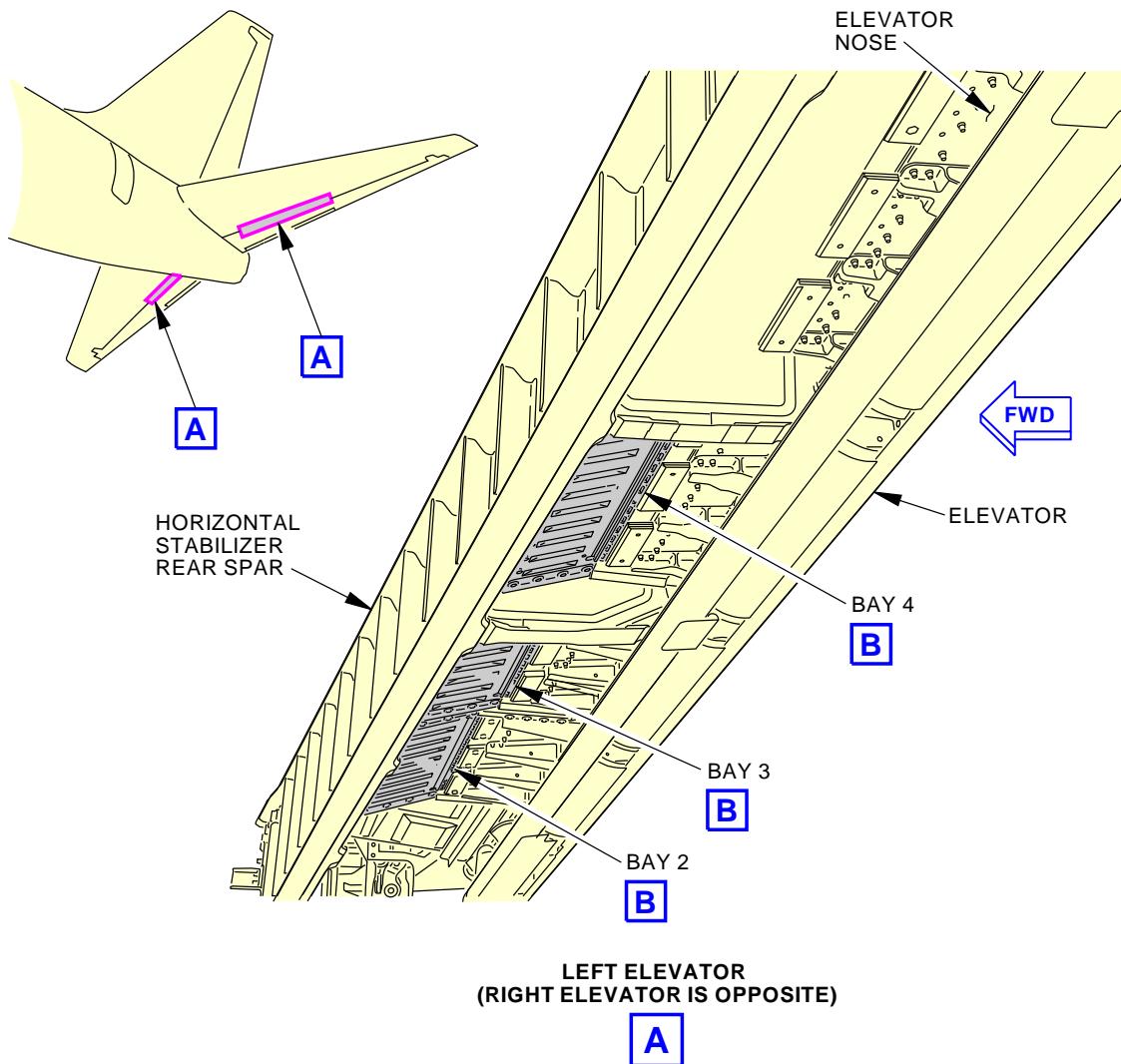
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-01

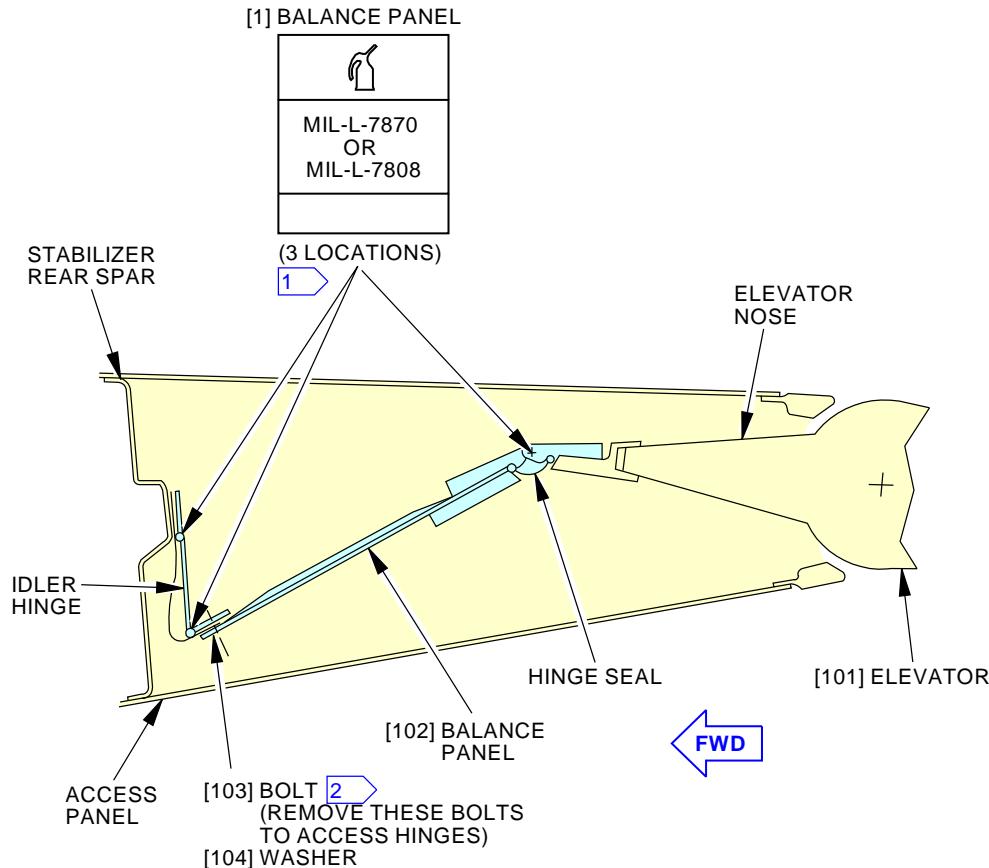
- 1 REMOVE ACCESS PANEL. REMOVE BOLTS HOLDING THE AFT PORTION OF EACH BALANCE PANEL HINGE. LET THE AFT PORTION OF BALANCE PANEL HANG DOWN. GAIN ACCESS TO HINGE AND LUBRICATE. CYCLE HINGE DURING LUBRICATION. INSTALL BALANCE PANEL BOLTS AND ACCESS PANEL. CYCLE ELEVATOR FULL TRAVEL (BY HAND) TO CHECK FOR BINDING.
- 2 WHEN INSTALLING BALANCE PANEL BOLTS ENSURE IDLER HINGE IS POSITIONED DOWNWARD FROM STABILIZER REAR SPAR.

N20389 S0006561457_V4
Elevator Balance Panel Lubrication
Figure 4 (Sheet 1 of 2)

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**ELEVATOR BALANCE PANEL**

3 POINTS



N25927 S0006561458_V2
Elevator Balance Panel Lubrication
Figure 4 (Sheet 2 of 2)

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-01 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT ELEVATOR LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-070-00-02 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 343AT 343CB 343DB 344GB 344HB 344JB 344KB 344MB 344NB | | | ZONE 344 |

Lubricate the right elevator mechanical control path.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-31-00-700-803 | Elevator Balance Panels - Test (P/B 501) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-800-802 | Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|--------------------------------------|
| D00109 | Oil - Lubricating Oil, Aircraft Turbine Engine, Synthetic Base | MIL-PRF-7808 (Supersedes MIL-L-7808) |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| D50102 | Lubricating Oil - General Purpose, Low Temperature | MIL-L-7870 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|

TASK 12-22-31-600-801

MECH

INSP

1. Elevator Buss Crank and Master Arm Fitting - Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-31-860-010

- (1) Position the control column in the neutral position and place a DO-NOT-MOVE tag on the control column.

SUBTASK 12-22-31-860-011

- (2) Set the FLT CONTROL A and B switches to OFF.

SUBTASK 12-22-31-860-012

- (3) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

SUBTASK 12-22-31-010-004

- (4) For the left elevator buss crank and master arm fitting, do this step:

Open this access panel:

Number Name/Location

333AT Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body

SUBTASK 12-22-31-010-005

- (5) For the right elevator buss crank and master arm fitting, do this step:

Open this access panel:

Number Name/Location

343AT Horizontal Stabilizer, Gap Cover - H. Stab. to Body

B. Elevator Buss Crank and Master Arm Fitting Lubrication

(Table 1)

SUBTASK 12-22-31-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Elevator Buss Crank and Master Arm Fitting Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--------------------------|----------------|-----------------------|---------------------|
| 1 | Master Arm Hinge Fitting | grease, D00633 | Flush | 1 |
| 2 | Buss Crank Assembly | grease, D00633 | Flush | 1 |

SUBTASK 12-22-31-640-002

- (2) Lubricate the elevator output torque tube buss crank [2], (Figure 1):
- Locate the buss crank lubrication fitting.
 - Lubricate the buss crank with grease, D00633.
- Add grease, D00633 into lubrication fitting until clean grease, D00633 comes out of the bearing.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|--------------------------|---|---|------------------|--|
| SUBTASK 12-22-31-640-003 | (3) Lubricate the master arm hinge fitting [1], (Figure 1) (a) Put grease, D00633 into the master arm hinge fitting [1]. 1) Add grease, D00633 until clean grease, D00633 comes out of the bearing. | C. Put the Airplane Back to Its Usual Condition | | MECH INSP |

SUBTASK 12-22-31-410-004

- (1) For the left elevator buss crank and master arm fitting, do this step:

Close this access panel:

Number Name/Location

333AT Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body

SUBTASK 12-22-31-410-005

- (2) For the right elevator buss crank and master arm fitting, do this step:

Close this access panel:

Number Name/Location

343AT Horizontal Stabilizer, Gap Cover - H. Stab. to Body

SUBTASK 12-22-31-860-014

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

SUBTASK 12-22-31-860-013

- (4) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801.

SUBTASK 12-22-31-860-015

- (5) Set the FLT CONTROL A and B switches to ON.

SUBTASK 12-22-31-080-001

- (6) Remove the DO-NOT-MOVE tag from the control column.

SUBTASK 12-22-31-710-003

- (7) Move the elevator through the full range of travel to make sure it moves freely.

(a) Push the control column all the way forward then pull the control column all the way aft, then release the column to the neutral position.

SUBTASK 12-22-31-600-001

- (8) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|

TASK 12-22-31-640-801

MECH

INSP

2. Elevator Hinge Bearings - Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-31-010-001

- (1) For the left elevator, open these access panels:

Number Name/Location

| | |
|-------|---|
| 334GB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334JB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334KB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334MB | Horizontal Stabilizer, Elevator Hinge Cover |
| 334NB | Horizontal Stabilizer, Elevator Hinge Cover |

SUBTASK 12-22-31-010-002

- (2) For the right elevator, open these access panels:

Number Name/Location

| | |
|-------|--|
| 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 |
| 344JB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 121.59 |
| 344KB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 176.64 |
| 344MB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04 |
| 344NB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45 |

B. Elevator Hinge Bearings Lubrication

(Table 2)

SUBTASK 12-22-31-640-007

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Elevator Hinge Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|----------------|-----------------------|---------------------|
| 1 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 2 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 3 | Hinge Fitting | grease, D00633 | Zerk | 2 |
| 4 | Hinge Fitting | grease, D00633 | Zerk | 1 |
| 5 | Hinge Fitting | grease, D00633 | Zerk | 3 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-31-860-001 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, LANDING GEAR CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. | | | | |
| SUBTASK 12-22-31-860-002 | | | | |
| (3) Move the control column full aft and hold the control column in its position, attach a DO-NOT-MOVE tag. | | | | |
| SUBTASK 12-22-31-600-002 | | | | |
| (4) Use the item number [1], [2], [3], [4] and [5] in Table 2 to locate the elevator hinge fittings for lubrication. | | | | |
| SUBTASK 12-22-31-600-003 | | | | |
| (5) Put grease, D00633 into the lube fitting of the elevator hinges. | | | | |
| (a) Add grease, D00633 until clean grease, D00633 comes out of the bearings. | | | | |
| (b) Remove the excess grease, D00633 from around the bearing. | | | | |
| SUBTASK 12-22-31-410-001 | | | | |
| (6) For the left elevator, install these access panels: | | | | |
| Number Name/Location | | | | |
| 334GB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334JB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334KB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334MB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| 334NB Horizontal Stabilizer, Elevator Hinge Cover | | | | |
| SUBTASK 12-22-31-410-002 | | | | |
| (7) For the right elevator, install these access panels: | | | | |
| Number Name/Location | | | | |
| 344GB Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | | | |
| 344JB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 121.59 | | | | |
| 344KB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 176.64 | | | | |
| 344MB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 250.04 | | | | |
| 344NB Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45 | | | | |
| SUBTASK 12-22-31-860-003 | | | | |
| (8) Return the control column to the neutral position and remove the DO-NOT-MOVE tag. | | | | |
| SUBTASK 12-22-31-710-001 | | | | |
| (9) Move the elevator through the full range of travel to make sure it moves freely. | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|--|----------------------|--|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-31-860-004 | | | | |
| (10) Push the control column all the way forward then pull the control column all the way aft, then release to the neutral position. | | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION | | |
| | | D633A109-AKS 27-070-00-02 | | |
| Page 6 of 19 Oct 15/2014 | | | | |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|

TASK 12-22-31-640-802

MECH

INSP

3. Elevator Tab Hinge LubricationNOTE: See Figure 3.**A. Prepare for the lubrication**

SUBTASK 12-22-31-860-006

- (1) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801.

SUBTASK 12-22-31-860-007

- (2) Move the control column full aft and hold the control column in this position. Attach a Do-Not-Move tag.

SUBTASK 12-22-31-860-017

- (3) Move the FLT CONTROL A and B switches to the OFF position.

SUBTASK 12-22-31-860-009

- (4) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

B. Elevator Tab Hinge Lubrication

Table 3

SUBTASK 12-22-31-640-009

- (1) This table supplies data for the subsequent lubrication step:

Table 3 AIRPLANES WITH SIX HINGE ELEVATOR TABS; Elevator Tab Hinge Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| [1] | Tab Hinge Fitting | grease, D00633 | Flush | 1 |
| [2] | Tab Hinge Fitting | grease, D00633 | Flush | 5 |

SUBTASK 12-22-31-640-004

- (2) Lubricate the elevator tab hinges [1] and [2], Figure 3.
- Put grease, D00633 in tab hinge fittings [1] and [2] until clean grease, D00633 comes out of bearing.
 - Remove any excess grease, D00633 from around the hinge bearing.

SUBTASK 12-22-31-860-021

- (3) Remove the DO-NOT-MOVE tag and return the control column to the neutral position.

SUBTASK 12-22-31-710-005

- (4) Move the elevator through the full travel, to make sure it moves freely.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-31-860-018

- (1) Move the FLT CONTROL A and B switches to ON, if necessary.

— END OF TASK —

| | | | |
|-------------------------------|----------------------|--|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION | |
| | | D633A109-AKS 27-070-00-02 | 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. 27-070-00-02 |
|------|-------------|---------|------------------|--|

TASK 12-22-31-600-802

MECH

INSP

4. Elevator Balance Panel - Lubrication

(Figure 4)

A. Prepare for the Lubrication**SUBTASK 12-22-31-860-019**

- (1) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

SUBTASK 12-22-31-010-006

- (2) For the left elevator, remove these access panels:

Number Name/Location

- | | |
|-------|--|
| 333CB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 333DB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 334HB | Horizontal Stabilizer, Elevator Hinge Cover |

SUBTASK 12-22-31-010-007

- (3) For the right elevator, remove these access panels:

Number Name/Location

- | | |
|-------|---|
| 343CB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 343DB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 344HB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 66.54 |

B. Elevator Balance Panel Hinge Lubrication

(Figure 4)

SUBTASK 12-22-31-640-011

- (1) This table supplies data for the subsequent lubrication step:

Table 4 Elevator Balance Panel Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|---|-----------------------|---------------------|
| [1] | Balance Panel | MIL-L-7870 oil, D50102 or oil, D00109 | Flush | 3 |

NOTE: Do not mix MIL-L-7870 oil, D50102 with oil, D00109. It is recommended for the surface to be cleaned prior to the application of the new lubricant.

SUBTASK 12-22-31-020-001

- (2) Get access to the balance panel [102] hinges (bays 2, 3, and 4):
 (a) Remove the bolts that attach the aft end of the balance panel [102] to the aft hinge.
 (b) Let the balance panel [102] hang by its aft end.

SUBTASK 12-22-31-020-002

- (3) Lubricate the three hinge points [1] of the elevator balance panels (Figure 4).
 (a) Move the hinges during lubrication.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|--------------------------|--|--------------------------|--|--|
| SUBTASK 12-22-31-410-006 | (4) Install the bolts that attach the aft end of the balance panel [102] to the aft hinge. | SUBTASK 12-22-31-710-007 | (5) Do this task: Elevator Balance Panels - Test, AMM TASK 27-31-00-700-803. | MECH INSP |

SUBTASK 12-22-31-410-007

- (6) For the left elevator, install these access panels:

Number Name/Location

| | |
|-------|--|
| 333CB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 333DB | Horizontal Stabilizer, Access Panel, Trailing Edge |
| 334HB | Horizontal Stabilizer, Elevator Hinge Cover |

SUBTASK 12-22-31-410-008

- (7) For the right elevator, install these access panels:

Number Name/Location

| | |
|-------|---|
| 343CB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 343DB | Horizontal Stabilizer, Access Panel - T.E. Area |
| 344HB | Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 66.54 |

SUBTASK 12-22-31-860-020

- (8) 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.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

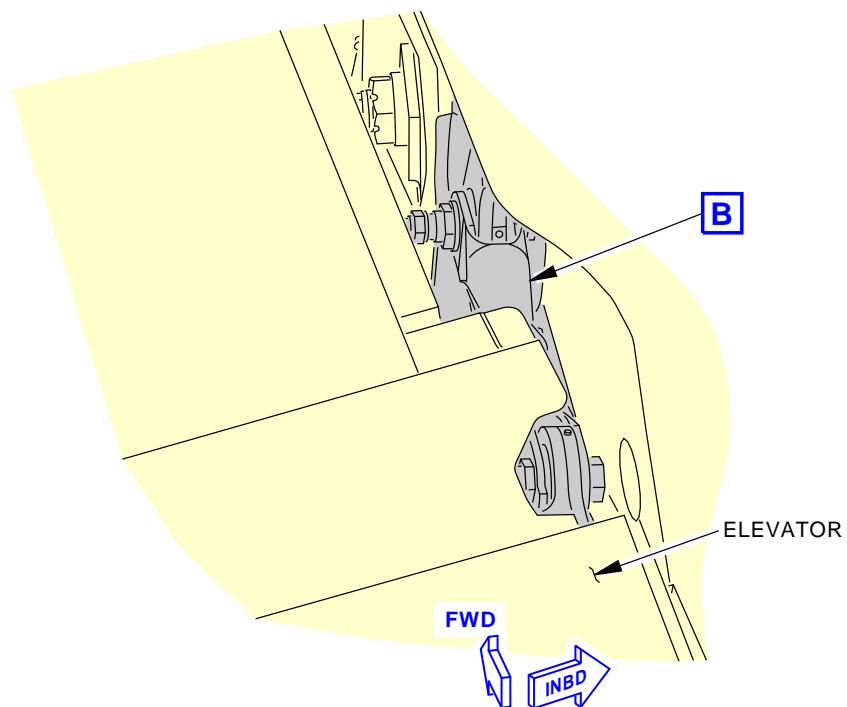
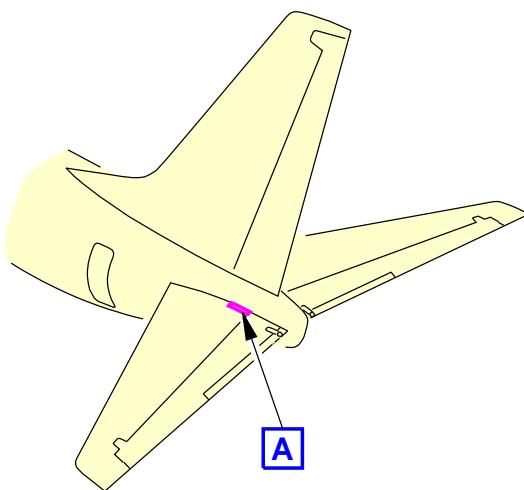
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

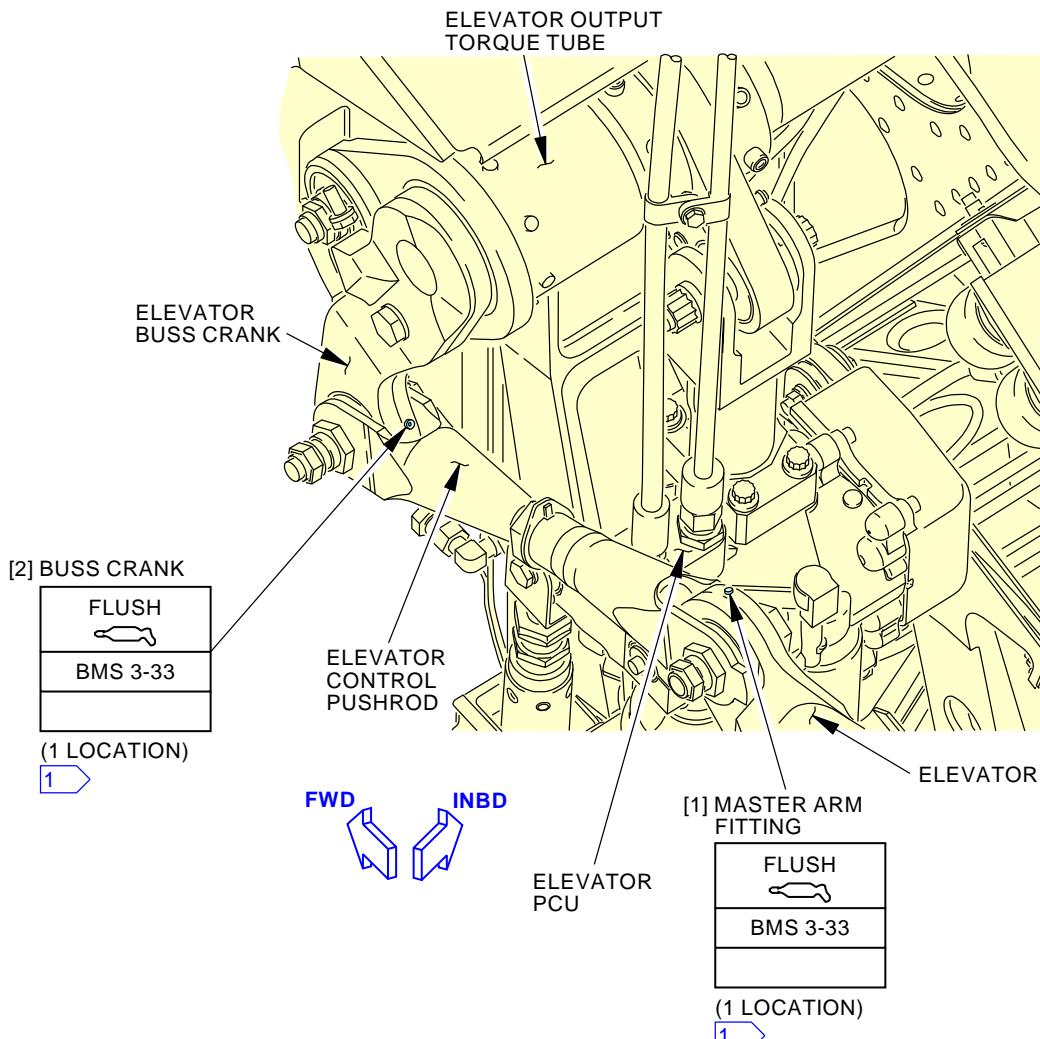
BOEING CARD NO.
27-070-00-02**ELEVATOR BUSS ASSEMBLY
(GAP COVER ACCESS PANEL REMOVED)**

G25368 S0006561439_V2

**Elevator Buss Crank and Master Arm Fitting Lubrication
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR LUBRICATION****D633A109-AKS
27-070-00-02****Page 10 of 19
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**LEFT ELEVATOR BUSS ASSEMBLY
(RIGHT ELEVATOR BUSS ASSEMBLY IS EQUIVALENT)**

2 POINTS

B**CAUTION:**

- 1 ON SEALED BEARINGS, DO NOT APPLY GREASE WITH A PRESSURE MORE THAN 1000 PSI (6900 kPa) AND AT A RATE MORE THAN 0.07 GALLON (0.25 LITER) PER MINUTE. WHEN YOU USE A HAND-OPERATED GREASE GUN, DO NOT USE AN EXTENSION HANDLE TO GET MORE FORCE. SEALED BEARINGS CAN BE DAMAGED BY TOO MUCH PRESSURE.

G25626 S0006561440_V2

**Elevator Buss Crank and Master Arm Fitting Lubrication
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

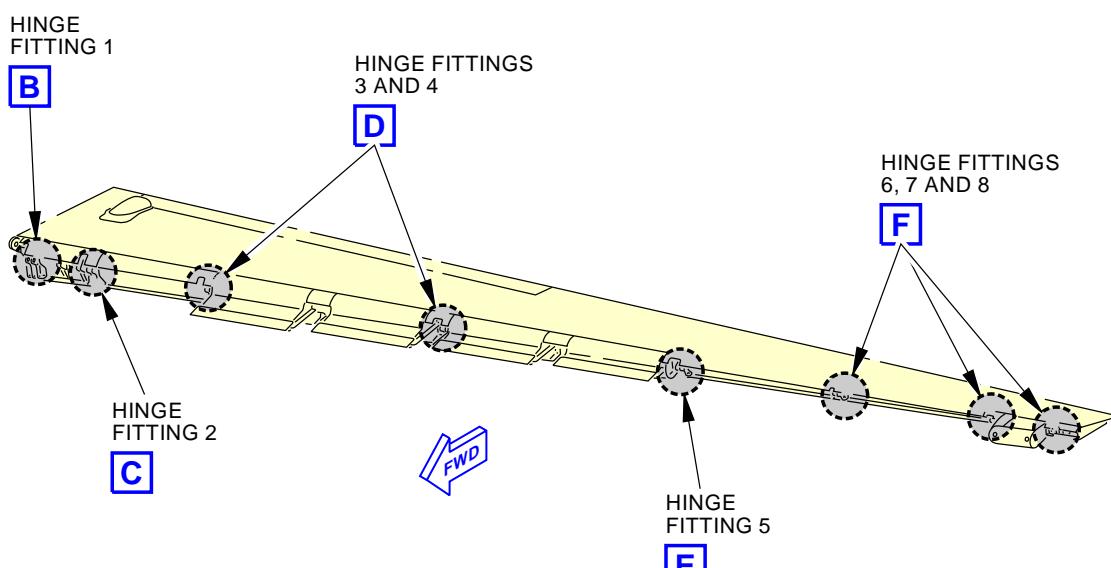
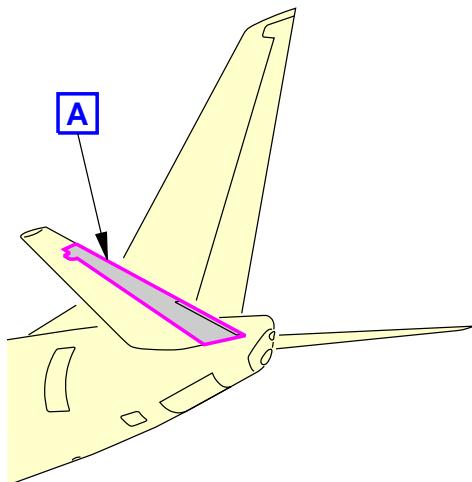
AKS**BOEING****737-600/700/800/900****TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-02

LEFT ELEVATOR
(RIGHT ELEVATOR IS EQUIVALENT)



G25269 S0006561443_V2

Elevator Hinge Servicing
Figure 2 (Sheet 1 of 4)

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

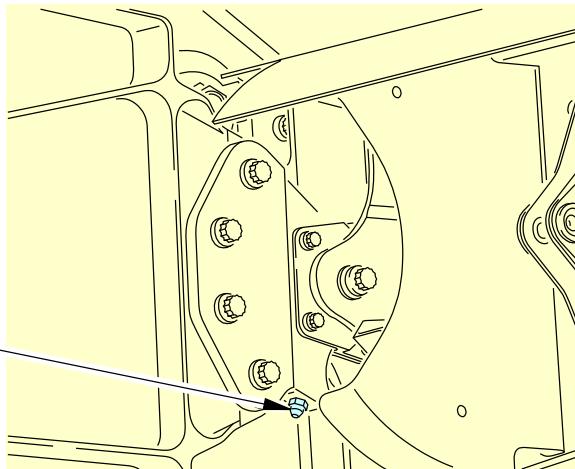
AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|

[1] HINGE FITTING

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(1 LOCATION)

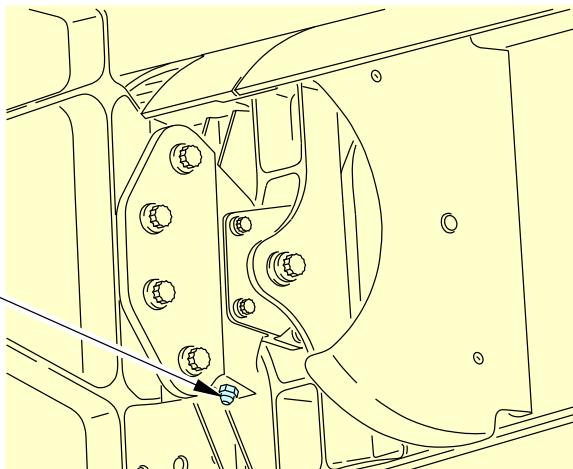
**HINGE FITTING 1**

1 POINT

**[2] HINGE FITTING**

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(1 LOCATION)

**HINGE FITTING 2**

1 POINT



G25283 S0006561444_V2

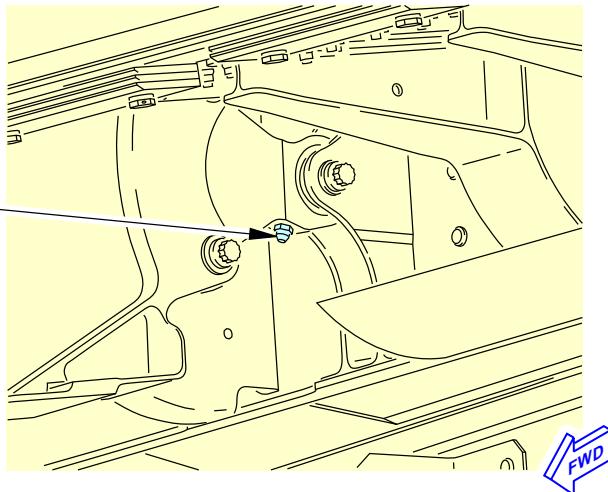
**Elevator Hinge Servicing
Figure 2 (Sheet 2 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR LUBRICATION****D633A109-AKS
27-070-00-02****Page 13 of 19
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-070-00-02 |

[3] HINGE FITTING

| |
|--------------|
| ZERK |
| |
| BMS 3-33 |
| |
| (1 LOCATION) |

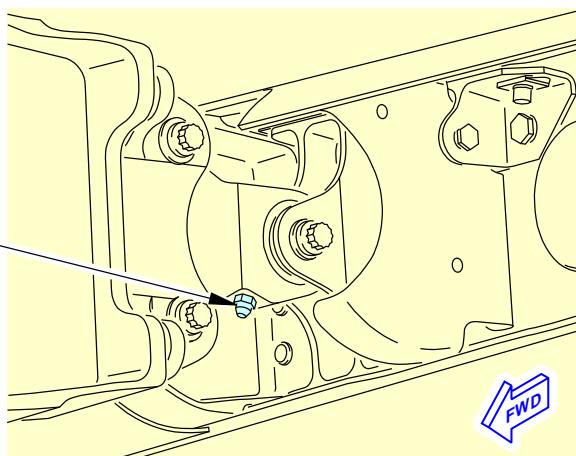
**HINGE FITTING 3
(HINGE FITTING 4 IS EQUIVALENT)**

1 POINT

D

[4] HINGE FITTING

| |
|--------------|
| ZERK |
| |
| BMS 3-33 |
| |
| (1 LOCATION) |

**HINGE FITTING 5**

1 POINT

E

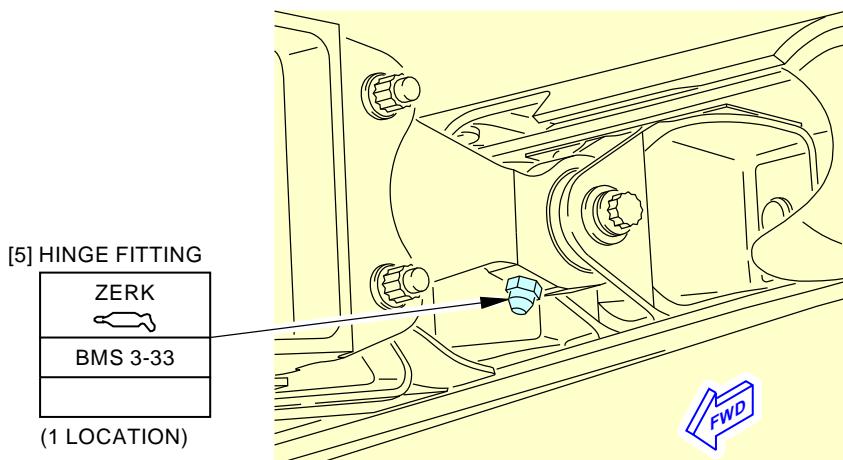
G25284 S0006561445_V2

**Elevator Hinge Servicing
Figure 2 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-070-00-02 |



**HINGE FITTING 6
(HINGE FITTINGS 7 AND 8 ARE EQUIVALENT)**

1 POINT

F

G25357 S0006561446_V2

**Elevator Hinge Servicing
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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Jun 15/2015

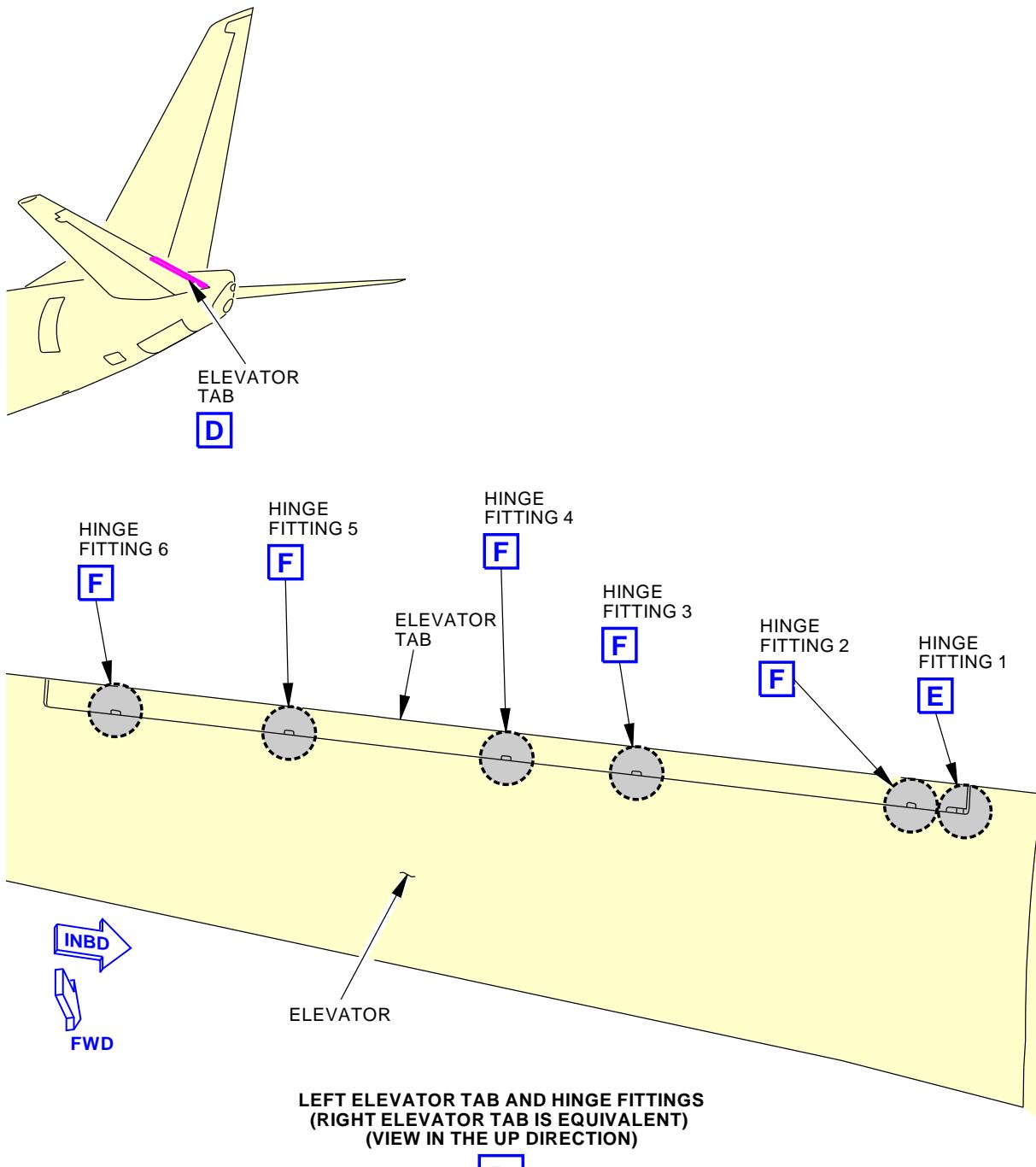
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-02

N14506 S0000128564_V2

**Elevator Tab Hinge Lubrication (AIRPLANES WITH SIX HINGE ELEVATOR TABS (POST-SB 55A1080 OR PRR
38506))****Figure 3 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[1] TAB HINGE FITTING

| |
|--------------|
| FLUSH |
| BMS 3-33 |
| (1 LOCATION) |

1



ELEVATOR TAB

ELEVATOR

HINGE FITTING 1

1 POINT

**[2] TAB HINGE FITTING**

| |
|--------------|
| FLUSH |
| BMS 3-33 |
| (1 LOCATION) |

1



INBD

ELEVATOR TAB

ELEVATOR

HINGE FITTING 2

(HINGE FITTINGS 3, 4, 5 AND 6 ARE EQUIVALENT)

1 POINT

**CAUTION:**

ON SEALED BEARINGS, DO NOT APPLY GREASE WITH A PRESSURE MORE THAN 1000 PSI (6900 kPa) AND AT A RATE MORE THAN 0.07 GALLON (0.25 LITER) PER MINUTE. WHEN YOU USE A HAND-OPERATED GREASE GUN, DO NOT USE AN EXTENSION HANDLE TO GET MORE FORCE. SEALED BEARINGS CAN BE DAMAGED BY TOO MUCH PRESSURE.

N14546 S0000128565_V2

Elevator Tab Hinge Lubrication (AIRPLANES WITH SIX HINGE ELEVATOR TABS (POST-SB 55A1080 OR PRR 38506))**Figure 3 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR LUBRICATION**D633A109-AKS
27-070-00-02Page 17 of 19
Jun 15/2015

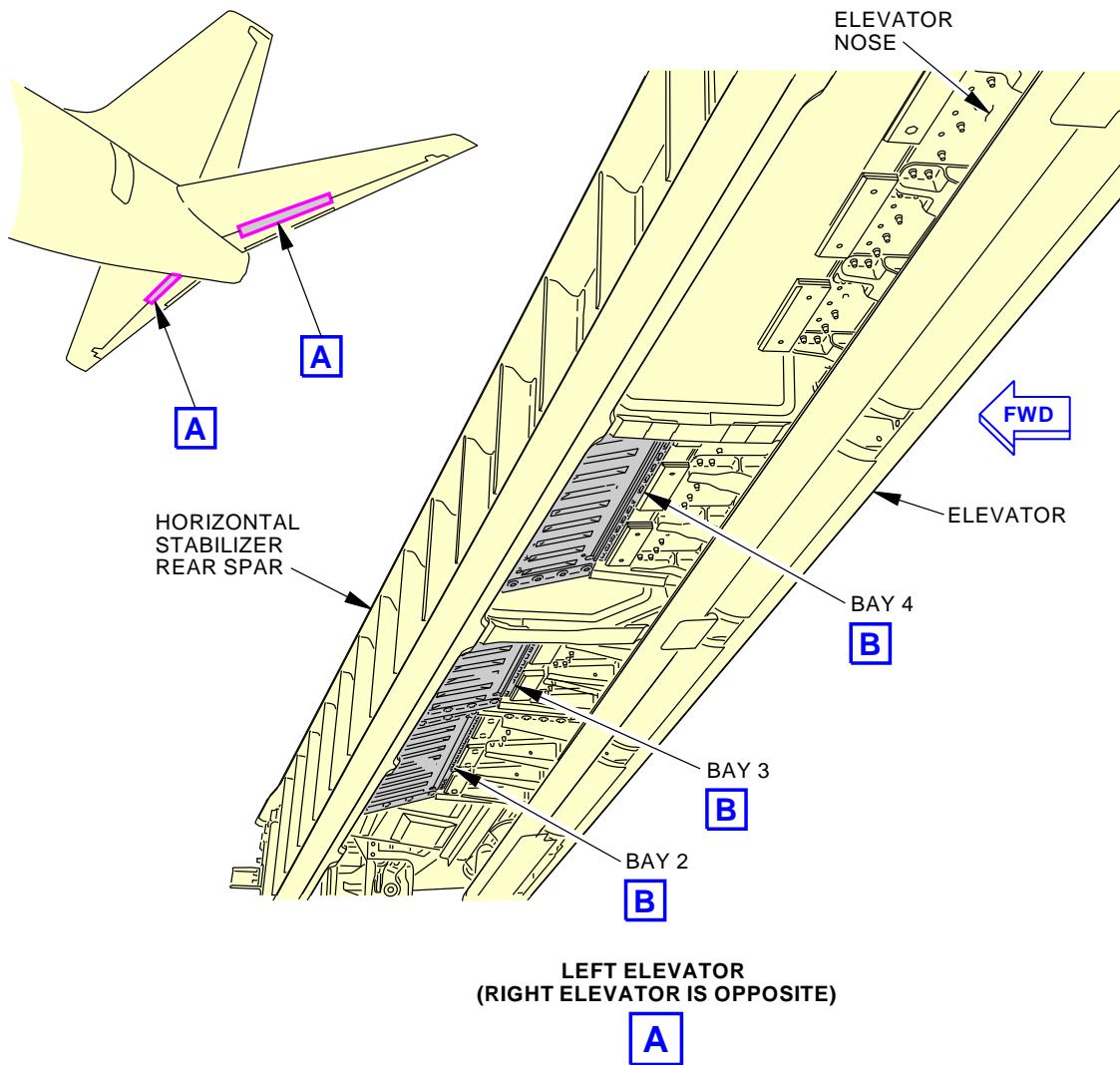
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-070-00-02

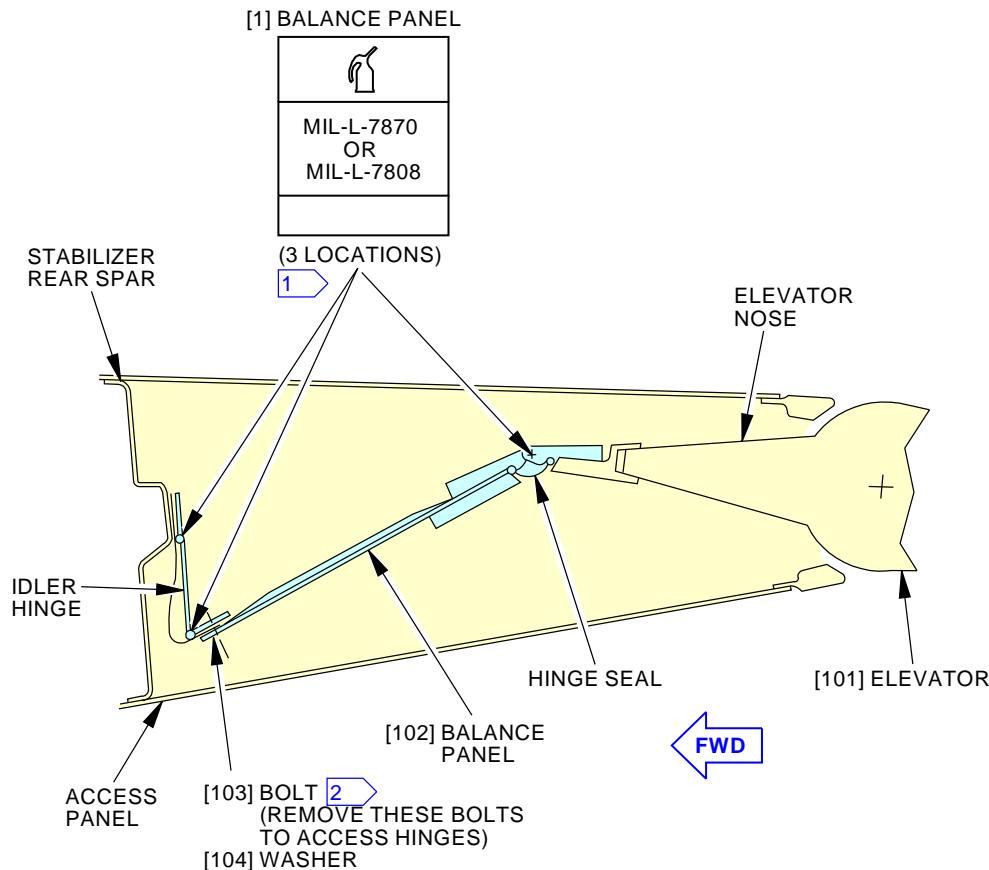
- 1 REMOVE ACCESS PANEL. REMOVE BOLTS HOLDING THE AFT PORTION OF EACH BALANCE PANEL HINGE. LET THE AFT PORTION OF BALANCE PANEL HANG DOWN. GAIN ACCESS TO HINGE AND LUBRICATE. CYCLE HINGE DURING LUBRICATION. INSTALL BALANCE PANEL BOLTS AND ACCESS PANEL. CYCLE ELEVATOR FULL TRAVEL (BY HAND) TO CHECK FOR BINDING.
- 2 WHEN INSTALLING BALANCE PANEL BOLTS ENSURE IDLER HINGE IS POSITIONED DOWNWARD FROM STABILIZER REAR SPAR.

N20389 S0006561457_V4

**Elevator Balance Panel Lubrication
Figure 4 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR LUBRICATION****D633A109-AKS
27-070-00-02****Page 18 of 19
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-070-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**ELEVATOR BALANCE PANEL**

3 POINTS



N25927 S0006561458_V2

**Elevator Balance Panel Lubrication
Figure 4 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR LUBRICATION |
| | | D633A109-AKS 27-070-00-02 |

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Jun 15/2015

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

| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR MECHANICAL CONTROL PATH | | | BOEING CARD NO. 27-073-00-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA TAIL CONE | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 112A 318BR | | | ZONE 112 334 344 |

Perform a general visual inspection of the elevator mechanical control path.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-073-00-01 |

Page 1 of 3
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-073-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-61-210-801 | | | | |
| 1. Elevator Mechanical Control Path Inspection | | | | |
| Figure 1 | | | | |
| A. Procedure | | | | |
| SUBTASK 27-31-61-010-003 | | | | |
| (1) To get access to the elevator mechanical control path, do this task: | | | | |
| Open this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-31-61-210-001 | | | | |
| (2) Do a general visual inspection of the forward elevator mechanical control path. | | | | |
| SUBTASK 27-31-61-410-003 | | | | |
| (3) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-31-61-010-004 | | | | |
| (4) To get access to the elevator mechanical control path, do this task: | | | | |
| Remove this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| SUBTASK 27-31-61-210-002 | | | | |
| (5) Do a general visual inspection of the aft elevator mechanical control path. | | | | |
| SUBTASK 27-31-61-410-004 | | | | |
| (6) Install this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR MECHANICAL CONTROL PATH | |
| | | D633A109-AKS 27-073-00-01 | Page 2 of 3 Feb 15/2015 |

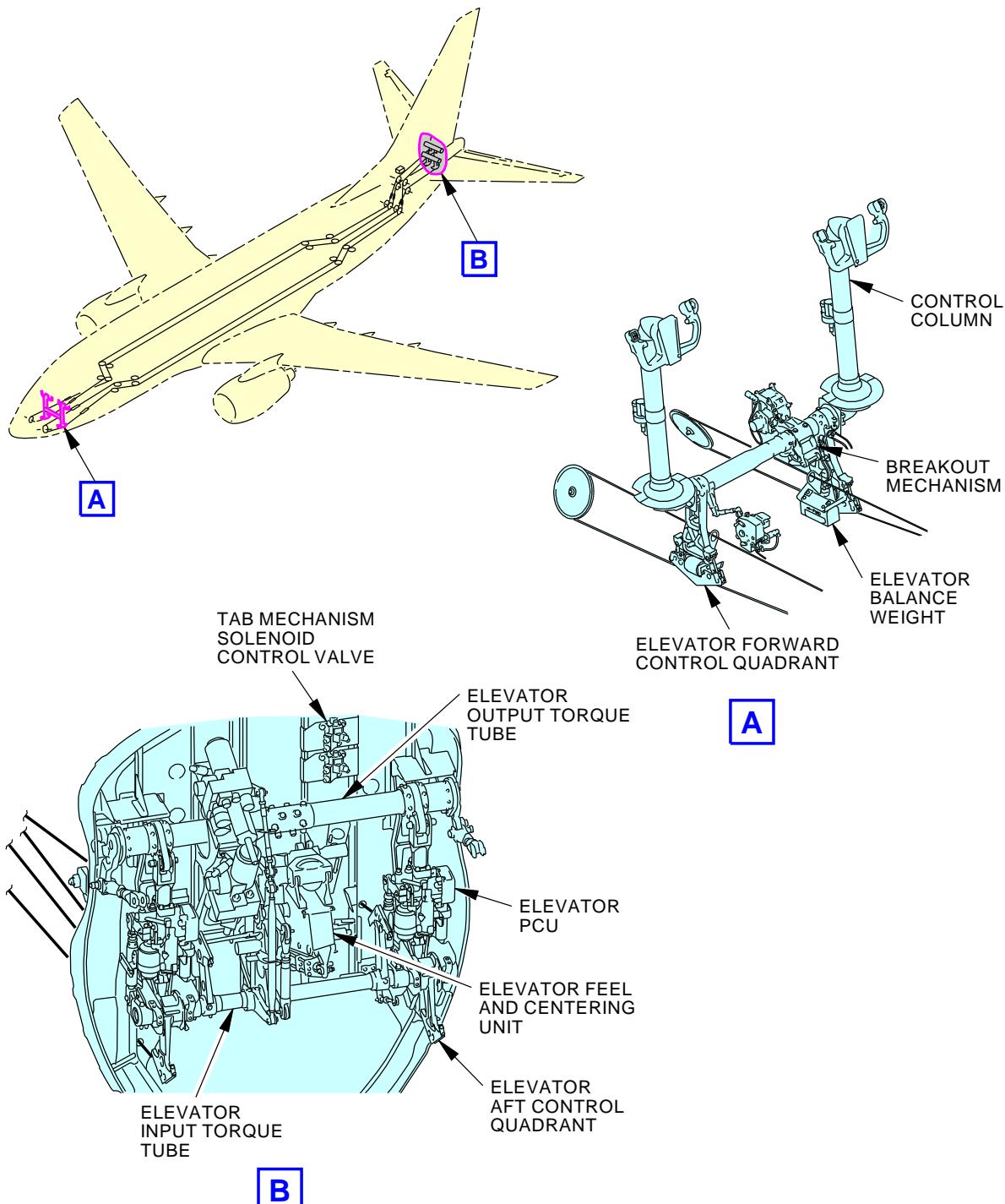
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-073-00-01Elevator Mechanical Control Path Inspection
Figure 1

2385281 S0000546016_V1

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-073-00-01 |

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

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR RANGE OF TRAVEL | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-074-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 211 212 |

Operationally check, hydraulic power off, the elevator control surfaces for full range of travel and freedom of movement.

A. References

| Reference | Title |
|----------------------|--|
| 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) |

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-1677 | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR RANGE OF TRAVEL |
| | | D633A109-AKS 27-074-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-074-00-01 |
|--|-------------|---------|------------------|--|
| TASK 27-31-00-700-807 | | | | MECH INSP |
| 1. Manual Mode - Test (Figure 1) | | | | |
| A. General (1) Use this test to make sure the control columns and control wheels operate freely. | | | | |
| B. Prepare for the Test SUBTASK 27-31-00-860-071 (1) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. SUBTASK 27-31-00-040-001 (2) Do the following to isolate the spoilers to keep them from moving when you turn the control wheel: (a) Turn the A and B Spoiler Shutoff Switches on the P5-3 panel to the OFF position. SUBTASK 27-31-00-010-014 (3) Open this access panel: Number Name/Location 311BL Stabilizer Trim Access Door SUBTASK 27-31-00-860-073 (4) Use the bar, SPL-1677 to set the "B" dimension at 4 units of trim (39.89 ± 0.03 in. (1013.21 ± 0.77 mm)). (Figure 1) NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires. | | | | |
| C. Manual Mode Test SUBTASK 27-31-00-730-006 (1) Do the manual mode test: (a) Make sure the control columns and control wheels move freely: 1) Move the control column in a longitudinal direction (forward and aft), and while moving the control column forward and aft, rotate the control wheel between the left and right stops. a) Repeat this step nine more times. 2) Rotate and hold the control wheel against the left stop and move the control column in a longitudinal direction (forward and aft) between the stops. 3) Rotate and hold the control wheel against the right stop and move the control column in a longitudinal direction (forward and aft) between the stops. 4) Hold the control column full forward and rotate the control wheel left and right between the stops. 5) Hold the control column full aft and rotate the control wheel left and right between the stops. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR RANGE OF TRAVEL D633A109-AKS 27-074-00-01 | 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. 27-074-00-01 |
|------|-------------|---------|------------------|--|

D. Put the Airplane Back to Its Usual Condition

SUBTASK 27-31-00-860-074

- (1) 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.

SUBTASK 27-31-00-040-002

- (2) If necessary, turn the A and B Spoiler Shutoff Switches on the P5-3 panel to the ON position.

SUBTASK 27-31-00-410-013

- (3) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

— END OF TASK —

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR RANGE OF TRAVEL |
| | | D633A109-AKS 27-074-00-01 |

Page 3 of 5
Oct 15/2014

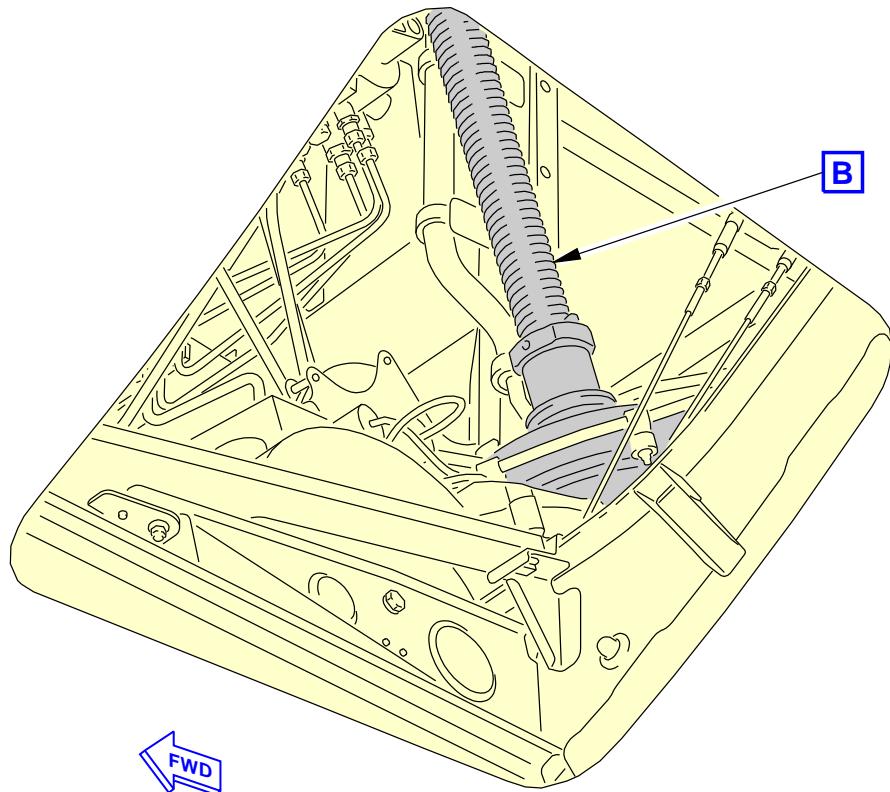
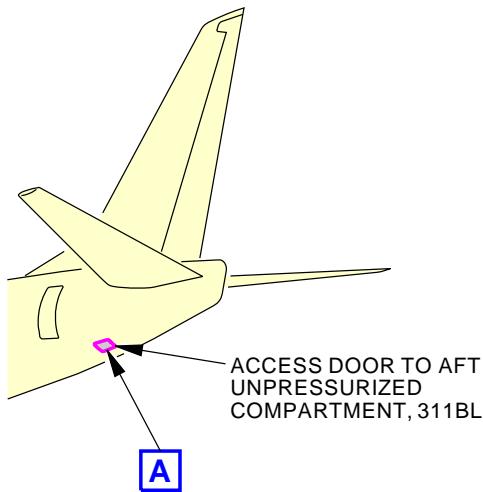
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-074-00-01**VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL****Stabilizer Trim Jackscrew Setting
Figure 1 (Sheet 1 of 2)**

G19616 S0006569227_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR RANGE OF TRAVEL |
| | | D633A109-AKS 27-074-00-01 |

**Page 4 of 5
Jun 15/2015**

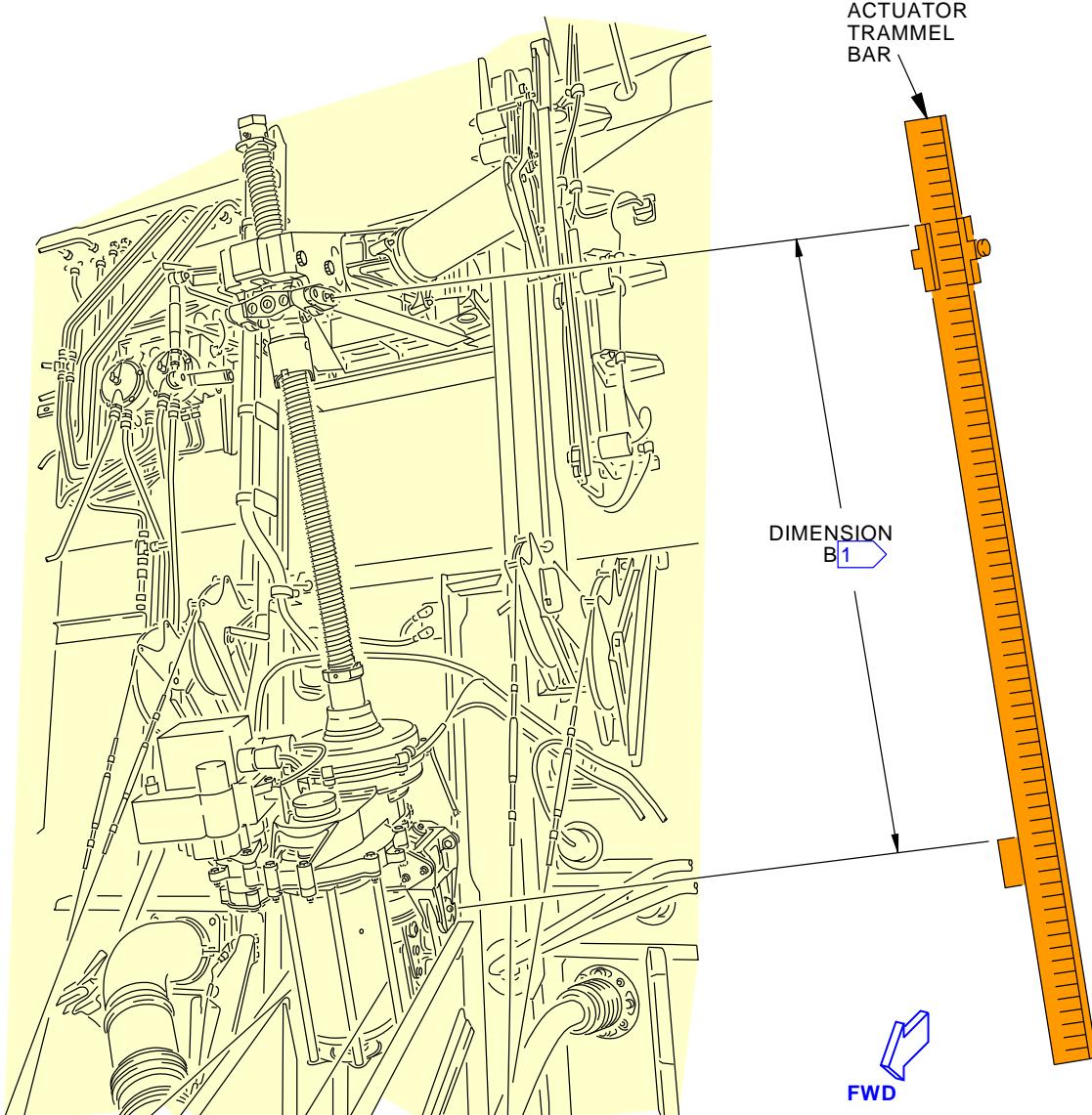
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-074-00-01**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN WITH THE STABILIZER LEADING EDGE AT ZERO DEGREES.

- 1 THE DIMENSION B IS MEASURED BETWEEN THE CENTER OF THE UPPER AND LOWER GIMBAL PINS, (CENTER OF GREASE FITTINGS).

G19620 S0006569228_V2

**Stabilizer Trim Jackscrew Setting
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR RANGE OF TRAVEL |
| | | D633A109-AKS 27-074-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-075-01-01 RELATED CARD |
| TAIL NUMBER | WORK AREA L HORZ STAB | VERSION 1.1 | THRESHOLD 7500 FH | REPEAT 7500 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 333BB 333CB 333DB 334PT | | | ZONE 334 |

Perform a general visual inspection of the left elevator balance weight installation and elevator tab control mechanism.

A. References

| Reference | Title |
|----------------------|---|
| AMM 55-10-11-000-801 | Balance Bay Panels Removal (P/B 401) |
| AMM 55-10-11-400-801 | Balance Bay Panels Installation (P/B 401) |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM D633A109-AKS 27-075-01-01 | Page 1 of 5 Feb 15/2016 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-075-01-01 |
|---|-------------|---------|------------------|--|
| TASK 27-31-34-210-801 | | | | MECH INSP |
| 1. Elevator Balance Weight Installation and Elevator Tab Control Mechanism - General Visual Inspection | | | | |
| A. Procedure | | | | |
| SUBTASK 27-31-34-010-040 | | | | |
| (1) For the left elevator, remove these access panels: (Balance Bay Panels Removal, AMM TASK 55-10-11-000-801) | | | | |
| Left elevator: | | | | |
| Number Name/Location | | | | |
| 333BB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333CB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333DB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| SUBTASK 27-31-34-010-014 | | | | |
| (2) Remove this access panel to get access to the left Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 334PT Horizontal Stabilizer, Tab Control Rod Fairing | | | | |
| SUBTASK 27-31-34-010-041 | | | | |
| (3) For the right elevator, remove these access panels: (Balance Bay Panels Removal, AMM TASK 55-10-11-000-801) | | | | |
| Right elevator: | | | | |
| Number Name/Location | | | | |
| 343BB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343CB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343DB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| SUBTASK 27-31-34-010-010 | | | | |
| (4) Remove this access panel to get access to the right Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 344PT Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | |
| SUBTASK 27-31-34-210-001 | | | | |
| (5) Do a general visual inspection of the left or right elevator balance weight installations and elevator tab control mechanisms (Figure 1 or Figure 2). | | | | |
| SUBTASK 27-31-34-410-040 | | | | |
| (6) For the left elevator, install these access panels: (Balance Bay Panels Installation, AMM TASK 55-10-11-400-801) | | | | |
| Left elevator: | | | | |
| Number Name/Location | | | | |
| 333BB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333CB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333DB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |

| | | | | |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM | D633A109-AKS 27-075-01-01 | Page 2 of 5 Feb 15/2016 |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-075-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-31-34-410-042 | | | | |
| (7) Install this access panel, used to access to the left Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 334PT Horizontal Stabilizer, Tab Control Rod Fairing | | | | |
| SUBTASK 27-31-34-410-041 | | | | |
| (8) For the right elevator, install these access panels: (Balance Bay Panels Installation, AMM TASK 55-10-11-400-801) | | | | |
| Right elevator: | | | | |
| Number Name/Location | | | | |
| 343BB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343CB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343DB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| SUBTASK 27-31-34-410-010 | | | | |
| (9) Install the access panel used to access to the right Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 344PT Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | |
| ———— END OF TASK ———— | | | | |

| | | | | |
|-------------------------------|----------------------|---|------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM | D633A109-AKS 27-075-01-01 | Page 3 of 5 Feb 15/2016 |
|-------------------------------|----------------------|---|------------------------------|----------------------------|

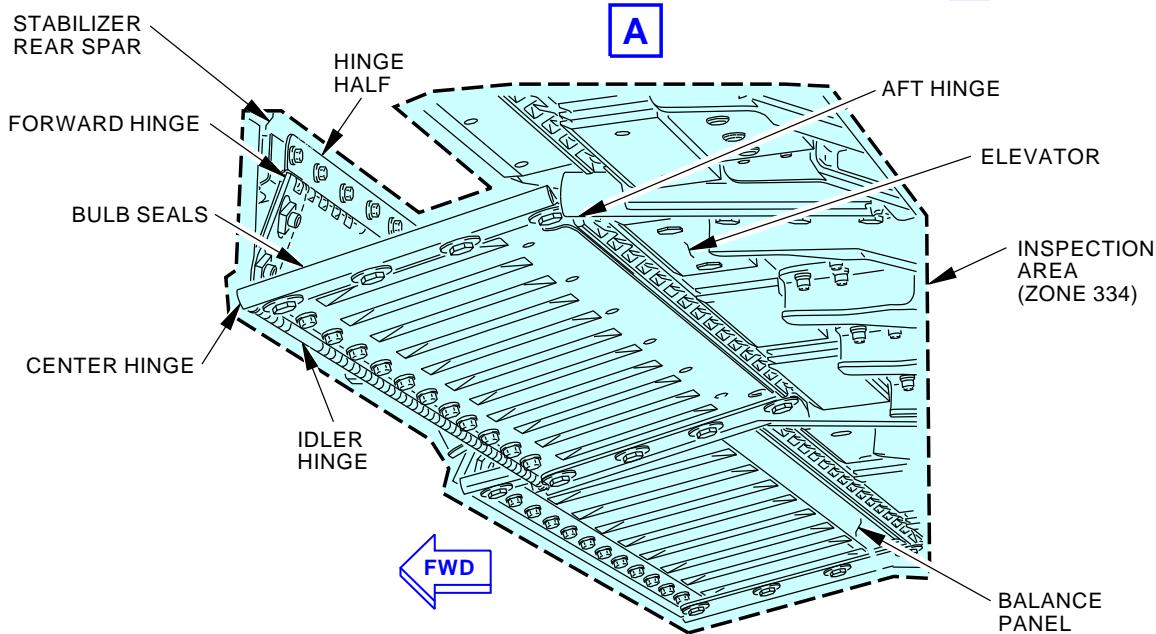
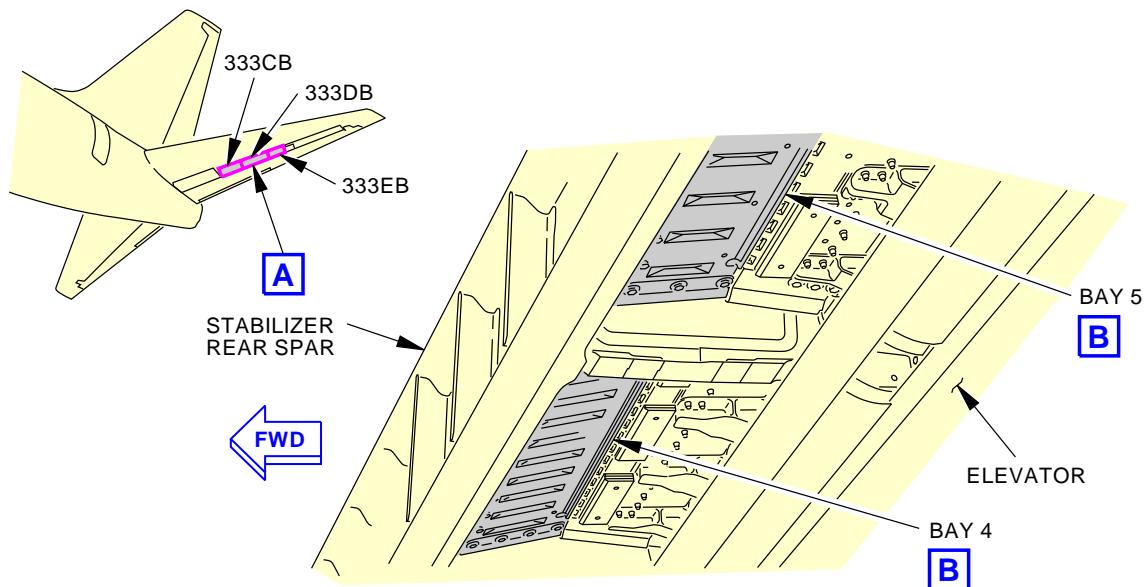
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-075-01-01

**BAYS 4 AND 5
(BAY 2 AND 3 ARE EQUIVALENT)
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)**



1305868 S0000223472_V4

**Elevator Balance Weight Installation - General Visual Inspection
Figure 1**

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL
MECHANISM****D633A109-AKS
27-075-01-01****Page 4 of 5
Jun 15/2015**

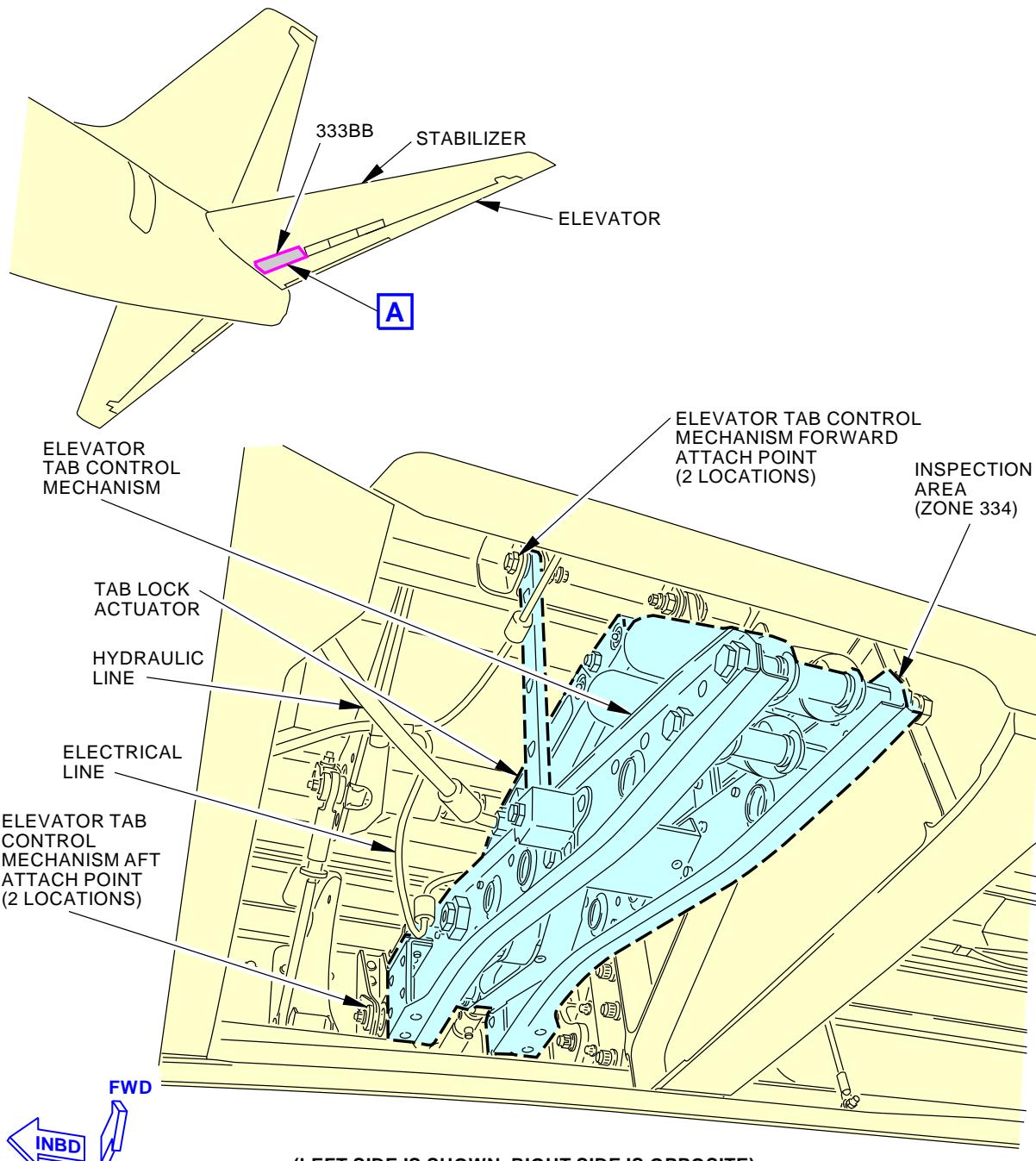
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-075-01-01

1305851 S0000223482_V4

**Elevator Tab Control Mechanism - General Visual Inspection
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT ELEVATOR BALANCE WEIGHT AND TAB CONTROL
MECHANISM****D633A109-AKS
27-075-01-01****Page 5 of 5
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-075-02-01 RELATED CARD |
| TAIL NUMBER | WORK AREA R HORZ STAB | VERSION 1.1 | THRESHOLD 7500 FH | REPEAT 7500 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 343BB 343CB 343DB 344PT | | | ZONE 344 |

Perform a general visual inspection of the right elevator balance weight installation and elevator tab control mechanism.

A. References

| Reference | Title |
|----------------------|---|
| AMM 55-10-11-000-801 | Balance Bay Panels Removal (P/B 401) |
| AMM 55-10-11-400-801 | Balance Bay Panels Installation (P/B 401) |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM D633A109-AKS 27-075-02-01 | Page 1 of 5 Feb 15/2016 |
|-------------------------------|----------------------|--|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-075-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-34-210-801 | | | | |
| 1. Elevator Balance Weight Installation and Elevator Tab Control Mechanism - General Visual Inspection | | | | |
| A. Procedure | | | | |
| SUBTASK 27-31-34-010-040 | | | | |
| (1) For the left elevator, remove these access panels: (Balance Bay Panels Removal, AMM TASK 55-10-11-000-801) | | | | |
| Left elevator: | | | | |
| Number Name/Location | | | | |
| 333BB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333CB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333DB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| SUBTASK 27-31-34-010-014 | | | | |
| (2) Remove this access panel to get access to the left Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 334PT Horizontal Stabilizer, Tab Control Rod Fairing | | | | |
| SUBTASK 27-31-34-010-041 | | | | |
| (3) For the right elevator, remove these access panels: (Balance Bay Panels Removal, AMM TASK 55-10-11-000-801) | | | | |
| Right elevator: | | | | |
| Number Name/Location | | | | |
| 343BB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343CB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| 343DB Horizontal Stabilizer, Access Panel - T.E. Area | | | | |
| SUBTASK 27-31-34-010-010 | | | | |
| (4) Remove this access panel to get access to the right Elevator Tab Control Mechanism: | | | | |
| Number Name/Location | | | | |
| 344PT Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | |
| SUBTASK 27-31-34-210-001 | | | | |
| (5) Do a general visual inspection of the left or right elevator balance weight installations and elevator tab control mechanisms (Figure 1 or Figure 2). | | | | |
| SUBTASK 27-31-34-410-040 | | | | |
| (6) For the left elevator, install these access panels: (Balance Bay Panels Installation, AMM TASK 55-10-11-400-801) | | | | |
| Left elevator: | | | | |
| Number Name/Location | | | | |
| 333BB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333CB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |
| 333DB Horizontal Stabilizer, Access Panel, Trailing Edge | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM D633A109-AKS 27-075-02-01 | Page 2 of 5 Feb 15/2016 |
|-------------------------------|----------------------|--|----------------------------|

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-075-02-01 | | | | | | | | |
|---|---|---------|------------------|--|----------------------|-------|---|-------|---|-------|---|--|
| | | | | MECH INSP | | | | | | | | |
| SUBTASK 27-31-34-410-042 | | | | | | | | | | | | |
| (7) Install this access panel, used to access to the left Elevator Tab Control Mechanism: | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>334PT</td> <td>Horizontal Stabilizer, Tab Control Rod Fairing</td> </tr> </tbody> </table> | | | | <u>Number</u> | <u>Name/Location</u> | 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | |
| 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | | | | | | | | | | |
| SUBTASK 27-31-34-410-041 | | | | | | | | | | | | |
| (8) For the right elevator, install these access panels: (Balance Bay Panels Installation, AMM TASK 55-10-11-400-801) | | | | | | | | | | | | |
| Right elevator: | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>343BB</td> <td>Horizontal Stabilizer, Access Panel - T.E. Area</td> </tr> <tr> <td>343CB</td> <td>Horizontal Stabilizer, Access Panel - T.E. Area</td> </tr> <tr> <td>343DB</td> <td>Horizontal Stabilizer, Access Panel - T.E. Area</td> </tr> </tbody> </table> | | | | <u>Number</u> | <u>Name/Location</u> | 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | 343CB | Horizontal Stabilizer, Access Panel - T.E. Area | 343DB | Horizontal Stabilizer, Access Panel - T.E. Area | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | |
| 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | | | | | | | | | | | |
| 343CB | Horizontal Stabilizer, Access Panel - T.E. Area | | | | | | | | | | | |
| 343DB | Horizontal Stabilizer, Access Panel - T.E. Area | | | | | | | | | | | |
| SUBTASK 27-31-34-410-010 | | | | | | | | | | | | |
| (9) Install the access panel used to access to the right Elevator Tab Control Mechanism: | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>344PT</td> <td>Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0</td> </tr> </tbody> </table> | | | | <u>Number</u> | <u>Name/Location</u> | 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | |
| 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | | | | | |

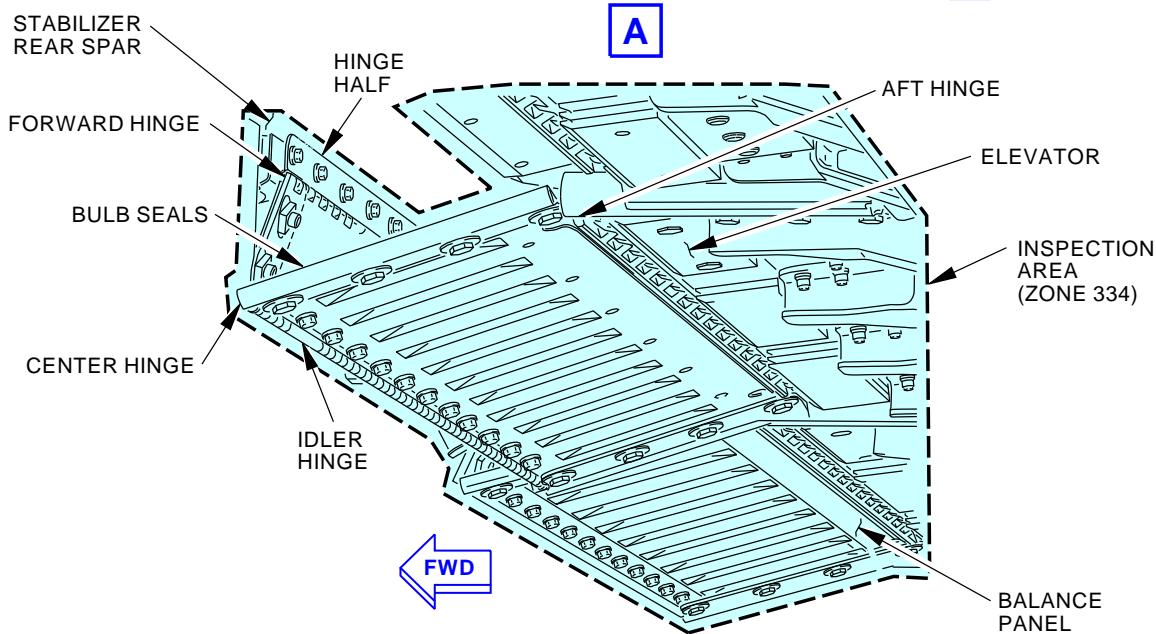
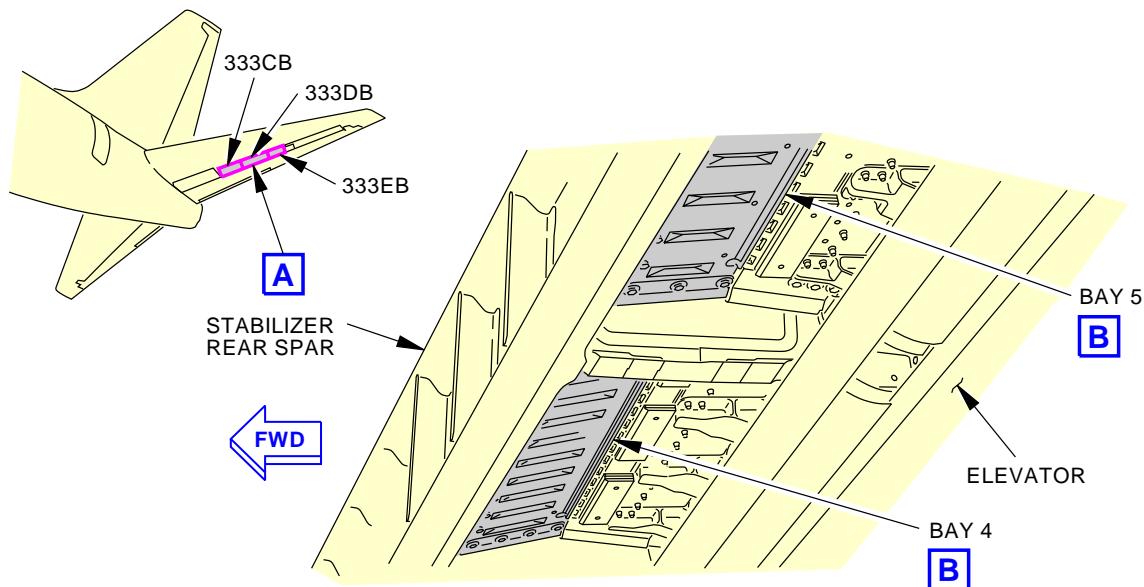
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-075-02-01

**BAYS 4 AND 5
(BAY 2 AND 3 ARE EQUIVALENT)
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)**



1305868 S0000223472_V4

**Elevator Balance Weight Installation - General Visual Inspection
Figure 1**

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR BALANCE WEIGHT AND TAB CONTROL
MECHANISM****D633A109-AKS
27-075-02-01****Page 4 of 5
Jun 15/2015**

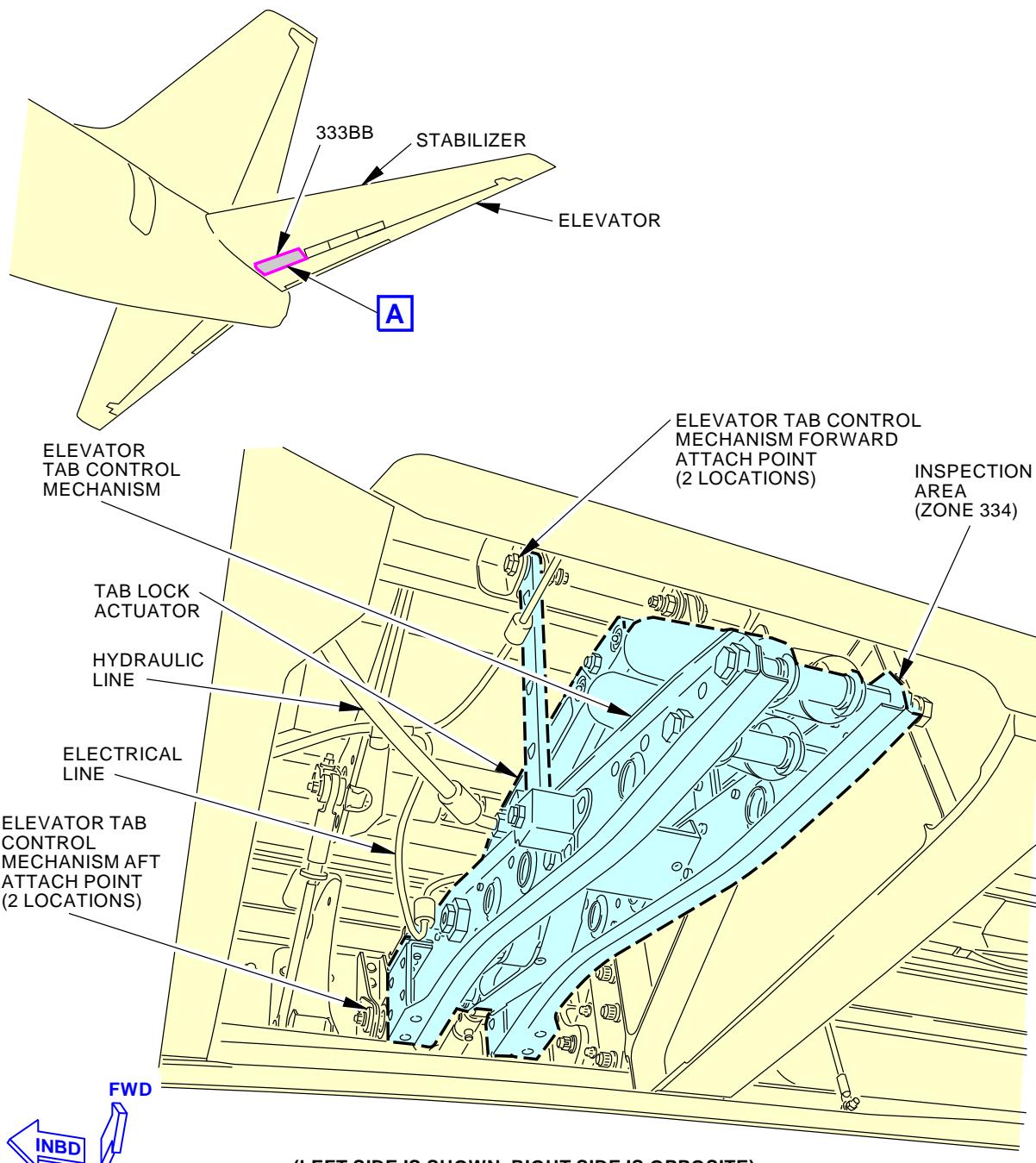
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-075-02-01

1305851 S0000223482_V4

**Elevator Tab Control Mechanism - General Visual Inspection
Figure 2**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR BALANCE WEIGHT AND TAB CONTROL MECHANISM |
| | | D633A109-AKS 27-075-02-01 |

Page 5 of 5
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR POWER CONTROL UNIT INSPECTION | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-076-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 318BR | | | ZONE 317 318 |

Perform a general visual inspection of the elevator power control units with hydraulic power on.

A. References

| Reference | Title |
|----------------------|--|
| 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) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR POWER CONTROL UNIT INSPECTION |
| | | D633A109-AKS 27-076-00-01 |

Page 1 of 4
Oct 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-076-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-14-210-801 | | | | |
| 1. Elevator Power Control Unit Visual Inspection | | | | |
| (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-31-14-860-006 | | | | |
| (1) To pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801 | | | | |
| SUBTASK 27-31-14-010-003 | | | | |
| (2) Remove this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| to get access to the Elevator Power Control Units. | | | | |
| SUBTASK 27-31-14-210-001 | | | | |
| (3) Do a general visual inspection of the Elevator Power Control Unit. | | | | |
| SUBTASK 27-31-14-210-002 | | | | |
| (4) Do a general visual inspection to make sure there are no hydraulic leaks from the Elevator Power Control Unit. | | | | |
| SUBTASK 27-31-14-860-007 | | | | |
| (5) To remove power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805 | | | | |
| SUBTASK 27-31-14-410-003 | | | | |
| (6) Install this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| — END OF TASK — | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR POWER CONTROL UNIT INSPECTION | |
| | | D633A109-AKS 27-076-00-01 | Page 2 of 4 Oct 15/2015 |

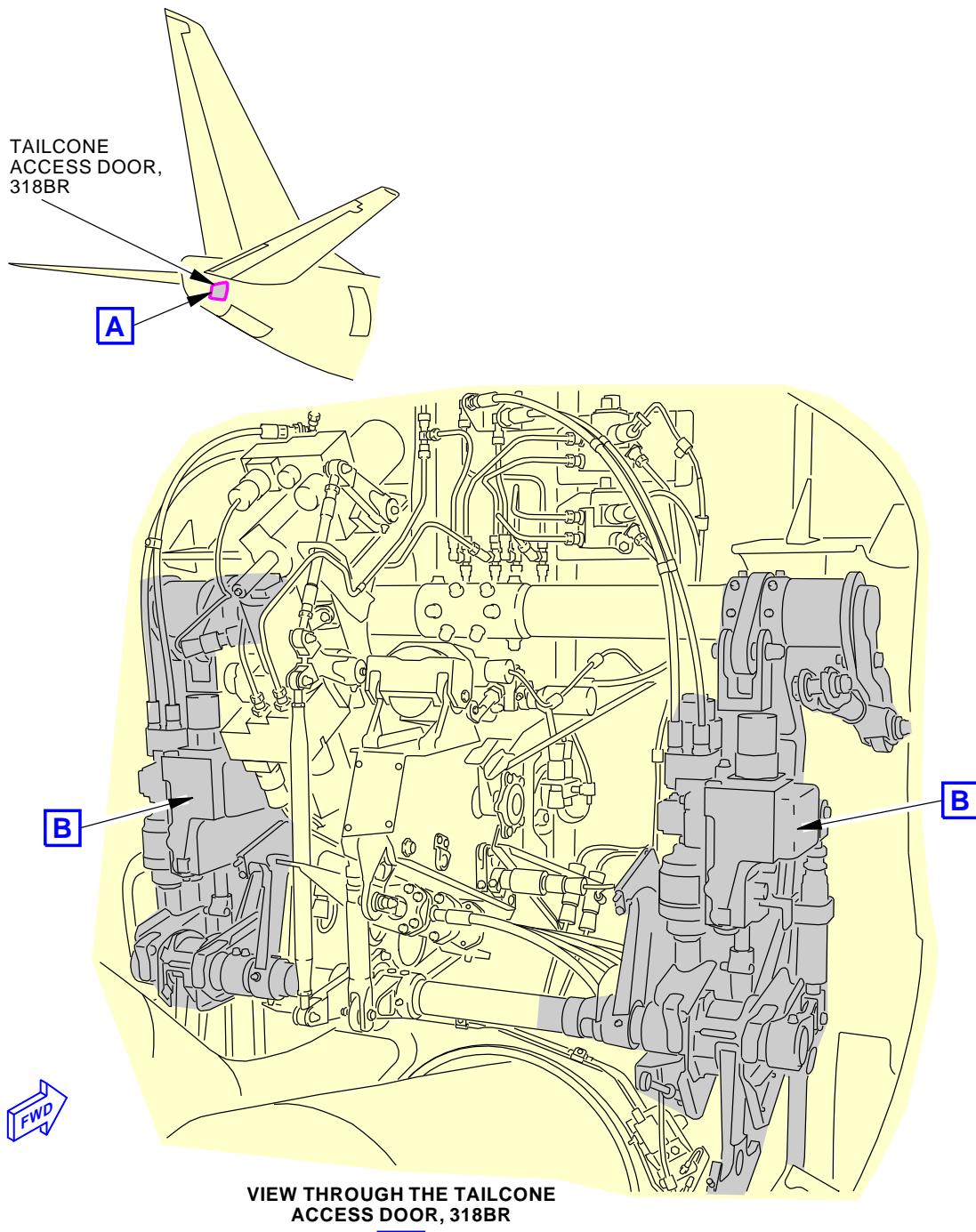
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-076-00-01

Elevator Power Control Unit Location
Figure 1 (Sheet 1 of 2)

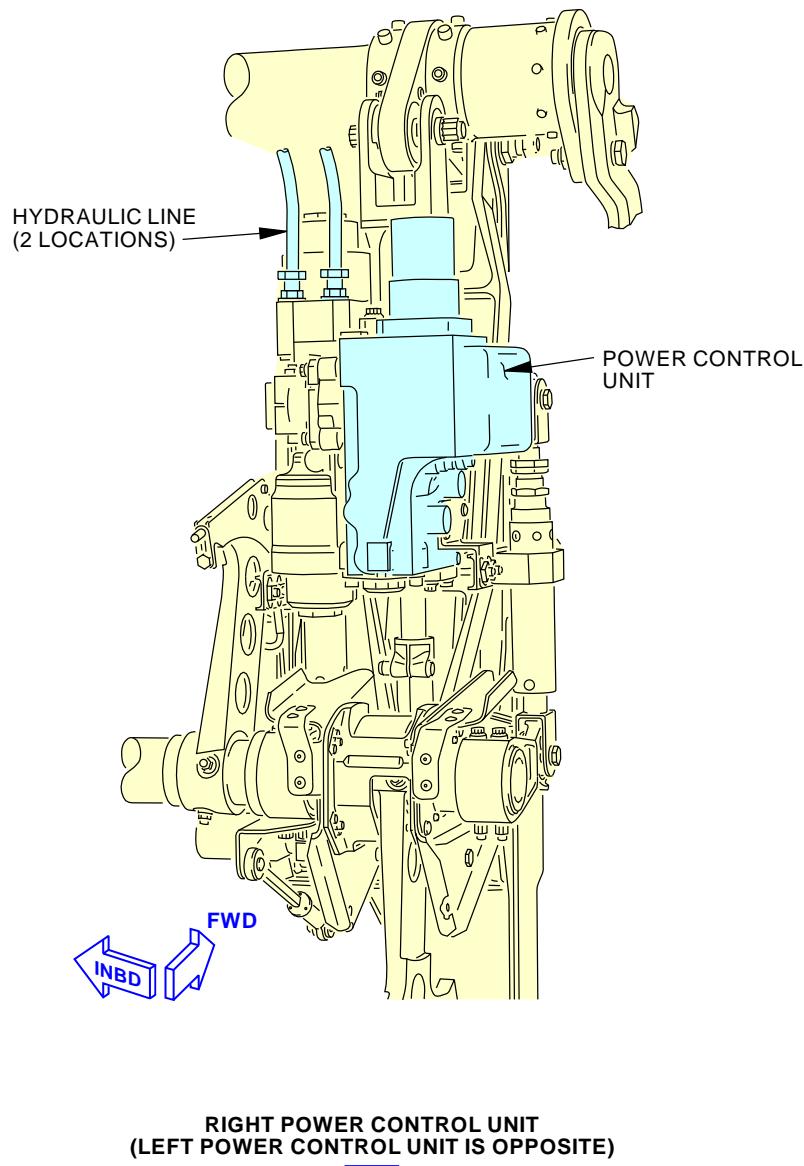
G77135 S0006569370_V2

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR POWER CONTROL UNIT INSPECTION |
| | | D633A109-AKS 27-076-00-01 |

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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-076-00-01 |



Elevator Power Control Unit Location
Figure 1 (Sheet 2 of 2)

2351136 S0000536506_V2

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR POWER CONTROL UNIT INSPECTION |
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737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR PCU INTERNAL LEAKAGE TEST | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-078-00-01 |
| TAIL NUMBER | WORK AREA KEEL BEAM | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD W-27-024-00-01 W-27-210-00-01 W-27-212-00-01 |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the A and B system elevator power control unit for internal leakage in a loaded condition.

A. References

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

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

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

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
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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 | | | |
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 | | | |
| COM-2531 | Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536 | | | |
| SPL-1788 | Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-1 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-078-00-01 | | |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-078-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 29-00-00-790-809 | | | | |
| 1. Hydraulic System Elevator, Aileron Power Control Units (PCU's) and Leading Edge Flap and Slat Actuators Internal Leakage Check | | | | |
| A. General | | | | |
| (1) This procedure does an internal leakage check for the elevator, aileron power control units and leading edge flap and slat actuators. The purpose of this leakage test is to identify high leakage PCU's and actuators it will not identify specific PCU's or actuators for replacement. | | | | |
| (2) Use this check to find the internal leakage of the systems that use hydraulic power. | | | | |
| (3) You must find the changes in the flow of hydraulic fluid (during different conditions of operation) to find the internal leakage rate for each part. There are three methods to measure the flow: the ammeter, the flowmeter, and the amp-clamp and multimeter. | | | | |
| (a) To use the ammeter method, you connect an ammeter in series with one phase of the motor on the electric motor-driven pump (EMDP) (Figure 1). To find the flow you measure the current subtract the applicable system basic current, and use the (Figure 2) to change it to a flow. | | | | |
| (b) To use the flowmeter method, you install a flowmeter on a portable hydraulic cart and read the flow from it. | | | | |
| (c) To use the amp-clamp you put the amp-clamp adapter around one of the wires connected to a relay for the EMDP. You then read the current on the meter, subtract the other current readings as directed, and use the (Figure 2) to get the flow. | | | | |
| (4) When you read the ammeter, make a record of the value (on the data sheets in this manual) to the nearest 0.1 ampere. | | | | |
| (5) When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. | | | | |
| B. Prepare for the Internal Leakage Check | | | | |
| SUBTASK 29-00-00-840-161 | | | | |
| 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. | | | | |
| WARNING: MAKE SURE THAT THE GROUND LOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: (Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801). | | | | |
| SUBTASK 29-00-00-840-162 | | | | |
| (2) Make sure the main landing gear has blocks installed. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-078-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-078-00-01 |
|---|---|---|------------------|--|
| | | | | MECH INSP |
| SUBTASK 29-00-00-840-163 | (3) Remove the blocks and the tow bar from the nose landing gear. | | | |
| SUBTASK 29-00-00-840-164 | (4) Make sure that all cowls on the engine are closed. | | | |
| SUBTASK 29-00-00-860-285 | (5) Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | |
| SUBTASK 29-00-00-860-286 | (6) Do this task: (Supply Electrical Power, AMM TASK 24-22-00-860-811). <u>NOTE:</u> If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test. | | | |
| SUBTASK 29-00-00-840-165 | (7) If you use the EMDP's for this check, make sure the main tank 1 (for the system A heat exchanger) and the main tank 2 (for the system B heat exchanger) have a minimum of 250 gallons (1675 pounds/760 kilograms) of fuel in them. <u>NOTE:</u> This is necessary to prevent the hydraulic pumps from becoming too hot. | | | |
| SUBTASK 29-00-00-840-166 | (8) Put the parking brakes on. | | | |
| SUBTASK 29-00-00-860-288 | (9) Put the FLT CONTROL A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-287 | (10) Put the SPOILER A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-288 | (11) If the airplane hydraulic pumps will be used to pressurize the hydraulic system, check to make sure that the hydraulic reservoirs are pressurized to 20 psi minimum. To pressurize the reservoirs, do this task: (Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801). | | | |
| SUBTASK 29-00-00-860-290 | <u>WARNING:</u> 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. | | | |
| (12) Pressurize the hydraulic systems A and B with the electric motor-driven pump or with a portable hydraulic cart. To pressurize them, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | <u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump. | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST D633A109-AKS 27-078-00-01 | | |
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|---|-------------|---------------|------------------------------------|--|------------|---------------|-------------|---|----|--------|------------------------------------|---|----|--------|------------------------------------|---|----|--------|-----------------------------|---|----|--------|------------------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-167 | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) Operate the flaps 2 times to warm the hydraulic fluid. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-168 | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) Operate all of the control surfaces through a minimum of 10 cycles after the hydraulic fluid is warm. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-169 | | | | | | | | | | | | | | | | | | | | | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Put the reverse thrust levers in the STOWED position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Put the stabilizer trim in the green band. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The stabilizer indicator is on the control stand. | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Set the aileron trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The aileron trim indicator is on the control wheel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Set the rudder trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The rudder trim indicator is on the P8 panel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) Do these steps to turn off the antiskid system: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | | | | | | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-3 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>16</td><td>C01345</td><td>LANDING GEAR AUTOBRAKE BITE CONT 2</td></tr><tr><td>A</td><td>18</td><td>C00583</td><td>LANDING GEAR AUTOBRAKE BITE CONT 1</td></tr><tr><td>E</td><td>16</td><td>C00196</td><td>LANDING GEAR ANTIISKID INBD</td></tr><tr><td>E</td><td>18</td><td>C00195</td><td>LANDING GEAR ANTIISKID OUTBD</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | |
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | | | | | | | | | | | | | | | | | | | | | |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | | | | | | | | | | | | | | | | | | | | | |
| E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | | | | | | | | | | | | | | | | | | | | | |
| E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | | | | | | | | | | | | | | | | | | | | | |
| (f) Align the ADIRS. Do this task:(Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801). | | | | | | | | | | | | | | | | | | | | | | | | |
| (g) Put the YAW DAMPER switch, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (h) Put the A/P ENGAGE switches, on the mode control panel (MCP), in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (i) Put the LANDING GEAR lever, on the P2 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (j) Put the SPEED BRAKE lever, on the control stand, in the DOWN position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (k) Put the FLT CONTROL A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (l) Put the SPOILER A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (m) Set the FLAP position lever to 25 and let the flaps move. | | | | | | | | | | | | | | | | | | | | | | | | |

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TASK CARDS

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|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| <u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | |
| (n) Open this circuit breaker and install safety tag: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| F 2 C01449 STANDBY HYDRAULIC PUMP | | | | |
| (o) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position. | | | | |
| (p) Set the FLAP position lever to 40 (the flaps will not move). | | | | |
| SUBTASK 29-00-00-840-170 | | | | |
| (16) If you use the ammeter, COM-1787, then do these steps: | | | | |
| <u>NOTE:</u> When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use the (Figure 2) to change current to flow. | | | | |
| (a) Make sure the person in the flight compartment and the person on the ground can speak to each other (Interphone, radio). | | | | |
| <u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | |
| (b) To do a test of hydraulic system B: | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 1, P91 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | | |
| F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| (c) To do a test of hydraulic system A: | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | | |
| F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| (d) Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the A or B hydraulic system. | | | | |
| (e) Connect one end of the cable, SPL-1788 to the EMDP. | | | | |
| (f) Connect the other end of the cable, SPL-1788 to the electrical connector. | | | | |
| <u>CAUTION:</u> PUT THE AMMETER IN THE SHORT-CIRCUIT POSITION. IF IT IS IN THE CIRCUIT, THE CURRENT WILL CAUSE DAMAGE TO THE AMMETER. | | | | |
| (g) Put the switch on the ammeter, COM-1787 in the short-circuit position. | | | | |
| (h) To do a test of hydraulic system B: | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-078-00-01 | | | | | | | | | | | | |
|---|-------------|---------------|-----------------------------|--|------------|---------------|-------------|---|---|--------|-----------------------------|---|---|--------|---------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 1, P91 | | | | | | | | | | | | | | | | |
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| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| (i) To do a test of hydraulic system A: | | | | | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | |
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| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-171 | | | | | | | | | | | | | | | | |
| (17) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.</p> | | | | | | | | | | | | | | | | |
| (a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B. | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump.</p> | | | | | | | | | | | | | | | | |
| 1) Put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin (if you have one). | | | | | | | | | | | | | | | | |
| 2) Operate the portable hydraulic cart, COM-163. | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-172 | | | | | | | | | | | | | | | | |
| (18) If you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> The clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel.</p> | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use the Hydraulic Systems A and B EMDP Characteristics to get the flow.</p> | | | | | | | | | | | | | | | | |
| (a) To install the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 in the P91 or P92 panel, do these steps: | | | | | | | | | | | | | | | | |
| <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> | | | | | | | | | | | | | | | | |
| 1) To do a test of hydraulic system B: | | | | | | | | | | | | | | | | |

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|---|-------------|---------------|-----------------------------|--|------------|---------------|-------------|---|---|--------|-----------------------------|---|---|--------|---------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | |
| a) Open these circuit breakers and install safety tags: Power Distribution Panel Number 1, P91 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00768</td> <td>ELEC HYD PUMP CONTROL SYS B</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00882</td> <td>ELEC HYD PUMP SYS B</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| 2) To do a test of hydraulic system A: a) Open these circuit breakers and install safety tags: Power Distribution Panel Number 2, P92 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00767</td> <td>ELEC HYD PUMP CONTROL SYS A</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00881</td> <td>ELEC HYD PUMP SYS A</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| <u>WARNING:</u> BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. | | | | | | | | | | | | | | | | |
| 3) To test hydraulic system B, get access to the R318 relay for the system B EMDP in the P91 panel. 4) To test hydraulic system A, get access to the R317 relay for the system A EMDP in the P92 panel. 5) Put the digital/analog multimeter, COM-1793 around one of the three wires that go forward from the relay. 6) To do a test of hydraulic system B: a) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 1, P91 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00768</td> <td>ELEC HYD PUMP CONTROL SYS B</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00882</td> <td>ELEC HYD PUMP SYS B</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| 7) To do a test of hydraulic system A: a) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 2, P92 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00767</td> <td>ELEC HYD PUMP CONTROL SYS A</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00881</td> <td>ELEC HYD PUMP SYS A</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| C. System B Internal Leakage Check | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-291 (1) Remove power from the hydraulic system A. To remove it, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-292 (2) Make sure the pressure in system B is a minimum of 2800 psi (19305 kPa). | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-293 (3) Make sure the FLT CONTROL B switch, on the P5 panel, is in the OFF position. | | | | | | | | | | | | | | | | |

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| | | | | MECH INSP |
| SUBTASK 29-00-00-860-294 | | | | |
| (4) Make sure the SPOILER B switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-001 | | | | |
| (5) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |
| Table 1 | | | | |
| Amperage: _____ (Value 1) | | | | |
| Note: This is the system B basic current. | | | | |
| Note: The amperage measured is the system B basic current, and must be subtracted from all other system B amperage readings BEFORE you use the result of the subtraction to find the equivalent flow from Figure 602. | | | | |
| SUBTASK 29-00-00-750-001 | | | | |
| (6) If you use the flow meter method, read the flow value and write it here: | | | | |
| Table 2 | | | | |
| Flow: _____ cc/min (Value 1) | | | | |
| Note: This value is the system B basic flow. | | | | |
| SUBTASK 29-00-00-790-113 | | | | |
| (7) Do these steps to find the leakage of the control valve for the TE flaps: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| NOTE: The flaps will not move. They are already at the 25 position. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the OFF position. | | | | |
| (c) If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | |
| 1) Read the amperage and write it here: | | | | |
| Table 3 | | | | |
| Amperage: _____ (Value 2) | | | | |
| 2) Subtract Value 1 from Value 2 and write it here: | | | | |
| Table 4 | | | | |
| Amperage: _____ (Calculated) amperage | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | |
| Table 5 | | | | |
| Flow: _____ cc/min (Value 3) | | | | |
| Note: This is the internal leakage for the system B TE flap control valve. | | | | |
| (d) If you use the flow meter method, do these steps: | | | | |
| 1) Read the flow and write it here: | | | | |
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Table 6

Flow: _____ cc/min (Value 2)

- 2) Subtract Value 1 from Value 2 and write it here:

Table 7

Flow: _____ cc/min (Value 3)

Note: This is the internal leakage for the system B TE flap control valve.

- (e) If Value 3 is more than 8000 cc/min., replace the control valve for the TE flaps.

SUBTASK 29-00-00-790-105

- (8) Do these steps to find the leakage of the leading edge flaps and slats:

- (a) Set the flap control lever to the 0 position.

NOTE: Stop until the flaps and slats fully retract.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 8

Amperage: _____ (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

Table 9

Amperage: _____ (Calculated) amperage)

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 10

Flow: _____ cc/min (Value 5)

- 4) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 11

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 12

Flow: _____ cc/min (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

| | | |
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Table 13

Flow: _____ cc/min (Value 5)

- 3) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 14

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (d) If Value 5a is more than 1000 cc/min., do the troubleshooting steps in the FIM for LE Flaps and Slats Fail to Operate During Normal Operation to find the bad parts.

SUBTASK 29-00-00-860-295

- (9) Do these steps to put the airplane back to its initial condition:

- (a) Set the FLAP position lever to 25.

NOTE: Stop until the flaps and slats become stable.

- (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position.

- (c) Set the FLAP position lever to 40.

NOTE: The flaps will not move.

SUBTASK 29-00-00-790-114

- (10) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The empennage and aileron systems contain these components; elevator power control unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS B switch in the ON position.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 15

Amperage: _____ (Value 6)

- 2) Subtract Value 1 from Value 6 and write it here:

Table 16

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 17

Flow: _____ cc/min (Value 7)

Note: This is the null leakage of the empennage and aileron flight controls.

- (c) If you use the flow meter method, do these steps:

| | | |
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| 1) Read the flow and write it here: | | | | MECH INSP | |
| <p style="text-align: center;">Table 18</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 6)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 6) |
| Flow: _____ cc/min (Value 6) | | | | | |
| 2) Subtract Value 1 from Value 6 and write it here: | | | | | |
| <p style="text-align: center;">Table 19</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 7)</td> </tr> </table> <p>Note: This is the null leakage of the empennage and aileron flight controls.</p> | | | | Flow: _____ cc/min (Value 7) | |
| Flow: _____ cc/min (Value 7) | | | | | |
| <p>SUBTASK 29-00-00-810-014</p> <p>(11) If Value 7 is more than 12,100 cc/min., continue with this procedure to isolate the bad part and replace it.</p> | | | | | |
| <p>SUBTASK 29-00-00-790-107</p> <p>(12) Do these steps to find the leakage of the cylinder for the aileron PCU:</p> <ol style="list-style-type: none"> Turn the control wheel fully clockwise. If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | | |
| <p>1) Read the amperage and write it here:</p> <p style="text-align: center;">Table 20</p> <table border="1"> <tr> <td>Amperage: _____ (Value 8)</td> </tr> </table> | | | | | Amperage: _____ (Value 8) |
| Amperage: _____ (Value 8) | | | | | |
| <p>2) Subtract Value 1 from Value 8 and write it here:</p> <p style="text-align: center;">Table 21</p> <table border="1"> <tr> <td>Amperage: _____ (Calculated) amperage</td> </tr> </table> | | | | | Amperage: _____ (Calculated) amperage |
| Amperage: _____ (Calculated) amperage | | | | | |
| <p>3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:</p> <p style="text-align: center;">Table 22</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8a)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 8a) |
| Flow: _____ cc/min (Value 8a) | | | | | |
| <p>4) Subtract Value 7 from Value 8a and write it here:</p> <p style="text-align: center;">Table 23</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 9)</td> </tr> </table> <p>Note: This is the internal leakage of the cylinder for the aileron PCU.</p> | | | | | Flow: _____ cc/min (Value 9) |
| Flow: _____ cc/min (Value 9) | | | | | |
| <p>(c) If you use the flow meter method, do these steps:</p> <ol style="list-style-type: none"> Read the flow and write it here: <p style="text-align: center;">Table 24</p> <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 8) |
| Flow: _____ cc/min (Value 8) | | | | | |
| <p>2) Subtract Value 1 from Value 8 and write it here:</p> | | | | | |
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Table 25

Flow: _____ cc/min (Value 8a)

- 3) Subtract Value 7 from Value 8a and write it here:

Table 26

Flow: _____ cc/min (Value 9)

Note: This is the internal leakage of the cylinder for the aileron PCU.

- (d) If Value 9 is more than 1,500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-296

- (13) Move the control wheel to its center position.

SUBTASK 29-00-00-790-108

- (14) Do these steps to find the leakage of the cylinder for the elevator PCU:

- (a) Pull the control column fully aft.
(b) If you use the ammeter or amp-clamp multimeter method, do these steps:
1) Read the amperage and write it here:

Table 27

Amperage: _____ (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

Table 28

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 29

Flow: _____ cc/min (Value 10a)

- 4) Subtract Value 7 from Value 10a and write it here:

Table 30

Flow: _____ cc/min (Value 11)

Note: This is the internal leakage of the cylinder for the elevator PCU.

- (c) If you use the flow meter method, do these steps:
1) Read the flow and write it here:

Table 31

Flow: _____ cc/min (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

| | | |
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| | | | | MECH INSP |
| Table 32 | | | | |
| Flow: _____ cc/min (Value 10a) | | | | |
| 3) Subtract Value 7 from Value 10a and write it here: | | | | |
| Table 33 | | | | |
| Flow: _____ cc/min (Value 11) | | | | |
| Note: This is the internal leakage of the cylinder for the elevator PCU. | | | | |
| <ul style="list-style-type: none"> (d) If Value 11 is more than 1,500 cc/min., replace the elevator PCU. (e) Put the control column in its center position. | | | | |
| SUBTASK 29-00-00-860-297 | | | | |
| <ul style="list-style-type: none"> (15) Do these steps to put the airplane in its initial condition: <ul style="list-style-type: none"> (a) Set the FLAP position lever to 25. (b) Put the ALTERNATE FLAPS switch, on the P5 panel, to the OFF position. (c) Set the FLAP position lever to 0. | | | | |
| SUBTASK 29-00-00-860-300 | | | | |
| (16) Remove power from the hydraulic system B. To remove power, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| D. System A Internal Leakage Check | | | | |
| SUBTASK 29-00-00-750-002 | | | | |
| (1) Connect the equipment that is necessary to measure the amperage or flow to hydraulic system A. | | | | |
| SUBTASK 29-00-00-860-301 | | | | |
| <p><u>WARNING:</u> 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> | | | | |
| (2) Pressurize the hydraulic system A. To pressurize it, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | | |
| SUBTASK 29-00-00-860-302 | | | | |
| (3) Make sure the pressure in system A is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-303 | | | | |
| (4) Make sure that the FLT CONTROL A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-860-304 | | | | |
| (5) Make sure that the SPOILER A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-002 | | | | |
| (6) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |

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Table 34

Amperage: _____ (Value 12)

Note: Do not continue until the amperage value on the tool is stable.

Note: This amperage is the system A basic current, and must be subtracted from all other system A amperage readings BEFORE you find the equivalent flow.

SUBTASK 29-00-00-750-003

- (7) If you use the flow meter method, read the flow value and write it here:

Table 35

Flow: _____ cc/min (Value 12)

Note: This value is the system A basic flow.

SUBTASK 29-00-00-790-115

- (8) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The Empennage and Aileron Systems contain these components; elevator Power Control Unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS A switch in the ON position.
 (b) If you use the ammeter or amp-clamp multimeter method, do these steps:
 1) Read the amperage and write it here:

Table 36

Amperage: _____ (Value 13)

- 2) Subtract Value 12 from the Value 13 and write it here:

Table 37

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 38

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

- (c) If you use the flow meter method, do these steps:
 1) Read the flow and write it here:

Table 39

Flow: _____ cc/min (Value 13)

- 2) Subtract Value 12 from Value 13 and write it here:

| | | | |
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Table 40

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

SUBTASK 29-00-00-810-015

- (9) If Value 14 is more than 11,000 cc/min., continue with this procedure to isolate the bad part and replace it.

SUBTASK 29-00-00-790-110

- (10) Do these steps to find the leakage of the cylinder for the aileron PCU:
- Turn the control wheel fully clockwise.
 - If you use the ammeter or amp-clamp multimeter method, do these steps:
 - Read the amperage and write it here:

Table 41

Amperage: _____ (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 42

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 43

Flow: _____ cc/min (Value 15a)

- 4) Subtract Value 14 from Value 15a and write it here:

Table 44

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

- (c) If you use the flow meter method, do these steps:
- Read the flow and write it here:

Table 45

Flow: _____ cc/min (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 46

Flow: _____ cc/min (Value 15a)

- 3) Subtract Value 14 from Value 15a and write it here:

| | | | |
|-------------------------------|----------------------|--|------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST | |
| | | D633A109-AKS 27-078-00-01 | Page 16 of 21 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-078-00-01 |
|------|-------------|---------|------------------|--|

Table 47

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

SUBTASK 29-00-00-810-012

- (11) If the Value 16 is more than 1500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-305

- (12) Move the control wheel to its center position.

SUBTASK 29-00-00-790-112

- (13) Do these steps to find the leakage of the cylinder for the PCU for the elevator:

(a) Pull the control column fully aft.

(b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 48

Amperage: _____ (Value 17)

- 2) Subtract Value 12 from the Value 17 and write it here:

Table 49

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 50

Flow: _____ cc/min (Value 17a)

- 4) Subtract Value 14 from the Value 17a and write it here:

Table 51

Flow: _____ cc/min (Value 18)

Note: This is the internal leakage of the cylinder of the elevator PCU.

(c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 52

Flow: _____ cc/min (Value 17)

- 2) Subtract Value 12 from Value 17 and write it here:

Table 53

Flow: _____ cc/min (Value 17a)

- 3) Subtract Value 14 from Value 17a and write it here:

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-078-00-01 |

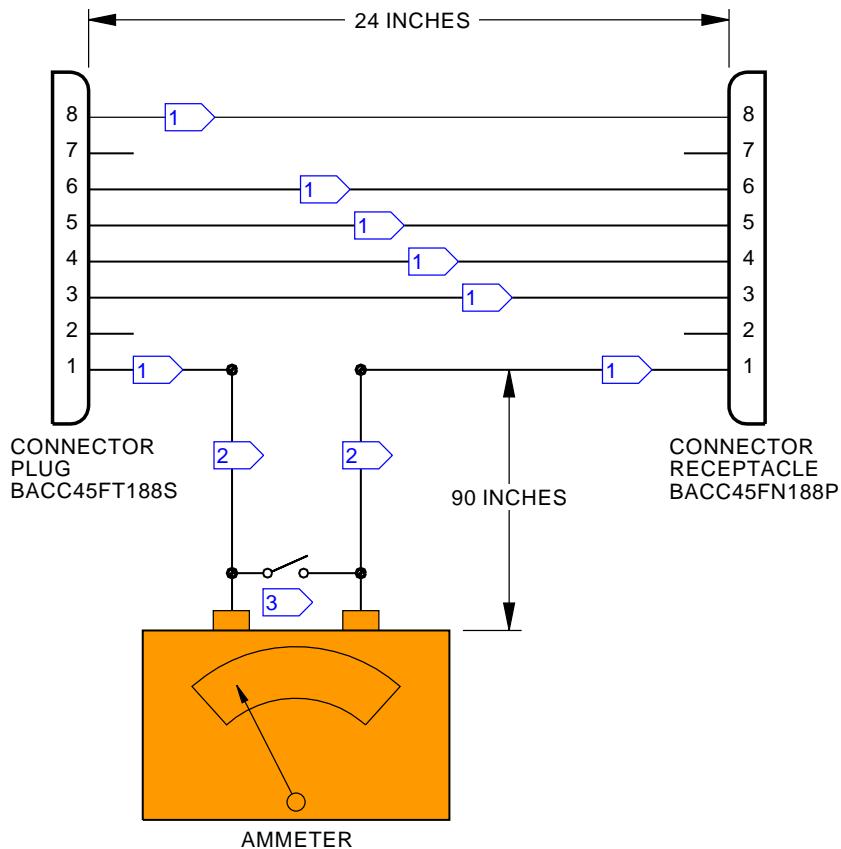
AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-078-00-01 |
|---|-------------|---------------|------------------------------------|--|
| | | | | MECH INSP |
| Table 54 | | | | |
| Flow: _____ cc/min (Value 18) | | | | |
| Note: This is the internal leakage of the cylinder of the elevator PCU. | | | | |
| (d) Put the control column in its center position. | | | | |
| SUBTASK 29-00-00-810-013 | | | | |
| (14) If the Value 18 is more than 1500 cc/min., replace the elevator PCU. | | | | |
| SUBTASK 29-00-00-860-306 | | | | |
| (15) Put the FLT CONTROL A switch in the OFF position. | | | | |
| E. Put the Airplane Back to its Usual Condition | | | | |
| SUBTASK 29-00-00-860-307 | | | | |
| (1) Make sure the arm switch for the ALTERNATE FLAPS, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-860-308 | | | | |
| (2) Remove the safety tags and close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-3 | | | | |
| Row | Col | Number | Name | |
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | |
| E | 16 | C00196 | LANDING GEAR ANTISKID INBD | |
| E | 18 | C00195 | LANDING GEAR ANTISKID OUTBD | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row | Col | Number | Name | |
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP | |
| SUBTASK 29-00-00-860-309 | | | | |
| (3) Put the FLT CONTROL and SPOILER switches, on the P5 panel, in the ON position. | | | | |
| SUBTASK 29-00-00-860-310 | | | | |
| (4) Remove power from the hydraulic systems A and B. To remove them, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| SUBTASK 29-00-00-080-027 | | | | |
| (5) Remove the portable hydraulic cart or the ammeter equipment from the airplane. | | | | |
| SUBTASK 29-00-00-410-009 | | | | |
| (6) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| SUBTASK 29-00-00-610-015 | | | | |
| (7) Service the systems A and B hydraulic reservoirs. To service them, do this task: (Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801). | | | | |
| END OF TASK | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST | |
| | | D633A109-AKS 27-078-00-01 | Page 18 of 21 Oct 15/2015 |

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

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|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



- 1** NO. 12 WIRE
- 2** NO. 10 WIRE
- 3** SHORT CIRCUIT SWITCH

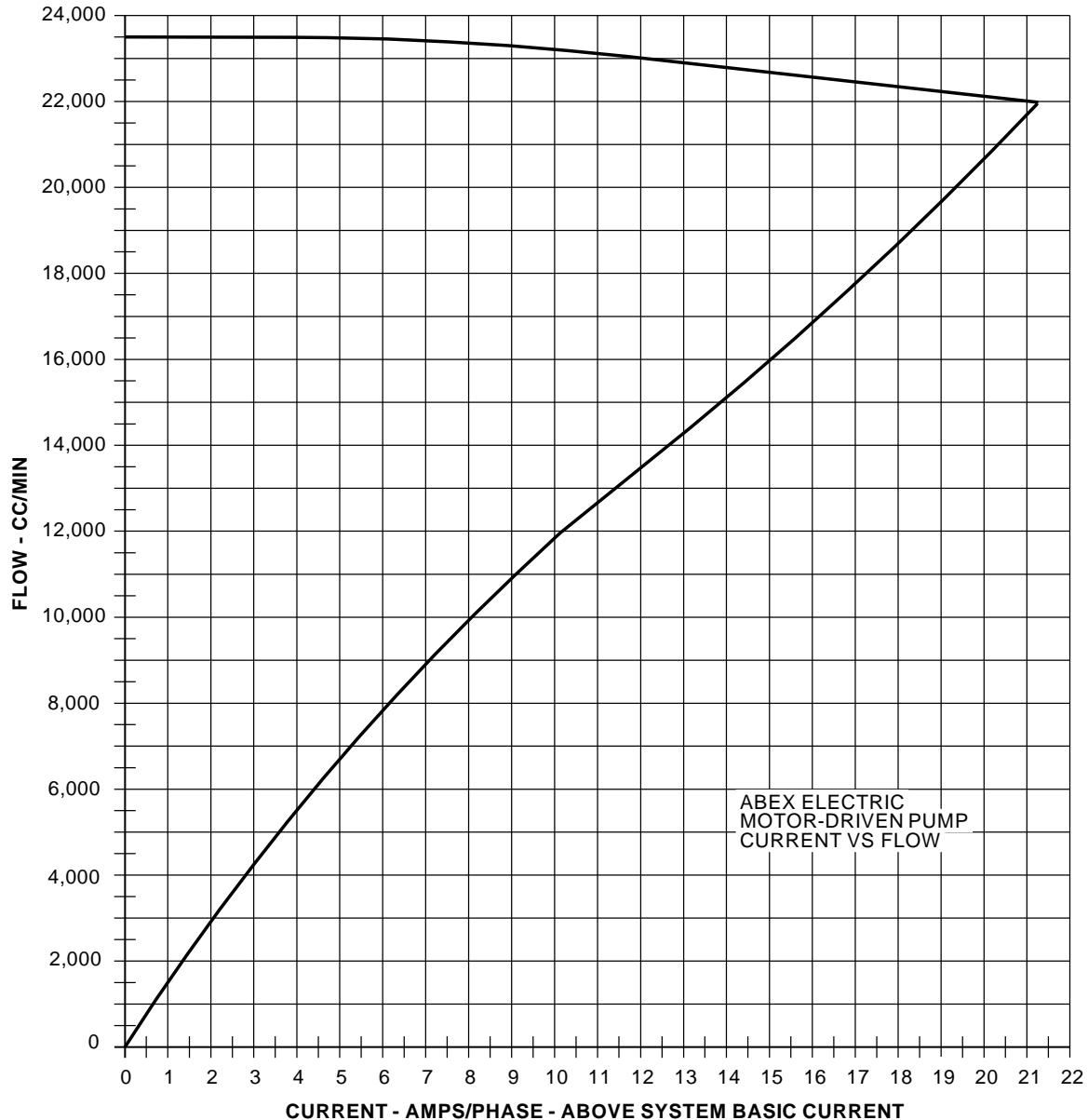
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**Ammeter Wiring Harness for the A and B EMDP Hydraulic Systems
Figure 1**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-078-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-078-00-01 |



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

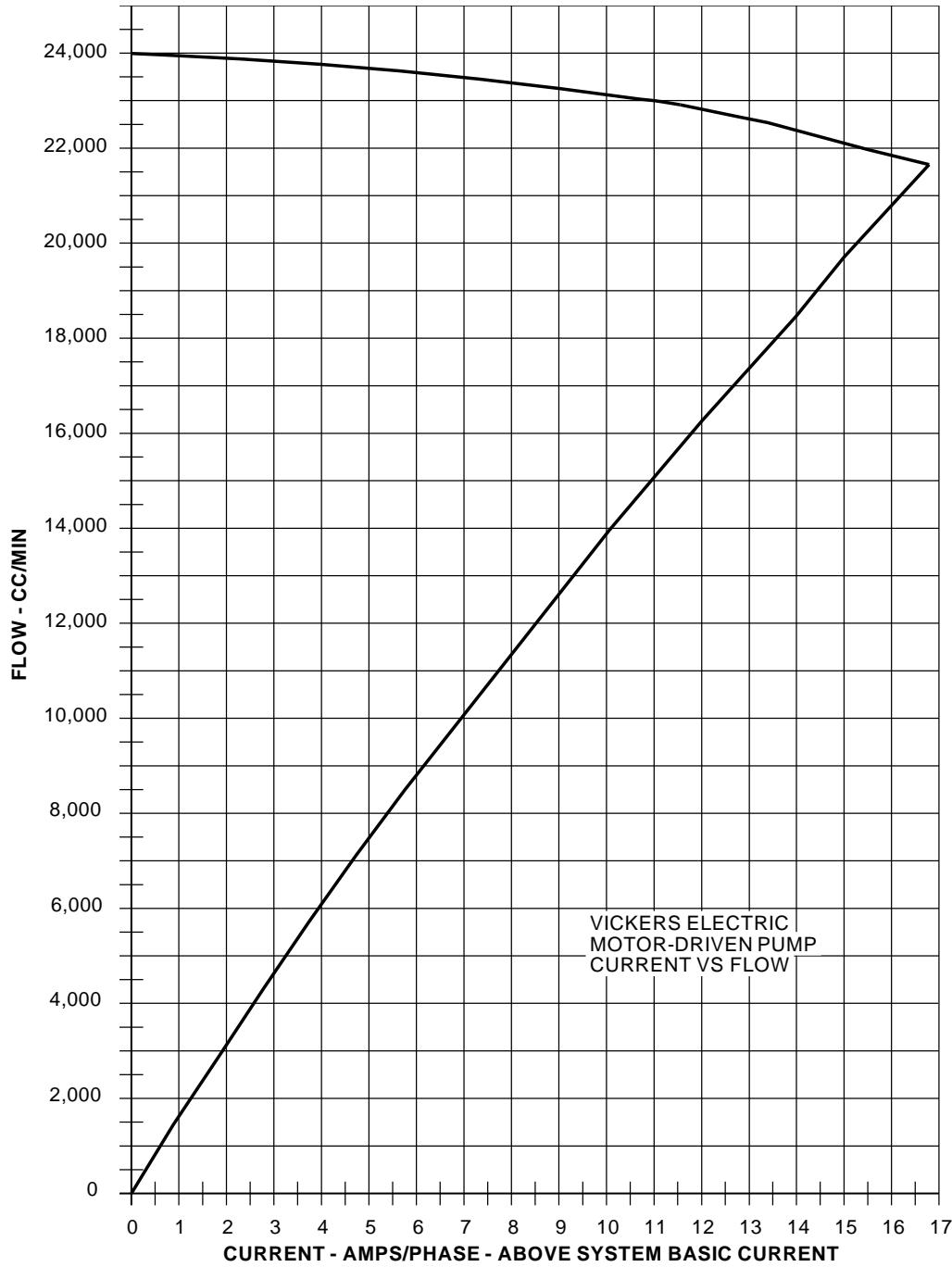
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| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-078-00-01 |

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

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PCU INTERNAL LEAKAGE TEST |
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AKS
**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR PITOT STATIC TUBE | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-080-00-01 |
| TAIL NUMBER | WORK AREA FUSELAGE | VERSION 1.1 | THRESHOLD 14000 FH | REPEAT 14000 FH | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS 311BL 323FL | | | ZONE 311 312 320 |
| | | | | | |

Drain and leak check the elevator pitot-static system.

A. References

| Reference | Title |
|----------------------|---|
| AMM 27-31-17-170-801 | Elevator Pitot-Static System Flushing (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--------------------------------------|-------------------------------|
| B00065 | Alcohol - Denatured, Ethyl (Ethanol) | AMS 3002 (Supersedes O-A-396) |
| B00068 | Alcohol - Denatured, Ethyl (Ethanol) | AMS 3002, MIL-E-51454 Type II |
| B00130 | Alcohol - Isopropyl | TT-I-735 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|-------------------------------|--|---|------------------|---------------------|
| | | | | 27-080-00-01 |
| Reference | Description | | | |
| COM-1914 | Test Set - Air Data Model FLMTS (Flight Line Maintenance) Part #: 18910920000 Supplier: 89944 Part #: ADTS405F Supplier: U0427 Part #: ADTS530 Supplier: U0427 Part #: ADTS552F Supplier: U0427 Part #: D60340MK Supplier: K1474 Part #: DPS1000 Supplier: 21844 Part #: DPS350 Supplier: 21844 Part #: DPS450 Supplier: 21844 Part #: MODEL 6300 Supplier: 0RDZ5 Part #: MPS34C Supplier: 48RQ2 Part #: MPS43 Supplier: A0197 Part #: MPS45 Supplier: 48RQ2 Part #: MPS49 Supplier: 48RQ2 Part #: TES9463 Supplier: 88277 Opt Part #: 01-0987-00 Supplier: 41364 Opt Part #: 18910480000 Supplier: 89944 Opt Part #: ADTS505 Supplier: U0427 Opt Part #: D60302 Supplier: K1474 Opt Part #: D60340 Supplier: K1474 Opt Part #: D60383 Supplier: K1474 Opt Part #: DPS500 Supplier: 21844 Opt Part #: MPS31C Supplier: 48RQ2 | | | |
| COM-1916 | Adapter - Pitot Test (Typically included in Air Data Accessory Kit, PN ADA737-678) Part #: CSA75700HT-3 Supplier: 3BSK6 Part #: P75701M2-3 Supplier: 38002 | | | |
| SPL-1742 | Regulator - Air Pressure, Elevator Feel Computer Part #: F72928-58 Supplier: 81205 Part #: F72928-62 Supplier: 81205 Part #: F72928-63 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE D633A109-AKS 27-080-00-01 | | |
| Page 2 of 10 Jun 15/2016 | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-080-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-17-200-801 | | | | |
| 1. Elevator Pitot-Static System Drainage - Inspection (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 27-31-17-010-003 | | | | |
| (1) Open this access panel: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-31-17-010-004 | | | | |
| (2) Remove this access panel: | | | | |
| Number Name/Location | | | | |
| 323FL Vertical Fin, Access | | | | |
| SUBTASK 27-31-17-860-003 | | | | |
| (3) Open these circuit breakers and install safety tags: | | | | |
| CAPT Electrical System Panel, P18-3 | | | | |
| Row Col Number Name | | | | |
| C 4 C00236 HEATERS ELEV PITOT LEFT | | | | |
| D 4 C00237 HEATERS ELEV PITOT RIGHT | | | | |
| B. Elevator Pitot-Static System Drainage Inspection | | | | |
| SUBTASK 27-31-17-170-003 | | | | |
| (1) Drain the pitot system: | | | | |
| (a) Remove the restrictor valves from the pitot lines. | | | | |
| (b) Make sure the pitot lines have proper drainage. Check the hoses between the Elevator Feel System pitot-static probes and the associated rigid metal tubing to ensure that the hoses loop upward so that they do not trap water (Figure 1). | | | | |
| (c) If it is necessary, flush the pitot system. To flush it, do this task: Elevator Pitot-Static System Flushing, AMM TASK 27-31-17-170-801. | | | | |
| (d) Clean the restrictor valves with solvent. | | | | |
| <u>NOTE:</u> Use either alcohol, B00130, alcohol, B00065, or alcohol, B00068. | | | | |
| (e) Install the restrictor valves. | | | | |
| SUBTASK 27-31-17-170-004 | | | | |
| (2) Examine the static system: | | | | |
| (a) Disconnect the static lines from elevator feel computer. | | | | |
| (b) Make sure the static lines have proper drainage. | | | | |
| 1) If it is necessary, flush the static system. To flush it, do this task: Elevator Pitot-Static System Flushing, AMM TASK 27-31-17-170-801. | | | | |
| (c) Connect the static lines. | | | | |

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE D633A109-AKS 27-080-00-01 | Page 3 of 10 Feb 15/2015 |
|-------------------------------|----------------------|---|-----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-080-00-01 |
|------|-------------|---------|------------------|--|

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-31-17-860-004

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

CAPT Electrical System Panel, P18-3**Row Col Number Name**

| | | | |
|---|---|--------|--------------------------|
| C | 4 | C00236 | HEATERS ELEV PITOT LEFT |
| D | 4 | C00237 | HEATERS ELEV PITOT RIGHT |

SUBTASK 27-31-17-410-003

- (2) Close this access panel:

Number Name/Location

| | |
|-------|-----------------------------|
| 311BL | Stabilizer Trim Access Door |
|-------|-----------------------------|

SUBTASK 27-31-17-410-004

- (3) Install this access panel:

Number Name/Location

| | |
|-------|----------------------|
| 323FL | Vertical Fin, Access |
|-------|----------------------|

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-080-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-17-790-801 | | | | |
| 2. Elevator Pitot System Leak - Test | | | | |
| (Figure 1) | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-31-17-010-008 | | | | |
| (1) Open this access panel: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-31-17-860-005 | | | | |
| (2) Open these circuit breakers and install safety tags: | | | | |
| CAPT Electrical System Panel, P18-3 | | | | |
| Row Col Number Name | | | | |
| C 4 C00236 HEATERS ELEV PITOT LEFT | | | | |
| D 4 C00237 HEATERS ELEV PITOT RIGHT | | | | |
| B. Procedure | | | | |
| SUBTASK 27-31-17-390-001 | | | | |
| WARNING: WHEN THE PITOT PROBES HAVE COVERS ON THEM, MAKE SURE THAT A PERSON ON THE GROUND CAN SEE THE COVERS. ALSO MAKE SURE YOU ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT AS A REMINDER THAT THE PITOT PROBES HAVE COVERS ON THEM. IF THE COVERS ARE NOT REMOVED FROM THE PITOT PROBES, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS. | | | | |
| CAUTION: MAKE SURE THAT THE PITOT PROBE HAS NO ADDED WEIGHT ON IT FROM THE TEST HOSE. THE WEIGHT OF THE TEST HOSE CAN BEND OR TWIST THE PITOT PROBE OUT OF TOLERANCE. | | | | |
| (1) At the two pitot probes on the vertical fin, connect the pressure lines from the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent, with the pitot test adapter, COM-1916 to the two pitot probes. | | | | |
| SUBTASK 27-31-17-020-001 | | | | |
| (2) Inside the aft unpressurized compartment, below the elevator feel computer, do the following: | | | | |
| (a) Remove the restrictor valves from the bottom of the pitot lines Figure 1. | | | | |
| (b) If you are using the regulator, SPL-1742, or equivalent, for the leak test, do the following: | | | | |
| NOTE: The DPS 400 Test Set can be used as an alternate tool to the DPS 500. | | | | |
| 1) Connect the pressure gage lines from the regulator, SPL-1742, or equivalent, to the drain holes of the pitot lines. | | | | |
| (c) If you are using the air data model test set, COM-1914 for the leak test, do the following: | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-080-00-01 |
|------|-------------|---|------------------|--|
| | | <ol style="list-style-type: none">1) Install plugs over the ends of the pitot lines.2) Install a highly visible streamer on the opening of the aft unpressurized compartment.<ol style="list-style-type: none">a) Make sure that you can easily see the streamer from the ground.<p><u>NOTE:</u> This is to remind you to remove the plugs and install the restrictor valves again when the test is completed.</p><p>SUBTASK 27-31-17-790-002</p><p>(3) Do the pitot system leak test: <u>NOTE:</u> The pitot drain lines must be sealed in order to hold pressure during the test.</p><p>(a) Attach the pressure lines from the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent, with the pitot test adapter, COM-1916 to the pitot probe on the vertical fin.</p><p>CAUTION: DO NOT INCREASE THE PRESSURE TO MORE THAN 5 PSIG (437 KCAS) DURING THE TEST. IF THE PRESSURE IS MORE THAN 5 PSIG (437 KCAS), IT CAN CAUSE DAMAGE TO THE ELEVATOR FEEL COMPUTER.</p><p>(b) Operate the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent, to apply pressure between 0.90 +0.07 / -0.00 psig (194 kcas and 201 kcas).</p><p>(c) Set the shutoff valve in the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent to the OFF position.</p><p>(d) Make sure that the pressure does not decrease more than 0.2 psig or 8 kcas during a 2-minute time.</p><p><u>NOTE:</u> The low pressure pressurization steps above ensure that there is no significant system leak before you apply full pressure in the following steps. If there is a leak in the pitot system or the pressurization equipment, you can exceed the full pressure of 5 psig (437 kcas) and cause damage to the feel computer bellows.</p><p>1) Fix any pitot system or pressurization equipment leaks, as necessary.</p><p>(e) Operate the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent, to apply pressure between 4.8 ±0.1 psig (425 kcas and 433 kcas).</p><p>(f) Set the shutoff valve in the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent to the OFF position.</p><p>(g) Make sure that the pressure does not decrease more than 0.3 psig or 12 kcas during a 2-minute time.</p><p>(h) Operate the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent, to decrease the pitot pressure to zero.</p><p>SUBTASK 27-31-17-160-001</p><p>(4) At the two pitot probes on the vertical fin, do the following:</p><p>(a) Remove the pressure lines with the pitot test adapter, COM-1916 from the air data model test set, COM-1914 or regulator, SPL-1742 or equivalent to the pitot probes.</p> | MECH | INSP |

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE D633A109-AKS 27-080-00-01 | Page 6 of 10 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. 27-080-00-01 |
|------|-------------|--|------------------|--|
| | | (b) Remove the pitot test adapter, COM-1916 to the two pitot probes. SUBTASK 27-31-17-080-001 (5) Inside the aft unpressurized compartment, below the elevator feel computer, do the following: (a) If you used the regulator, SPL-1742, or equivalent, for the leak test, do the following: 1) Disconnect the pressure gage lines of the regulator, SPL-1742, or equivalent, from the drain holes of the pitot lines. (b) If you used the air data model test set, COM-1914 for the leak test, do the following: 1) Remove the plugs that were installed over the ends of the pitot lines. 2) Remove the highly visible streamer on the opening of the aft unpressurized compartment. (c) Install the restrictor valves on the bottom of the pitot lines. | MECH | INSP |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-31-17-860-006

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

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------------|
| C | 4 | C00236 | HEATERS ELEV PITOT LEFT |
| D | 4 | C00237 | HEATERS ELEV PITOT RIGHT |

SUBTASK 27-31-17-410-007

- (2) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 311BL | Stabilizer Trim Access Door |

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

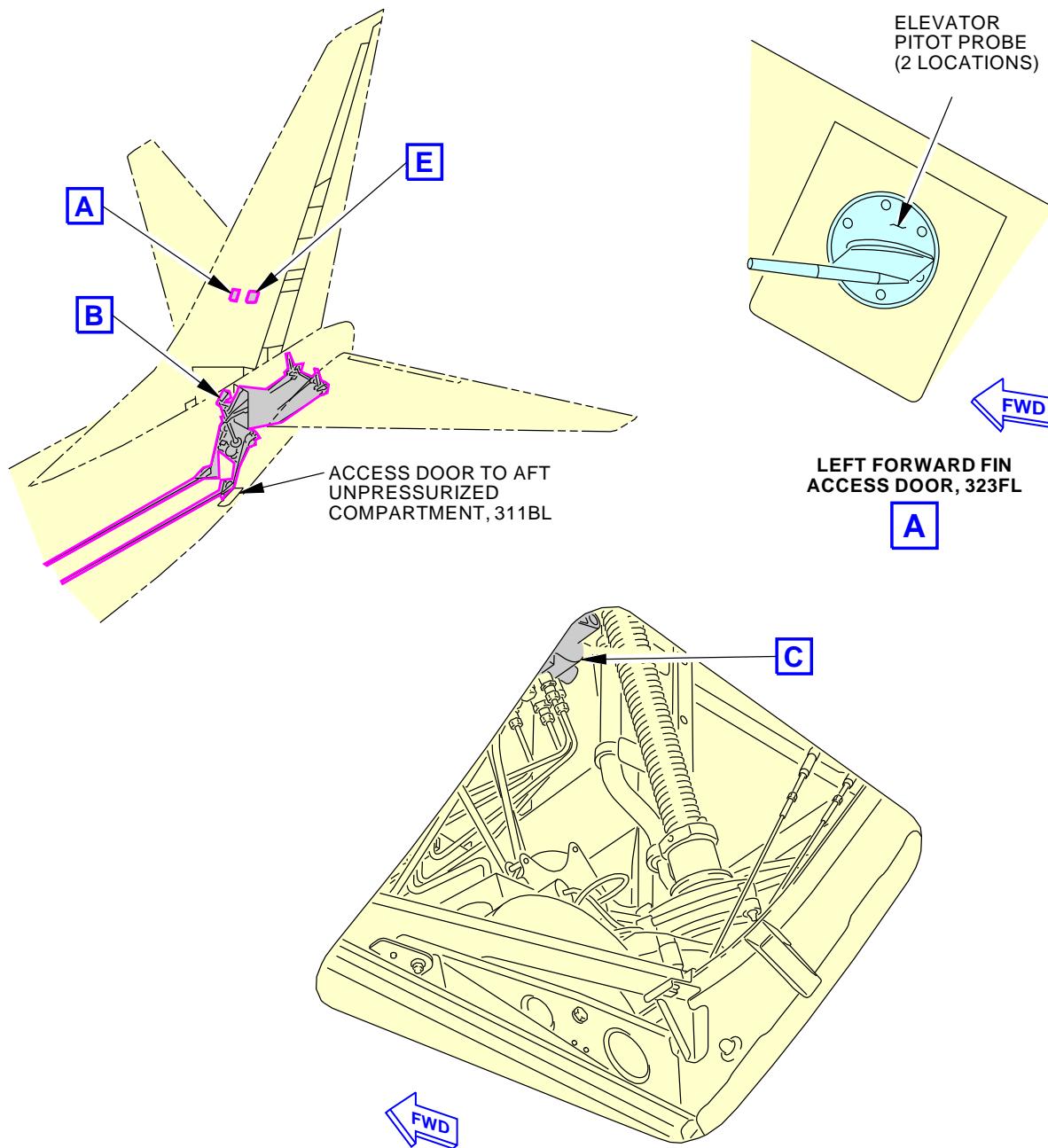
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-080-00-01**VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL****B**

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**Elevator Pitot-Static System Installation
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

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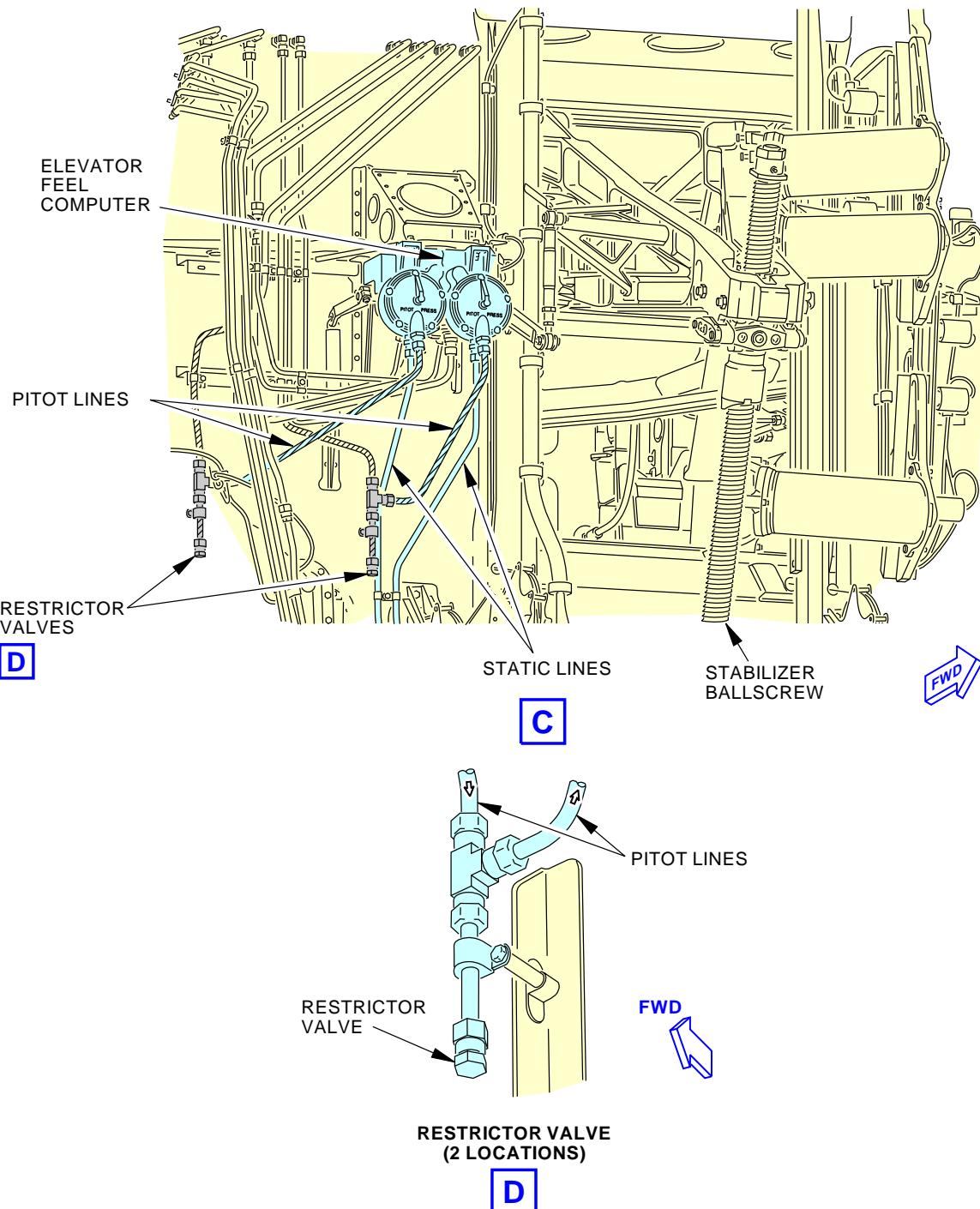
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-080-00-01

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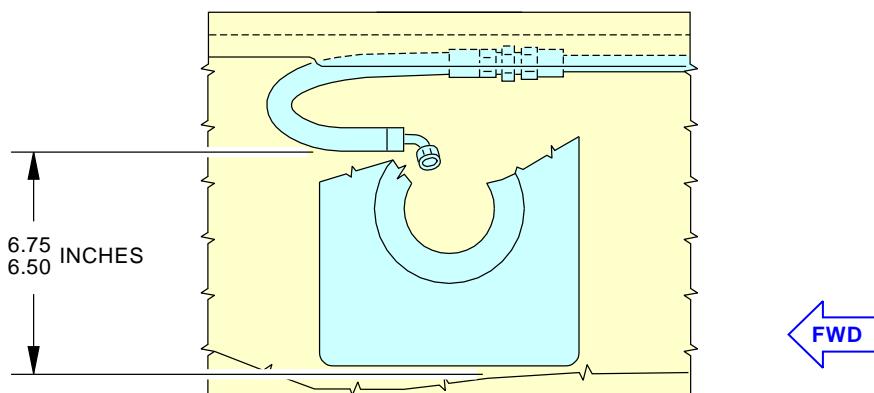
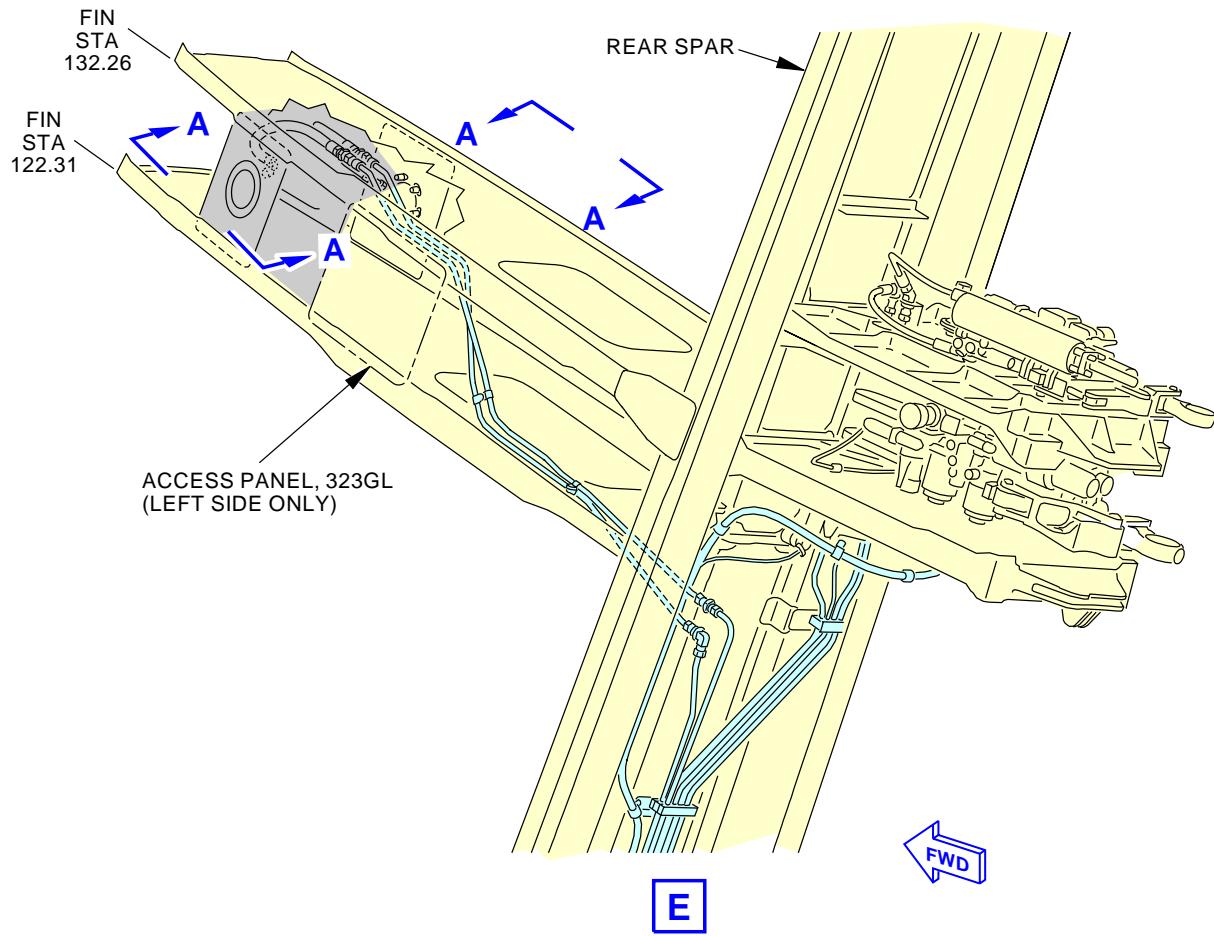
**Elevator Pitot-Static System Installation
Figure 1 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-080-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**Elevator Pitot-Static System Installation
Figure 1 (Sheet 3 of 3)**

L03807 S0006569378_V3

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PITOT STATIC TUBE |
| | | D633A109-AKS 27-080-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR CONTROL COLUMN OVERRIDE | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-084-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 211 212 |
| | | | | | |

Functionally check the force necessary to breakout the elevator control column override assembly.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-31-00-700-801 | Null Procedure - Mach Trim Actuator (P/B 201) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1674 | Assembly - Adapter, Control Wheel, Torque and Force Test Part #: C27060-1 Supplier: 81205 Opt Part #: F72867-1 Supplier: 81205 |
| STD-755 | Scale - Spring, Push/Pull Type, 0 to 150lbs (0 to 68kg) Capacity |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR CONTROL COLUMN OVERRIDE |
| | | D633A109-AKS 27-084-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-084-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-00-720-801 | | | | |
| 1. Elevator Control Column Override - Functional Test | | | | |
| A. General | | | | |
| (1) Use this task to do a functional check of the elevator control column override. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-31-00-860-122 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | |
| SUBTASK 27-31-00-710-010 | | | | |
| (2) Do functional test of the elevator control column override: | | | | |
| (a) Do this task: Null Procedure - Mach Trim Actuator, AMM TASK 27-31-00-700-801. | | | | |
| 1) Put a 6 in. (152 mm) strip of adhesive tape vertically on the right elevator index plate. | | | | |
| 2) Make a mark on the tape where the upper surface of the right elevator trailing edge would extend to the tape. | | | | |
| 3) Attach the spring scale, STD-755 and adapter, SPL-1674 to the captain's control column. | | | | |
| NOTE: The force gage is a push pull scale for measuring control column loads. | | | | |
| 4) Block the first officer's control wheel in the neutral position. | | | | |
| NOTE: One mechanic can hold the first officer's control wheel steady in the neutral position. | | | | |
| 5) Slowly pull the captain's control column aft and hold at a minimum right elevator position of 1.9 in. (48 mm) - 2 in. (51 mm). | | | | |
| 6) Make sure that the captain's control column force is 40 lbf (178 N) - 100 lbf (445 N). | | | | |
| 7) Release the captain's control column slowly to center the system. | | | | |
| (b) Push the captain's control column slowly forward and hold at a minimum right elevator position of 1.9 in. (48 mm) - 2 in. (51 mm). | | | | |
| (c) Make sure that the captain's control column force is 32 lbf (142 N) - 102 lbf (454 N). | | | | |
| (d) Remove the spring scale, STD-755 and the adapter, SPL-1674 from the captain's control column. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR CONTROL COLUMN OVERRIDE | |
| | | D633A109-AKS 27-084-00-01 | Page 2 of 3 Feb 15/2015 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-084-00-01 |
|------|-------------|---------|------------------|--|

C. Put the Airplane Back to its Usual Condition

SUBTASK 27-31-00-860-123

- (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR CONTROL COLUMN OVERRIDE |
|-------------------------------|----------------------|---|

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27-084-00-01****Page 3 of 3
Oct 15/2014**

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

| | | | | | |
|-----------------|--------------------------------|--------------------------------------|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR TAB CONTROL | | | BOEING CARD NO. 27-086-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 211 212 334 344 |
| | | | | | |

Operationally check the elevator tab control system.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR TAB CONTROL |
| | | D633A109-AKS 27-086-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-086-00-01 |
|--|-------------|---------|------------------|--|
| TASK 27-31-00-700-815 | | | | MECH INSP |
| 1. Elevator Tab Control System - Operational Test | | | | |
| A. General | | | | |
| (1) Use this test to do a quick check of the elevator tab control system. | | | | |
| B. Prepare for the Test | | | | |
| SUBTASK 27-31-00-860-103 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Pressurize elevator hydraulic systems A and B. To pressurize them, do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | |
| SUBTASK 27-31-00-860-151 | | | | |
| (2) Make sure the flaps are in the full up position. | | | | |
| SUBTASK 27-31-00-860-106 | | | | |
| (3) Make sure the control column is in the neutral position. | | | | |
| SUBTASK 27-31-00-760-001 | | | | |
| (4) Make sure that these circuit breakers are closed: | | | | |
| CAPT Electrical System Panel, P18-1 | | | | |
| Row Col Number Name | | | | |
| E 5 C01009 ADIRU LEFT DC | | | | |
| E 7 C01007 ADIRU LEFT AC | | | | |
| CAPT Electrical System Panel, P18-2 | | | | |
| Row Col Number Name | | | | |
| E 5 C01204 SMYD-1 CMPTR DC | | | | |
| E 6 C01205 SMYD-1 SNSR EXC AC | | | | |
| F/O Electrical System Panel, P6-1 | | | | |
| Row Col Number Name | | | | |
| B 4 C01207 SMYD-2 SNSR EXC AC | | | | |
| B 5 C01206 SMYD-2 CMPTR DC | | | | |
| C 14 C01008 ADIRU RIGHT AC | | | | |
| C 17 C01010 ADIRU RIGHT DC | | | | |
| C. Operational Test - Elevator Tab Control System | | | | |
| AKS ALL; AIRPLANES WITH THE 10 SECOND TIME DELAY ELEVATOR TAB CONTROL VALVE | | | | |
| SUBTASK 27-31-00-730-014 | | | | |
| (1) Do the operational test - elevator tab control system: | | | | |

| | | |
|-------------------------------|----------------------|------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR TAB CONTROL |
| | | D633A109-AKS 27-086-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-086-00-01 | | | | | | | | | | | | | | | | |
|---|-------------|---------------|-----------------------------------|--|---|---|--------|-----------------------------------|------------|------------|---------------|-------------|---|---|--------|-----------------------------------|--|--|--|--|
| AKS ALL; AIRPLANES WITH THE 10 SECOND TIME DELAY ELEVATOR TAB CONTROL VALVE (Continued) | | | | MECH INSP | | | | | | | | | | | | | | | | |
| <p>(a) Move and hold the control column full aft.</p> <p> 1) Make sure that the elevator tabs move down.</p> <p>(b) Move and hold the control column full forward.</p> <p> 1) Make sure that the elevator tabs move up.</p> <p>(c) Release the control column.</p> <p>(d) Cycle the control column and return it to neutral.</p> <p>(e) Open this circuit breaker and install safety tag:</p> <p style="text-align: center;">F/O Electrical System Panel, P6-2</p> <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>B</td><td>8</td><td>C01464</td><td>FLIGHT CONTROL ELEV TAB VLV RIGHT</td></tr></tbody></table> <p>(f) Set the flaps to the 5 degree position.</p> <p>(g) Move and hold the control column full forward.</p> <p> 1) Make sure that the left elevator tab is below the elevator and the right elevator tab is above the elevator.</p> <p>(h) Remove the safety tag and close this circuit breaker:</p> <p style="text-align: center;">F/O Electrical System Panel, P6-2</p> <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>B</td><td>8</td><td>C01464</td><td>FLIGHT CONTROL ELEV TAB VLV RIGHT</td></tr></tbody></table> <p> 1) Make sure there is an 8-12 second time delay before the right elevator tab begins to move.</p> <p> (i) Cycle the control column full forward and full aft.</p> <p> 1) Make sure that both elevator tabs move in the same direction as the elevators.</p> | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT | | | | | | | | | | | | | | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| B | 8 | C01464 | FLIGHT CONTROL ELEV TAB VLV RIGHT | | | | | | | | | | | | | | | | | |
| AKS ALL | | | | | | | | | | | | | | | | | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-860-107 | | | | | | | | | | | | | | | | | | | | |
| (1) Set the flaps to the full up position. | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-860-108 | | | | | | | | | | | | | | | | | | | | |
| (2) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801. | | | | | | | | | | | | | | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | | | | | | | | | | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR TAB CONTROL | |
| | | D633A109-AKS 27-086-00-01 | Page 3 of 3 Feb 15/2015 |

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

| | | | | | |
|-----------------|--------------------------------|--------------------------------------|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STALL WARNING SYSTEM | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-088-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | ZONE 117 118 211 212 |
| | | | | | |

Functionally check the stall warning system.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-813 | Supply External Power (P/B 201) |
| AMM 24-22-00-860-814 | Remove External Power (P/B 201) |
| AMM 34-21-00-820-801 | Air Data Inertial Reference System - Alignment from the FMC CDU (P/B 201) |
| AMM 34-21-00-820-802 | Air Data Inertial Reference System - Alignment from the ISDU (P/B 201) |
| FIM 27-32 TASK 801 | Stall Management Yaw Damper BITE Procedure |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM |
| | | D633A109-AKS 27-088-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-32-00-710-801 | | | | |
| 1. Stall Warning System - Operational Test | | | | |
| (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-32-00-860-001 | | | | |
| (1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813 | | | | |
| SUBTASK 27-32-00-710-001 | | | | |
| (2) Do a test of the number 1 stall warning system: | | | | |
| <u>NOTE:</u> The amber SPD LIM light on the on-side Primary Flight Display will come on. The MASTER CAUTION light will come on if the Yaw Damper switch is "disengaged/off". This will not occur on 285A1010-7 and 285A1010-9 SMYD units. A SPD LIM annunciation that stays on more than 5 seconds after the stick shaker operates could be a problem. | | | | |
| (a) Push and hold the STALL WARNING TEST NO. 1 switch on the stall warning test module (P5-18 panel). | | | | |
| (b) Make sure that the captain's control column shaker operates. | | | | |
| (c) Release the switch. | | | | |
| (d) Make sure that the shaker stops. | | | | |
| SUBTASK 27-32-00-710-002 | | | | |
| (3) Do a test of the number 2 stall warning system: | | | | |
| <u>NOTE:</u> The amber SPD LIM light on the on-side Primary Flight Display will come on. The MASTER CAUTION light will come on if the Yaw Damper switch is "disengaged/off". This will not occur on 285A1010-7 and 285A1010-9 SMYD units. A SPD LIM annunciation that stays on more than 5 seconds after the stick shaker operates could be a problem. | | | | |
| (a) Push and hold the STALL WARNING TEST NO. 2 switch on the stall warning test module (P5-18 panel). | | | | |
| (b) Make sure that the first officer's control column shaker operates. | | | | |
| (c) Release the switch. | | | | |
| <u>NOTE:</u> SPEED BRAKE DO NOT ARM light will momentarily turn on and off. | | | | |
| (d) Make sure that the shaker stops. | | | | |
| SUBTASK 27-32-00-860-002 | | | | |
| (4) If electrical power is no longer needed: do this task: Remove External Power, AMM TASK 24-22-00-860-814. | | | | |
| — END OF TASK — | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM | |
| | | D633A109-AKS 27-088-00-01 | Page 2 of 11 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-32-00-740-803 | | | | |
| 2. Stall Management Yaw Damper (SMYD) BITE Test - Ground Test (Figure 2) | | | | |
| A. General | | | | |
| (1) This procedure does the GROUND TEST? portion of the Stall Management Yaw Damper (SMYD) BITE. | | | | |
| (2) For GROUND TEST, the SMYD has several menus: | | | | |
| (a) SELF TEST? - This performs a self test sequence of the SMYD. | | | | |
| (b) DISCRETE INPUTS? - Monitors the status of each displayed discrete inputs to the SMYD. | | | | |
| (c) ARINC429 INPUTS? - Monitors the status of each ARINC429 input to the SMYD. | | | | |
| (d) ANALOG INPUTS? - Displays the status of these sensors: | | | | |
| 1) AOA SENSOR? | | | | |
| 2) FLAP SENSOR? | | | | |
| 3) WHEEL SENSOR? | | | | |
| 4) YD LVDT? | | | | |
| NOTE: This is only for the SMYD in the number 2 position. | | | | |
| (e) SERVO TEST? - Tests the integrity of the interface between the SMYD and the rudder power control unit. | | | | |
| (f) DISPLAY TEST? Tests the SMYD display. | | | | |
| (3) This task has a procedure for each of these menu items. | | | | |
| B. Prepare for the Tests | | | | |
| SUBTASK 27-32-00-860-009 | | | | |
| (1) Supply electrical power to the airplane. To do this, do this task: Supply External Power, AMM TASK 24-22-00-860-813. | | | | |
| SUBTASK 27-32-00-860-012 | | | | |
| (2) Align the air data inertial reference system. To do this, do this task: Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801. | | | | |
| SUBTASK 27-32-00-010-003 | | | | |
| (3) Open this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| NOTE: Do the steps that follow on both SMYD #1 and SMYD #2. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM | |
| | | D633A109-AKS 27-088-00-01 | Page 3 of 11 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-32-00-860-013 | | | | |
| (4) Make sure that these circuit breakers are closed: | | | | |
| CAPT Electrical System Panel, P18-2 | | | | |
| Row Col Number Name | | | | |
| C 9 C00109 FLIGHT RECORDER AC | | | | |
| C 10 C00468 FLIGHT RECORDER DC | | | | |
| C. SELF TEST | | | | |
| SUBTASK 27-32-00-740-003 | | | | |
| (1) Push the ON/OFF switch to turn on the BITE display. | | | | |
| SUBTASK 27-32-00-740-004 | | | | |
| (2) Push the down arrow to display GROUND TESTS? | | | | |
| SUBTASK 27-32-00-740-005 | | | | |
| (3) Push the YES switch. SELF TEST? will be displayed. | | | | |
| SUBTASK 27-32-00-740-007 | | | | |
| (4) Push the YES switch to start the self test. | | | | |
| (a) TEST IN PROGRESS will display while the test is run. | | | | |
| (b) When the self test is complete either: | | | | |
| 1) A message corresponding to the first fault will be displayed. | | | | |
| 2) Or SMYD LRU OK will be displayed. | | | | |
| (c) If faults are detected, then, do this task: FIM 27-32 TASK 801. | | | | |
| (d) Push the MENU switch to go back to the SELF TEST? display. | | | | |
| D. DISCRETE INPUTS | | | | |
| SUBTASK 27-32-00-740-008 | | | | |
| (1) Push the down arrow to display DISCRETE INPUTS? | | | | |
| SUBTASK 27-32-00-740-009 | | | | |
| (2) Push the YES switch to start the discrete inputs test. | | | | |
| (a) Push the down arrow until ASYMETRY=OPEN is displayed. | | | | |
| (b) Push the MENU switch on the FSEU BITE panel. | | | | |
| (c) Push the down arrow on the FSEU until OTHER FUNCTNS? is displayed. | | | | |
| (d) Push the YES switch on the FSEU. | | | | |
| (e) Push the down arrow on the FSEU until SET OUTPUTS? is displayed. | | | | |
| (f) Push the YES switch on the FSEU. | | | | |
| (g) Push the down arrow on the FSEU until LE INTRANS? is displayed. | | | | |
| (h) Push the YES switch on the FSEU to display SET ON? | | | | |
| (i) Push the YES switch on the FSEU. | | | | |
| (j) Verify that both SMYDs display ASYMETRY=GND. | | | | |
| (k) Push the down arrow on both SMYDs to display LE UCM=OPEN. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM | |
| | | D633A109-AKS 27-088-00-01 | Page 4 of 11 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 | |
|---|-------------|---------|------------------|--|------|
| | | | | MECH | INSP |
| | | | | | |
| (l) Make sure the FSEU display returns to LE INTRANS? <u>NOTE:</u> It takes approximately 75 seconds from step (i) for this to occur. (m) Push the down arrow on the FSEU to display LE UCM? (n) Push the YES switch on the FSEU to display SET ON? (o) Push the YES switch on the FSEU. (p) Verify that both SMYDs display LE UCM=GND. (q) Push the ON/OFF switch on the FSEU. (r) Push the YES switch on the FSEU to exit its BITE. (s) Push the MENU switch on both SMYDs until DISCRETE INPUTS? is displayed. | | | | | |

E. ARINC429 TEST

SUBTASK 27-32-00-740-010

- (1) Push the down arrow to display ARINC429 INPUTS?

SUBTASK 27-32-00-740-011

- (2) Push the YES switch to start the ARINC429 test.
- (a) The first input bus will be displayed: ON SIDE IR BUS?
 - (b) To display the other input busses, push the down arrow until the desired bus is displayed.
 - (c) A good data bus will display "BUS ACTIVE" and a bad bus will display "BUS INACTIVE".
 - (d) The busses are:
 - 1) ON SIDE IR BUS
 - 2) OFF SIDE IR BUS
 - 3) ON SIDE ADR BUS
 - 4) CDS DEU BUS
 - 5) FMC BUS
 - 6) DFCS MCP BUS
 - 7) CROSS CHANNEL.
 - (e) Push YES at any display to activate the test for the bus.
 - (f) If there is no fault in the bus activity monitor, BUS ACTIVE will be displayed.
 - (g) If there are faults, BUS INACTIVE will be displayed.
NOTE: For some combinations of SMYD and FMC part numbers a nuisance BUS INACTIVE fault message may occur for the FMC bus. If that occurs, push the up arrow until EXISTING FAULTS?
 - (h) Use the MENU key to return to the ARINC429 TEST? display.

F. SENSOR TEST

SUBTASK 27-32-00-740-012

- (1) Push the down arrow to display ANALOG INPUTS?

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM | |
| | | D633A109-AKS 27-088-00-01 | Page 5 of 11 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|--|-------------|---------|------------------|--|
| SUBTASK 27-32-00-740-013 | | | | MECH INSP |
| (2) Push the YES switch to start the analog inputs test. (a) The SMYD will display the status of these sensors: 1) AOA SENSOR 2) FLAP SENSOR 3) YD LVDT 4) WHEEL SENSOR. <u>NOTE:</u> The WHEEL SENSOR is only on the SMYD installed in the number 2 position. The SMYD in position 1 will not have this sensor. If the sensor value is bad, "WHEEL INVALID" will appear. (b) To move through the sensors, push the up and down arrow until the desired sensor is displayed. (c) When the sensor is displayed, push the YES switch to show the status of that sensor. The possible displays are: 1) AOA (sensor angle) or AOA INVALID. 2) FLAP DET (flap detent position), FLAP SYN (flap synchro angle), or FLAP INVALID. <u>NOTE:</u> Use the down arrow to move from the FLAP DET nn display to the FLAP SYN nn display. 3) YD LVDT (angle) or YD LVDT INVALID. 4) WHEEL (angle) or WHEEL INVALID. <u>NOTE:</u> WHEEL and WHEEL INVALID is only on the SMYD installed in the number 2 position. (d) Push the MENU key to return to the ANALOG INPUTS? display. | | | | |

G. SERVO TEST

NOTE: The SERVO TEST can be run from SMYD 1 and SMYD 2. Do the steps below for either SMYD.

SUBTASK 27-32-00-740-014

- (1) Push the down arrow switch until SERVO TEST? is displayed.

SUBTASK 27-32-00-740-015

- (2) Push the YES switch to start the servo test.
- (a) A series of warning messages will be displayed on the SMYD prior to the activation of rudder commands. Be aware of what will happen next during the test.
- (b) There are two subtests in the SERVO TEST selection. They are:
- 1) ZERO COMMAND?
2) SWEEP TEST?
- (c) Use the up arrow and down arrow to display the test.

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM D633A109-AKS 27-088-00-01 | Page 6 of 11 Feb 15/2016 |
|-------------------------------|----------------------|---|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|--|-------------|---------|------------------|--|
| WARNING: THE RUDDER WILL MOVE WHEN THESE TESTS ARE RUN. DAMAGE TO EQUIPMENT OR INJURY TO PERSONNEL CAN OCCUR. MAKE SURE THERE IS NO EQUIPMENT OR PERSONNEL NEAR THE RUDDER. | | | | MECH INSP |
| (d) Push the YES switch to start the displayed test. | | | | |
| (e) The ZERO COMMAND test does the following: <u>NOTE:</u> There will be a delay between the displays. The delay can be up to 10 seconds. | | | | |
| 1) RUDDER MOVING is displayed. | | | | |
| 2) YD CMD (value) is displayed. | | | | |
| 3) LVDT (value) is displayed. | | | | |
| 4) END ZERO COMMAND? is displayed. | | | | |
| 5) Push the YES switch to end the ZERO COMMAND test. The following will be displayed: a) RUDDER MOVING | | | | |
| b) TEST EXITING | | | | |
| c) ZERO COMMAND? | | | | |
| (f) Push the down arrow to continue the test, the following displays will show: 1) SWEEP TEST? | | | | |
| (g) Push the YES switch to end the test. | | | | |
| (h) The SWEEP TEST? displays the following when it is run: 1) RUD CMD LEFT | | | | |
| 2) LVDT (value) | | | | |
| 3) RUD CMD RIGHT | | | | |
| 4) LVDT (value) | | | | |
| 5) RUD CMD ZERO | | | | |
| 6) LVDT (value). | | | | |
| (i) If the test passes: 1) TEST PASSED is displayed. | | | | |
| (j) If the test failed, TEST FAILED is displayed followed by a message for the first fault. To isolate the fault, do this task: FIM 27-32 TASK 801. | | | | |
| (k) Use the MENU switch to return to the SERVO TEST? display. | | | | |

H. INPUT SIGNAL INTEGRITY TEST

SUBTASK 27-32-00-740-016

- (1) Push the MENU switch to display GROUND TESTS?
 - (a) Push the down arrow to display OTHER FUNCTNS?
 - (b) Push the YES switch.
 - (c) Push the down arrow to display I/O MONITOR?

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM D633A109-AKS 27-088-00-01 | Page 7 of 11 Feb 15/2016 |
|-------------------------------|----------------------|---|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 | |
|---|---|--|---|--|---|
| | | | | MECH | INSP |
| (d) Push the YES switch to display ARINC429 INPUTS? | (e) Push the YES switch. | (f) Push the down arrow until CDS DEU BUS? is displayed. | (g) Push the YES switch to display WORD 017? <u>NOTE:</u> Skip the next three steps if WORD 017? does not display. | | |
| (h) Push the YES switch. | (i) Verify the SMYD BITE readout values: 1) Between -39 and -29 when the speedbrake lever is in the FLIGHT DETENT position. 2) Between -3 and +3 when the speedbrake lever is in the DOWN position. | (j) Push the MENU switch. | (k) Push the down arrow until WORD 352? is displayed. | (l) Push the YES switch until BIT 27 is displayed. | (m) Verify the SMYD BITE readout values: 1) 1, when the WING ANTI-ICE switch on the P5 Fwd Overhead panel is ON. 2) 0, when the WING ANTI-ICE switch on the P5 Fwd Overhead panel is OFF. |

I. If you are finished with the SMYD tests, return the airplane to normal.**SUBTASK 27-32-00-860-010**

- (1) Push the ON/OFF switch to turn the SMYD BITE display off.

SUBTASK 27-32-00-410-003

- (2) Close this access panel:

Number Name/Location

117A Electronic Equipment Access Door

SUBTASK 27-32-00-860-011

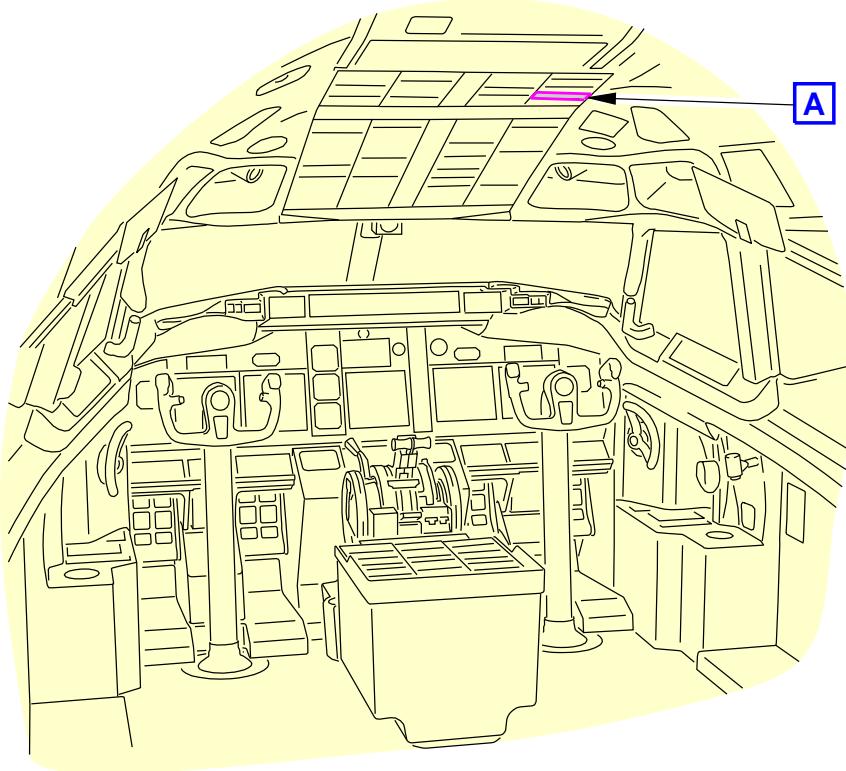
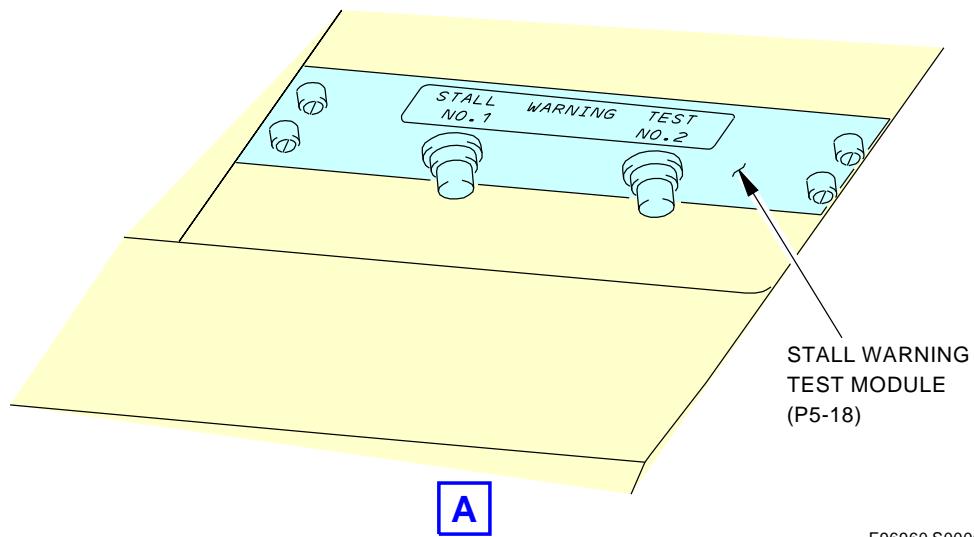
- (3) If electrical power is no longer necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

———— END OF TASK ———

| | | | |
|-------------------------------|----------------------|---|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM D633A109-AKS 27-088-00-01 | Page 8 of 11 Jun 15/2015 |
|-------------------------------|----------------------|---|---|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT**

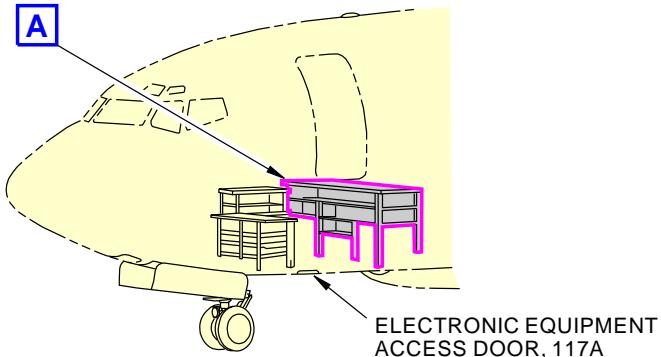
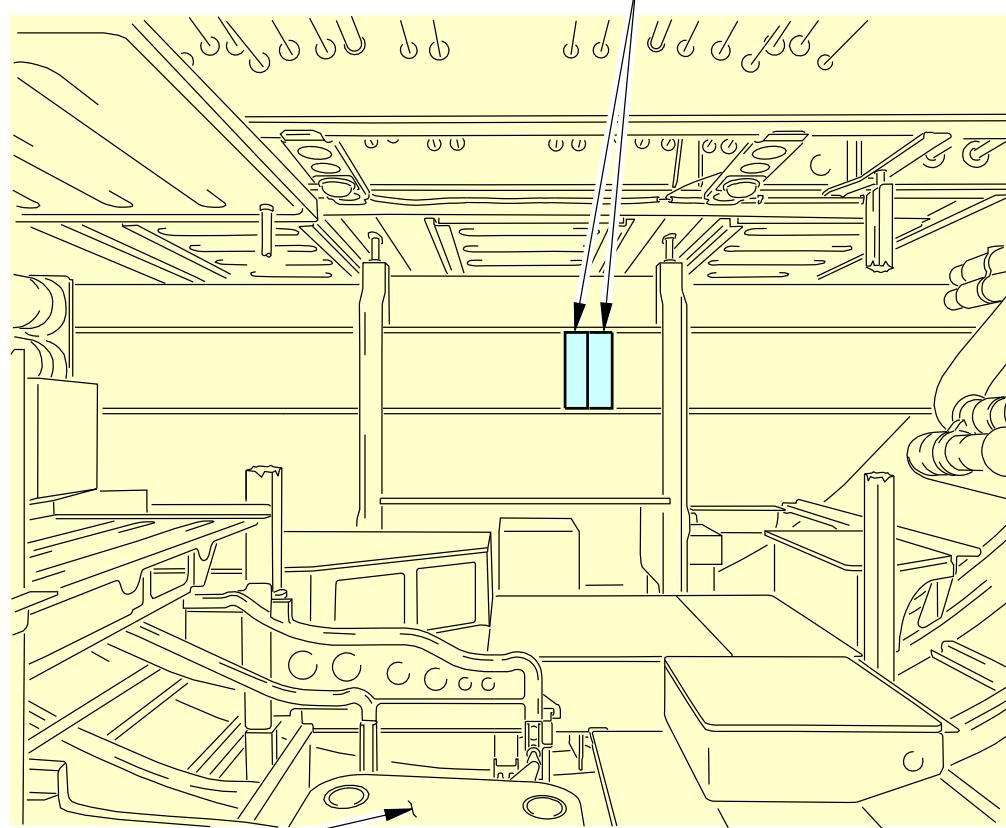
F96960 S0006569622_V2

**Stall Warning System Test
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM |
| | | D633A109-AKS 27-088-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-088-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

ELECTRONIC EQUIPMENT
RACKS, E2, E3 AND E4STALL MANAGEMENT
YAW DAMPER (E3-2)ELECTRONIC EQUIPMENT
ACCESS DOOR, 117A

ELECTRONIC EQUIPMENT RACKS, E2, E3 AND E4

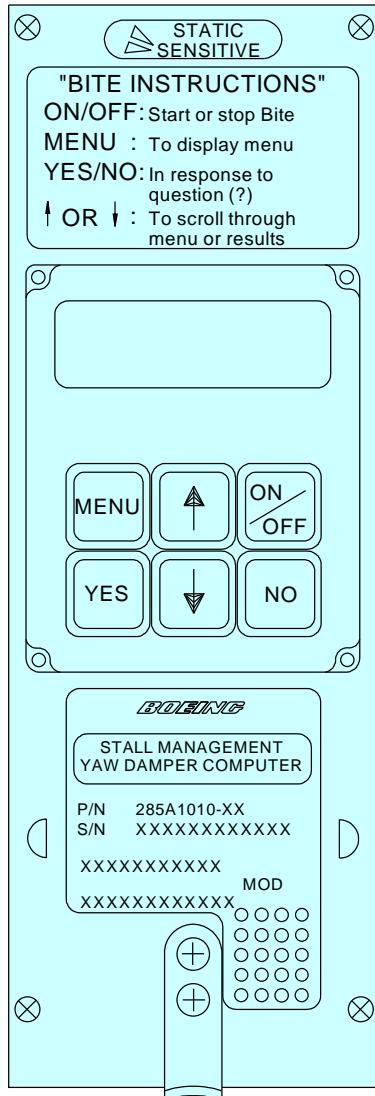


F96965 S0006569624_V2

**Stall Management Yaw Damper Test
Figure 2 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**STALL WARNING SYSTEM****D633A109-AKS
27-088-00-01****Page 10 of 11
Oct 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-088-00-01 |

**STALL MANAGEMENT YAW DAMPER
(EXAMPLE)****B**

F96963 S0006569625_V2

**Stall Management Yaw Damper Test
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STALL WARNING SYSTEM |
| | | D633A109-AKS 27-088-00-01 |

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

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR INPUT ROD POGO'S | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-092-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 211 212 317 318 |

Functionally check the force necessary to collapse and extend the elevator input rod pogo's.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-31-00-700-801 | Null Procedure - Mach Trim Actuator (P/B 201) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1677 | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 |
| SPL-1749 | Tool - Lock Equipment, Aileron/Elevator PCU Input Rod (POGO) Part #: C27066-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

**Page 1 of 7
Feb 15/2016**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-092-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-00-820-809 | | | | |
| 1. Elevator Power Control Unit (PCU) Input Rod (Pogo) - Functional Test (Figure 2, Figure 1) | | | | |
| A. General (1) This task is applicable for the left and right elevator PCUs. | | | | |
| B. Prepare for test: SUBTASK 27-31-00-860-113 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (1) Pressurize elevator hydraulic systems A and B. To pressurize them, do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. SUBTASK 27-31-00-010-030 (2) Open this access panel: Number Name/Location 311BL Stabilizer Trim Access Door SUBTASK 27-31-00-860-114 (3) Use the bar, SPL-1677 to set the "B" dimension at 4 units of trim (39.89 ± 0.03 in. (1013.21 ± 0.77 mm)). (Figure 2) NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires. SUBTASK 27-31-00-010-040 (4) Remove these access panels: Number Name/Location 317AL Tail Cone Access Door 318BR Tailcone Access Door C. Elevator Power Control Unit (PCU) Input Rod Functional test. SUBTASK 27-31-00-740-007 (1) Do this BITE test on the control display unit (CDU): (a) Push the INT REF key on the CDU keyboard. (b) Null the mach trim actuator, do this task: Null Procedure - Mach Trim Actuator, AMM TASK 27-31-00-700-801. | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-092-00-01 |
|--------------------------|---|---------|------------------|--|
| | | | | MECH INSP |
| (c) | Push the Line Select Key (LSK) that is adjacent to these selections: <u>NOTE:</u> Use the NEXT PAGE or PREV PAGE key to change page if it is necessary. During the BITE test, if the "CONTINUE" shows, then push the LSK that is adjacent to "CONTINUE" after you do the instructions that show on the CDU display. | | | |
| | 1) INDEX 2) MAINT 3) DFCS 4) EXTENDED MAINTENANCE 5) RIGGING 6) ELEVATOR 7) CONTINUE | | | |
| (d) | Do the instructions that show on the CDU and push the LSK adjacent to these selections: 1) CONTINUE 2) ELEV RIG | | | |
| (e) | Make sure the BITE display values on the A and B sides are in the limit as shown below: <u>NOTE:</u> During the BITE test, if the "CONTINUE" shows, then push the LSK that is adjacent to "CONTINUE" after you do the instructions that show on the CDU display. | | | |
| (f) | Make sure that the flaps are in the full up position. | | | |
| (g) | Make sure that the values for the A side are between the limits that show on the CDU display. 1) Test 51.03 MT ACT POS (VAC) limits: -0.20 to 0.20 | | | |
| (h) | Push the INIT/REF key. | | | |
| (i) | Cycle the pilot control column (full forward, full aft) to ensure elevator has full travel. | | | |
| (j) | Make sure the captain's control column is at the neutral position. | | | |
| (k) | Make sure the right elevator trailing edge position is ± 0.06 inch (1.5 mm) (+/-0.10 deg.) with index plate. <u>NOTE:</u> Use a straight edge on top of the elevator to make a line to the index plate. | | | |
| SUBTASK 27-31-00-860-115 | | | | |
| (2) | Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801. | | | |
| SUBTASK 27-31-00-480-013 | | | | |
| (3) | Install the tool, SPL-1749 on both elevator PCU pistons. <u>NOTE:</u> Make sure that the tool, SPL-1749 is installed correctly to prevent damage to the lockwire. | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-092-00-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-31-00-970-002 | (4) Measure the distance that the PCU pogo clevis moves away from the end of the tube when checking for extension. | | | |
| SUBTASK 27-31-00-860-116 | (5) Move the captain and first officer's control column aft until all four elevator PCU pogos extend approximately 0.3 in. (7.6 mm). | | | |
| | NOTE: Total column force will be approximately 140 lbf (623 N). | | | |
| SUBTASK 27-31-00-860-117 | (6) Remove the force on the control columns slowly. | | | |
| SUBTASK 27-31-00-080-010 | (7) Remove the tool, SPL-1749 from both elevator PCU pistons. | | | |
| SUBTASK 27-31-00-860-118 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, SLATS, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (8) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | |
| SUBTASK 27-31-00-860-119 | (9) Cycle the pilot control column (full forward, full aft) to make sure the elevator has full travel. | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-31-00-860-121 | (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801. | | | |
| SUBTASK 27-31-00-010-041 | (2) Install these access panels: | | | |
| | Number Name/Location | | | |
| | 317AL Tail Cone Access Door | | | |
| | 318BR Tailcone Access Door | | | |
| SUBTASK 27-31-00-410-024 | (3) Close this access panel: | | | |
| | Number Name/Location | | | |
| | 311BL Stabilizer Trim Access Door | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

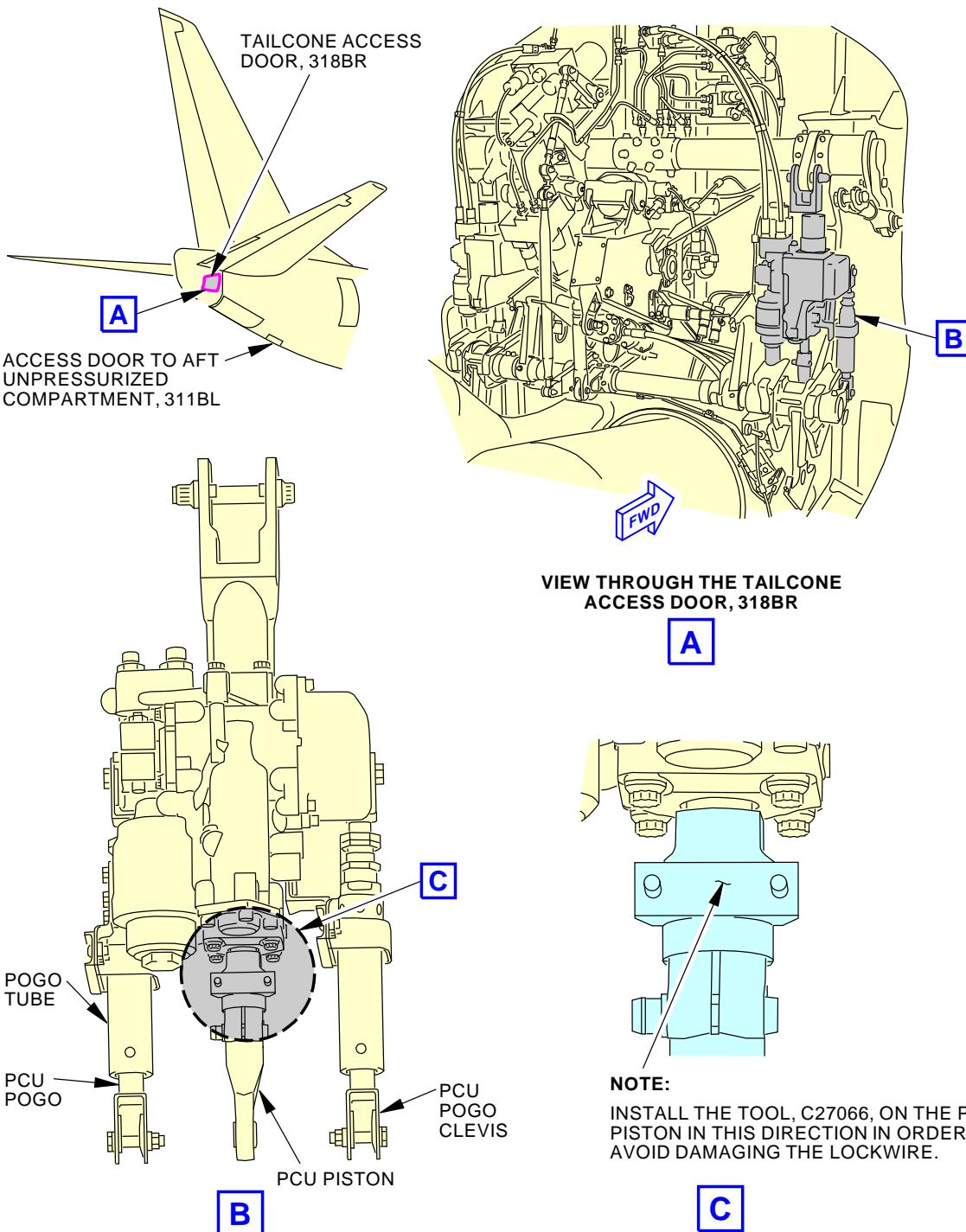
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-092-00-01

Aileron/Elevator Power Control Unit (PCU) Input Rod Functional Test Tool
Figure 1

H93198 S0006569277_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

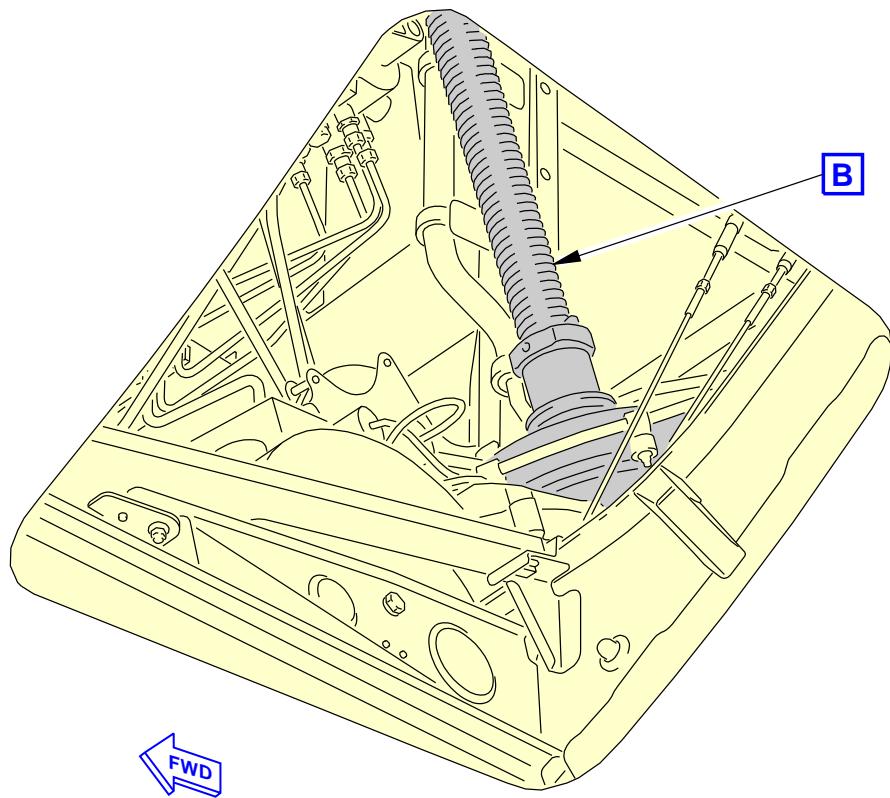
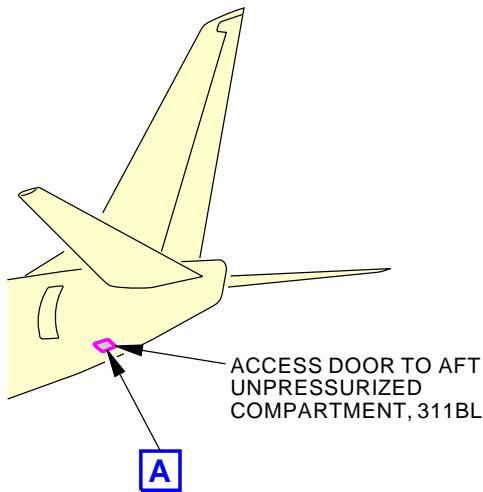
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-092-00-01

VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL



Stabilizer Trim Jackscrew Setting
Figure 2 (Sheet 1 of 2)

G19616 S0006569227_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

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Jun 15/2015

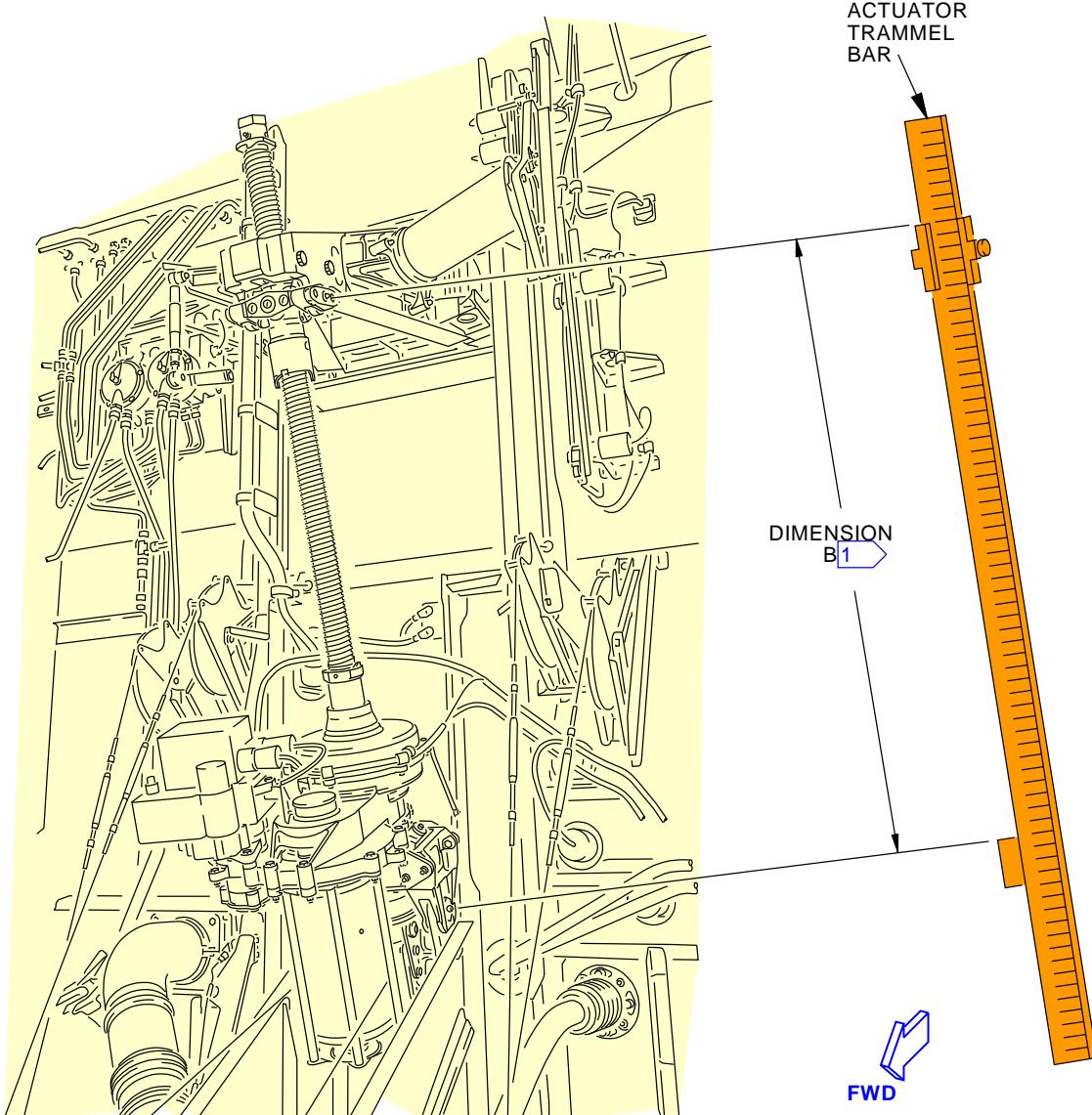
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-092-00-01**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN WITH THE STABILIZER LEADING EDGE AT ZERO DEGREES.

- 1 THE DIMENSION B IS MEASURED BETWEEN THE CENTER OF THE UPPER AND LOWER GIMBAL PINS, (CENTER OF GREASE FITTINGS).

G19620 S0006569228_V2

**Stabilizer Trim Jackscrew Setting
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR INPUT ROD POGO'S |
| | | D633A109-AKS 27-092-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|-----------------------------|--------------------------|------------------------|
| AIRLINE CARD NO | | TITLE LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-093-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 2000 FC | REPEAT 2000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 4000 FH | 4000 FH | AIRPLANE ALL |
| | | NOTE 333BB 334AB 334GB 334PT | | ZONE 333 334 | ENGINE ALL |
| | | | | | |

Perform a detailed visual inspection of the left elevator tab and left elevator tab mechanism.

SPECIAL NOTE: CMR Task (27-CMR-07) interval for this task is 2,000 CYC / 4,000 FH, whichever comes first.
See MPD Section 9.

INTERVAL NOTE: Whichever comes first.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1175 and on; and L/N 1-595 and 597-1174 that have incorporated SB 737-55A1080.

A. References

| Reference | Title |
|----------------------|--|
| 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 27-31-31-400-801 | Elevator Tab - Installation (P/B 401) |
| AMM 27-31-34-400-802 | Elevator Tab Control Mechanism - Installation (P/B 401) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-01 | | | | | | | | | | | | | | | | | | |
|--|---|---------|------------------|--|----------------------|-------|--|-------|--|-------|---|-------|--|-------|---|-------|--|-------|--|-------|---|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | |
| 27-CMR-07 | | | | | | | | | | | | | | | | | | | | | | |
| TASK 27-31-00-220-802 | | | | | | | | | | | | | | | | | | | | | | |
| 1. Elevator Tab and Tab Mechanism - Detailed Visual Inspection | | | | | | | | | | | | | | | | | | | | | | |
| A. General | | | | | | | | | | | | | | | | | | | | | | |
| (1) This procedure is a Certification Maintenance Requirement (CMR). | | | | | | | | | | | | | | | | | | | | | | |
| B. Procedure | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-860-159 | | | | | | | | | | | | | | | | | | | | | | |
| (1) Remove pressure from the elevator hydraulic systems A and B. Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-010-044 | | | | | | | | | | | | | | | | | | | | | | |
| (2) Open these access panels: | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>333BB</td><td>Horizontal Stabilizer, Access Panel, Trailing Edge</td></tr><tr><td>334AB</td><td>Horizontal Stabilizer, Seal, Trailing Edge to Elevator</td></tr><tr><td>334GB</td><td>Horizontal Stabilizer, Elevator Hinge Cover</td></tr><tr><td>334PT</td><td>Horizontal Stabilizer, Tab Control Rod Fairing</td></tr><tr><td>343BB</td><td>Horizontal Stabilizer, Access Panel - T.E. Area</td></tr><tr><td>344AB</td><td>Horizontal Stabilizer, Seal, Trailing Edge to Elevator</td></tr><tr><td>344GB</td><td>Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09</td></tr><tr><td>344PT</td><td>Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0</td></tr></tbody></table> | | | | <u>Number</u> | <u>Name/Location</u> | 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | 334GB | Horizontal Stabilizer, Elevator Hinge Cover | 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | |
| 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | | | | | | | | | | | | | | | | | | | | | |
| 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | | | | | | | | | | | | | | | | | | | | |
| 334GB | Horizontal Stabilizer, Elevator Hinge Cover | | | | | | | | | | | | | | | | | | | | | |
| 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | | | | | | | | | | | | | | | | | | | | |
| 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | | | | | | | | | | | | | | | | | | | | | |
| 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | | | | | | | | | | | | | | | | | | | | |
| 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | | | | | | | | | | | | | | | | | | | | |
| 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-009 | | | | | | | | | | | | | | | | | | | | | | |
| (3) Do a detailed visual inspection of the elevator tab hinges (Figure 1). | | | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure all hardware is installed and secure (AMM TASK 27-31-31-400-801). | | | | | | | | | | | | | | | | | | | | | | |
| (b) Check for unusual wear and loose parts. | | | | | | | | | | | | | | | | | | | | | | |
| NOTE: Try to wiggle or move hinge bolts with hand pressure only. | | | | | | | | | | | | | | | | | | | | | | |
| (c) Inspect the lug assembly bearings to ensure the bearings are lubricated and in good condition. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-420-013 | | | | | | | | | | | | | | | | | | | | | | |
| (4) Tighten and properly secure any loose items. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-960-005 | | | | | | | | | | | | | | | | | | | | | | |
| (5) Replace, as necessary, with any new hardware. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-017 | | | | | | | | | | | | | | | | | | | | | | |
| (6) Do a detailed inspection for security and condition of the elevator tab control mechanism and elevator tab pushrod attachment (Figure 2). | | | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure all hardware is installed and secure (AMM TASK 27-31-34-400-802). | | | | | | | | | | | | | | | | | | | | | | |
| (b) Check for unusual wear or loose parts by lightly wiggling the pushrods. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-012 | | | | | | | | | | | | | | | | | | | | | | |
| (7) Do a detailed visual inspection for security and condition of the elevator tab pushrod and elevator tab mast fitting to pushrod attachment (Figure 3). | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION | |
| | | D633A109-AKS 27-093-00-01 | Page 2 of 12 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-01 |
|-------------------------------|--|---|-----------------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Turn the tab assembly trailing edge down so that the installation of the tab pushrods to the tab mast fittings are visible (AMM TASK 27-31-34-400-802). | | | |
| | <u>NOTE:</u> This can also be done in the balanced mode with the trailing edge down. | | | |
| SUBTASK 27-31-00-420-015 | | | | |
| (8) | Tighten and properly secure any loose items. | | | |
| SUBTASK 27-31-00-960-007 | | | | |
| (9) | Replace, as necessary, with any new hardware. | | | |
| SUBTASK 27-31-00-840-002 | | | | |
| (10) | Put the airplane back to its normal condition. | | | |
| SUBTASK 27-31-00-410-031 | | | | |
| (11) | Close these access panels: | | | |
| | Number | Name/Location | | |
| | 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | | |
| | 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | |
| | 334GB | Horizontal Stabilizer, Elevator Hinge Cover | | |
| | 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | |
| | 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | | |
| | 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | |
| | 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | |
| | 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | |
| SUBTASK 27-31-00-860-160 | | | | |
| (12) | Put the Elevator Hydraulic Systems A and B back to the condition before the pressure removal. 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. | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION | | |
| | | D633A109-AKS 27-093-00-01 | Page 3 of 12 Jun 15/2015 | |

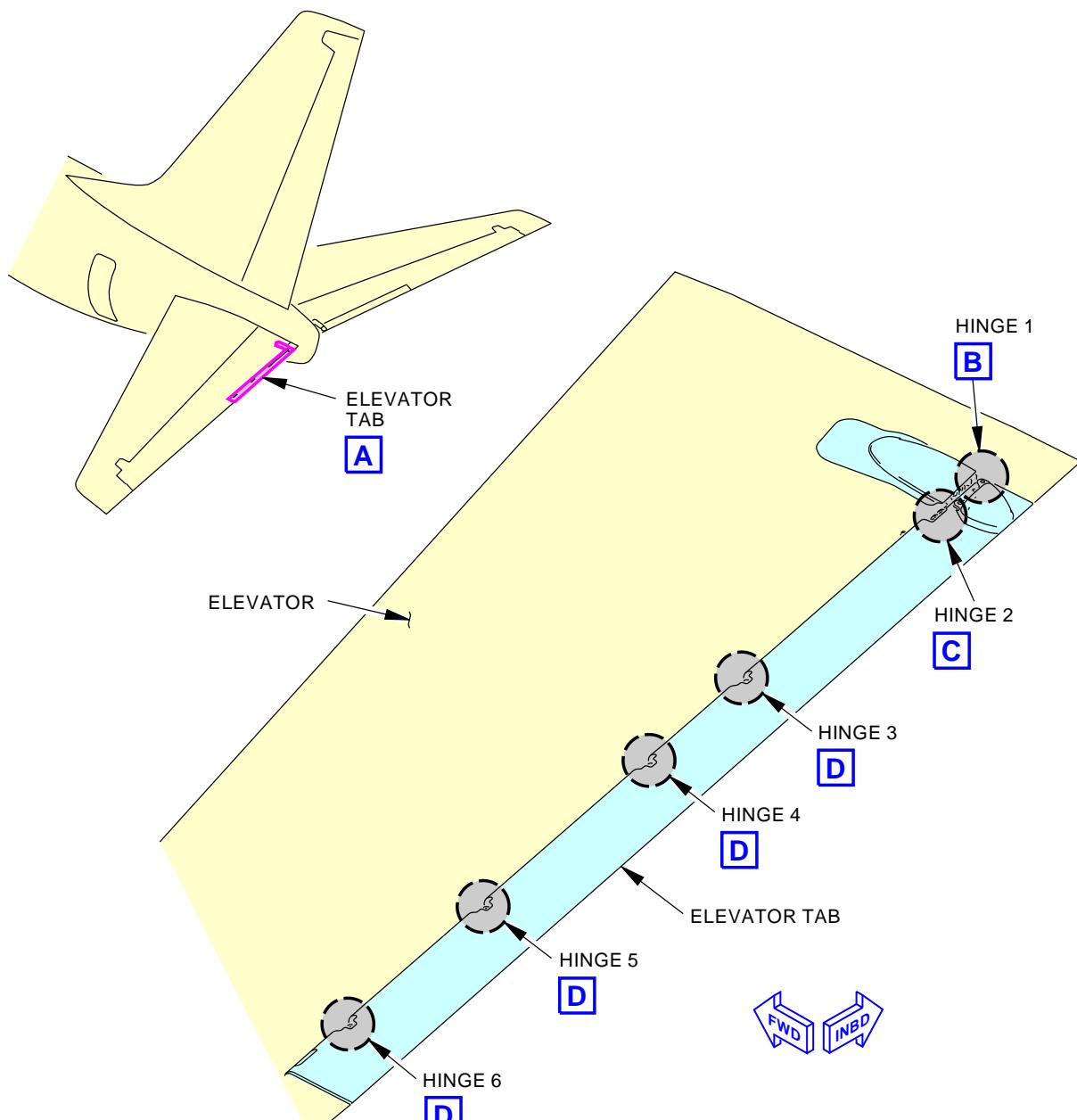
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01

Elevator Tab Hinges - Inspection
Figure 1 (Sheet 1 of 3)

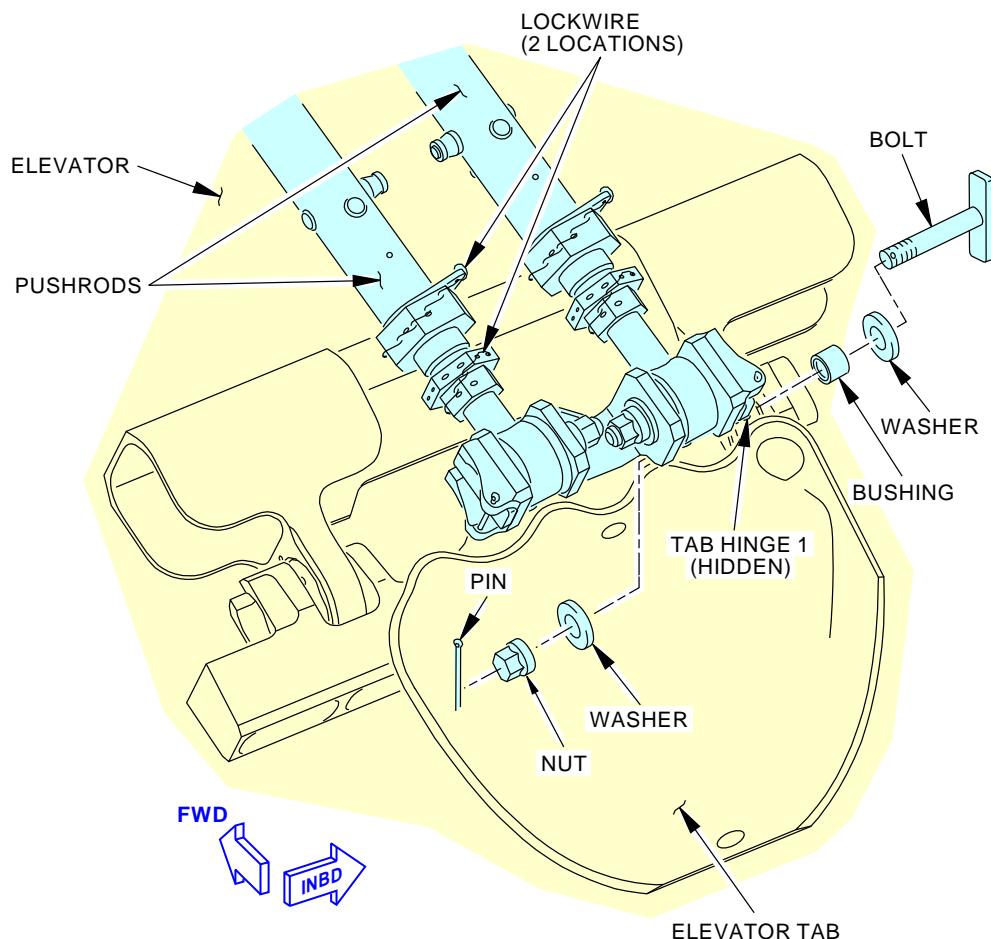
1971709 S0000378895_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**HINGE 1****B**

Elevator Tab Hinges - Inspection
Figure 1 (Sheet 2 of 3)

1971746 S0000378898_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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Jun 15/2015

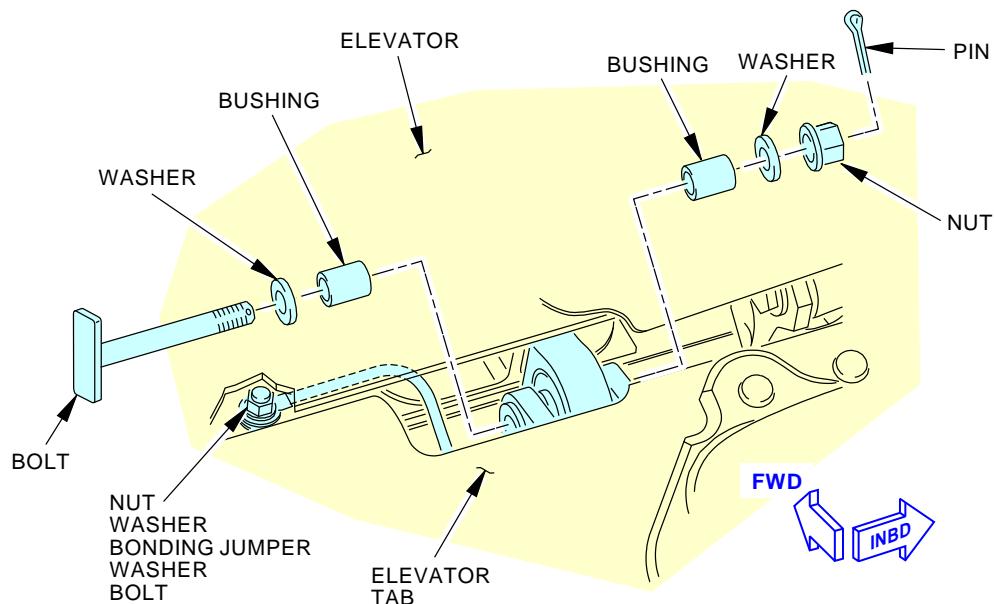
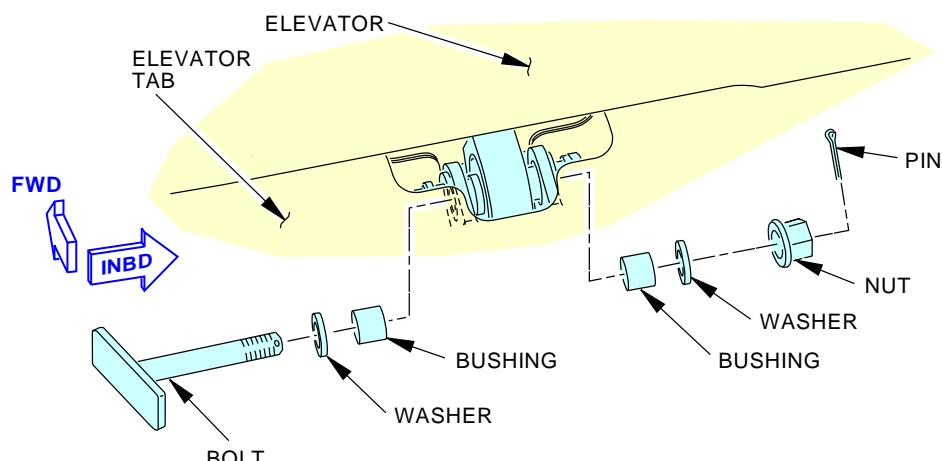
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01**HINGE 2****C****HINGE 3
(HINGES 4, 5, AND 6 ARE EQUIVALENT)****D**

1971717 S0000378901_V2

**Elevator Tab Hinges - Inspection
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

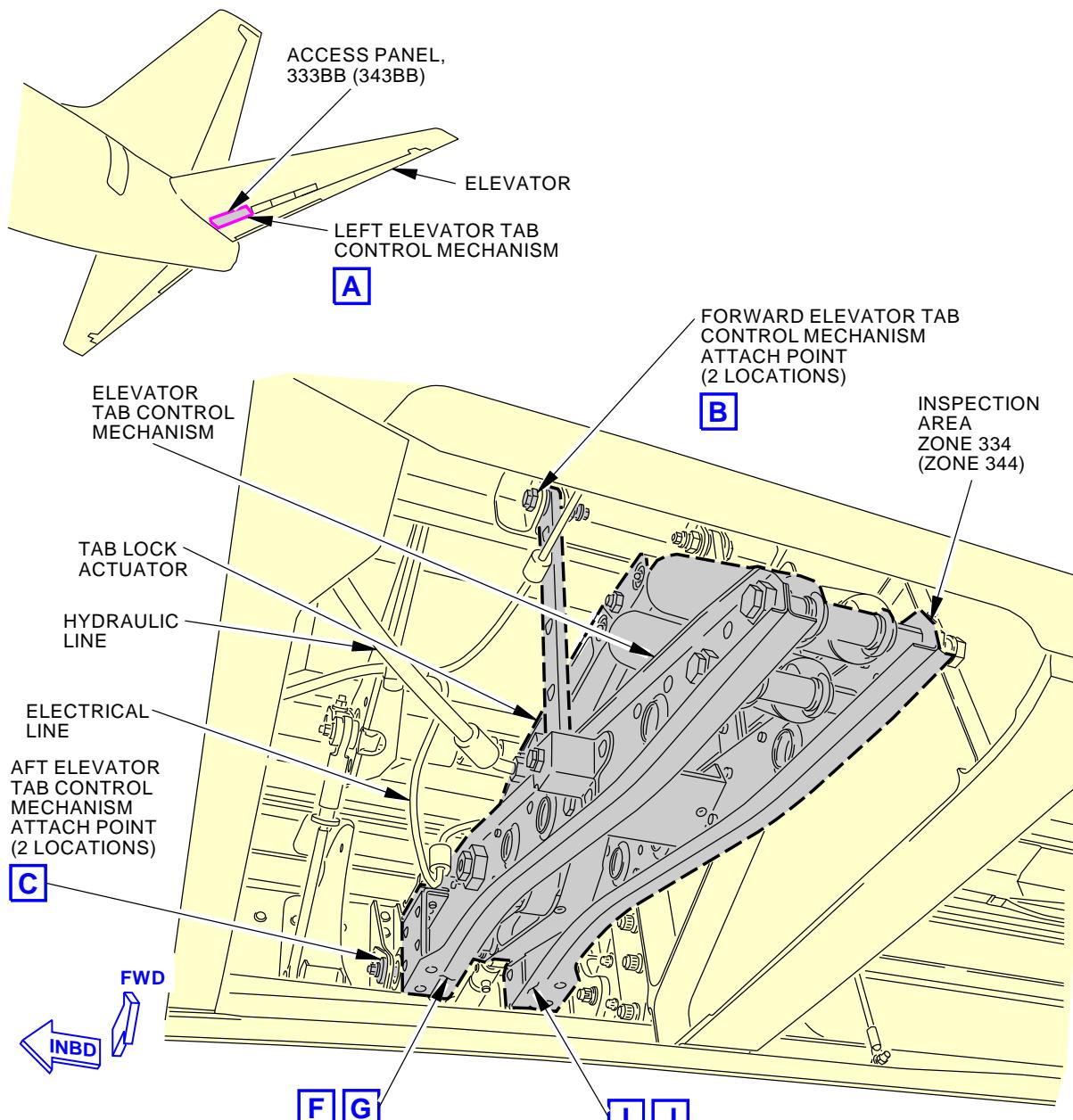
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01

1971935 S0000378914_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

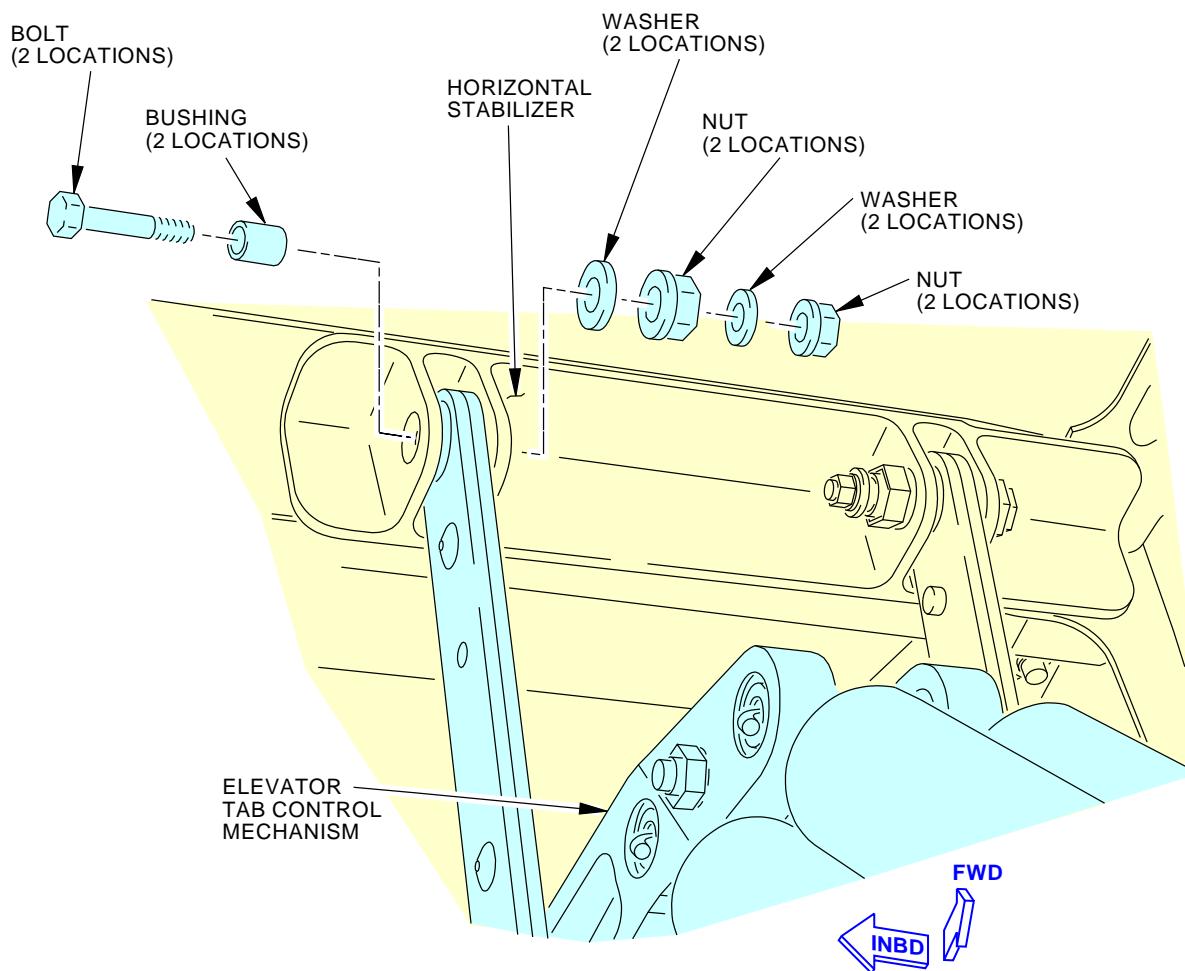
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01**FORWARD ELEVATOR TAB CONTROL MECHANISM
ATTACH POINT****B**

1972592 S0000378924_V2

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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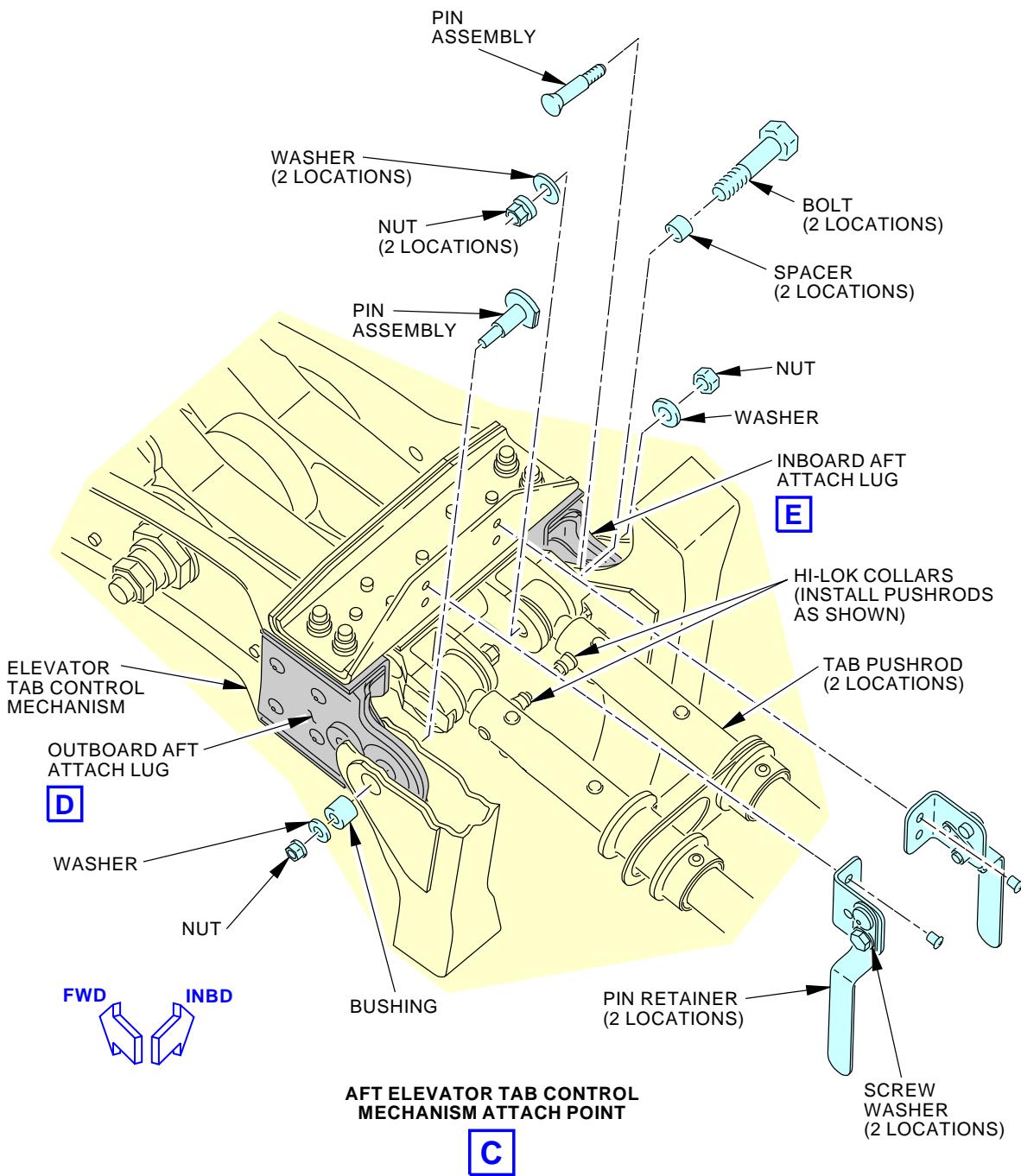
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01

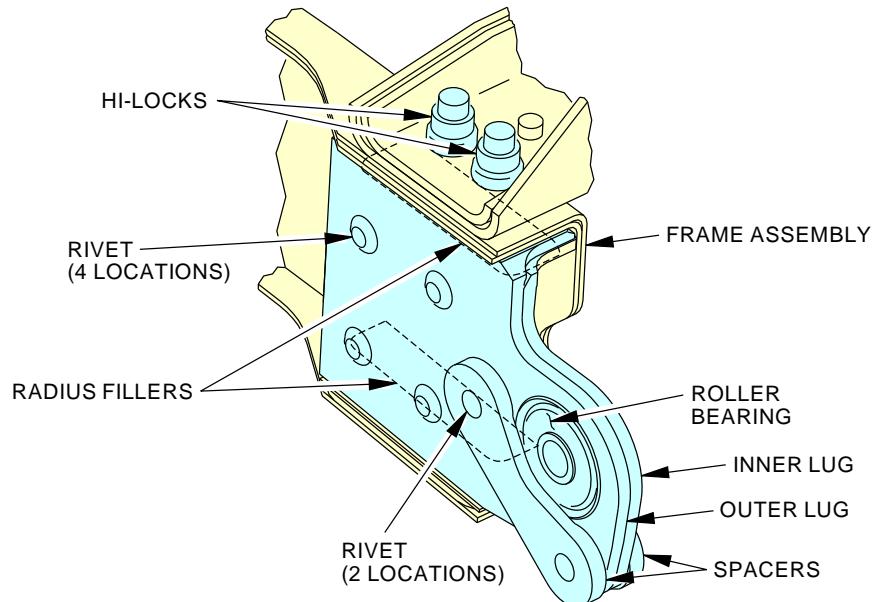
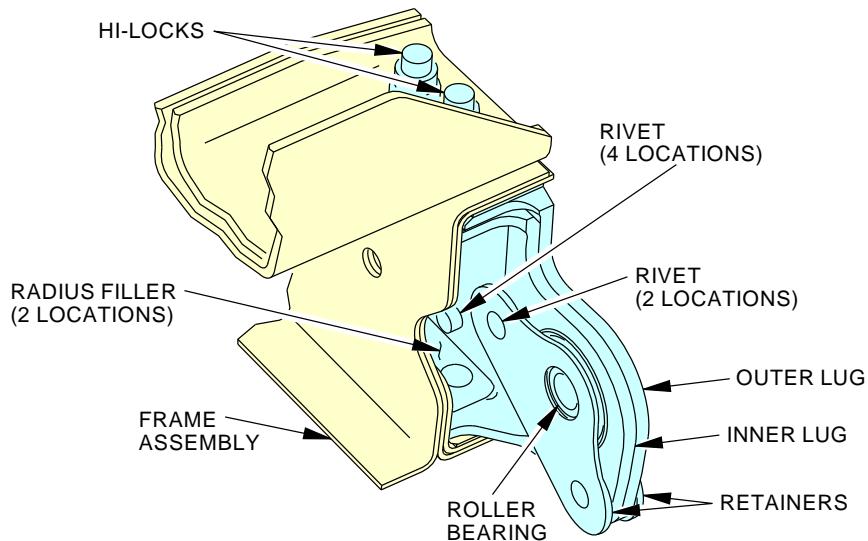
2105253 S0000449307_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**OUTBOARD AFT ATTACH LUG****D****INBOARD AFT ATTACH LUG****E**

2105255 S0000449308_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

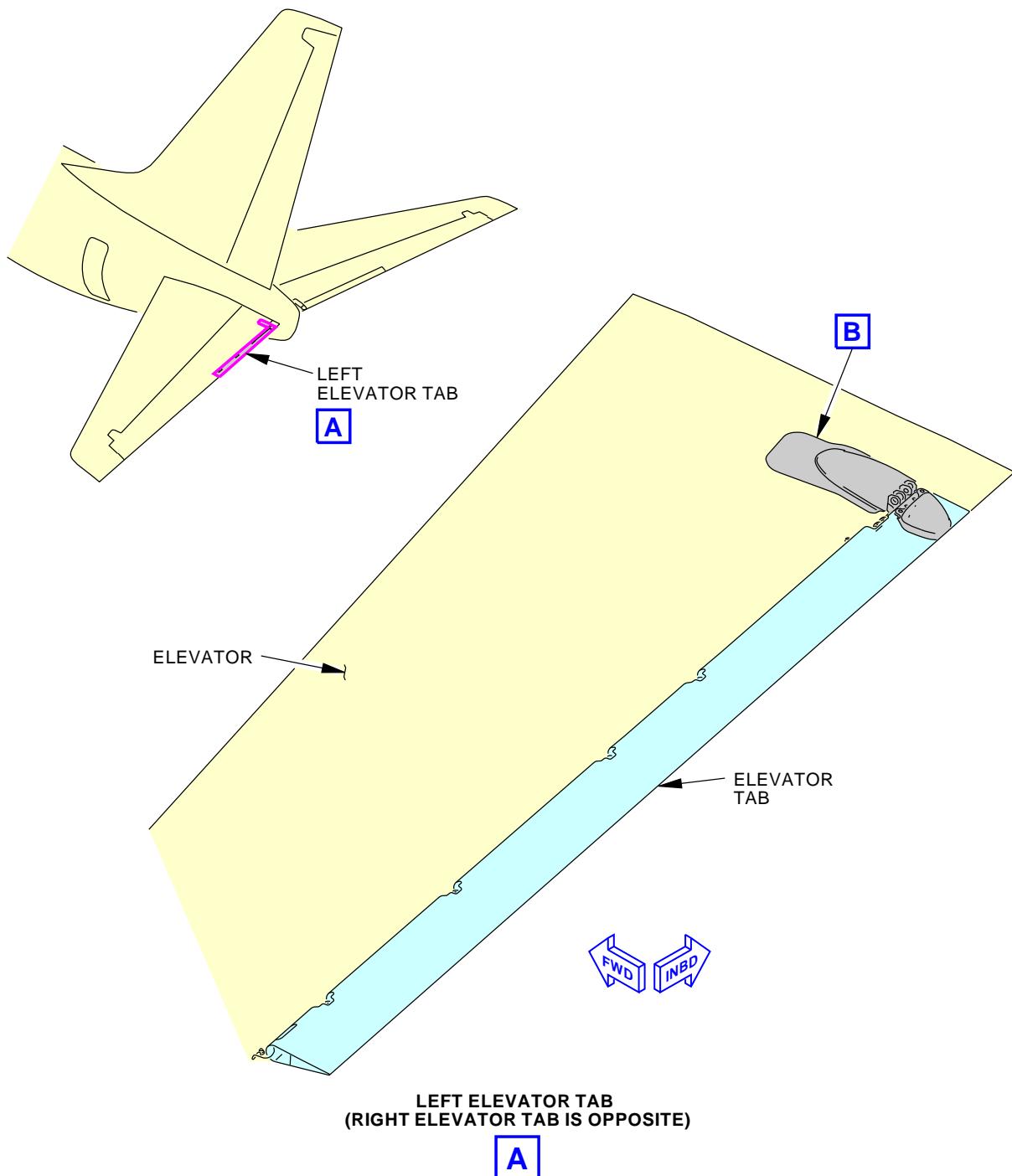
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01

Elevator Tab Pushrod and Elevator Tab Mast Fitting to Pushrod Attachment - Inspection
Figure 3 (Sheet 1 of 2)

1972692 S0000378982_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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Jun 15/2015

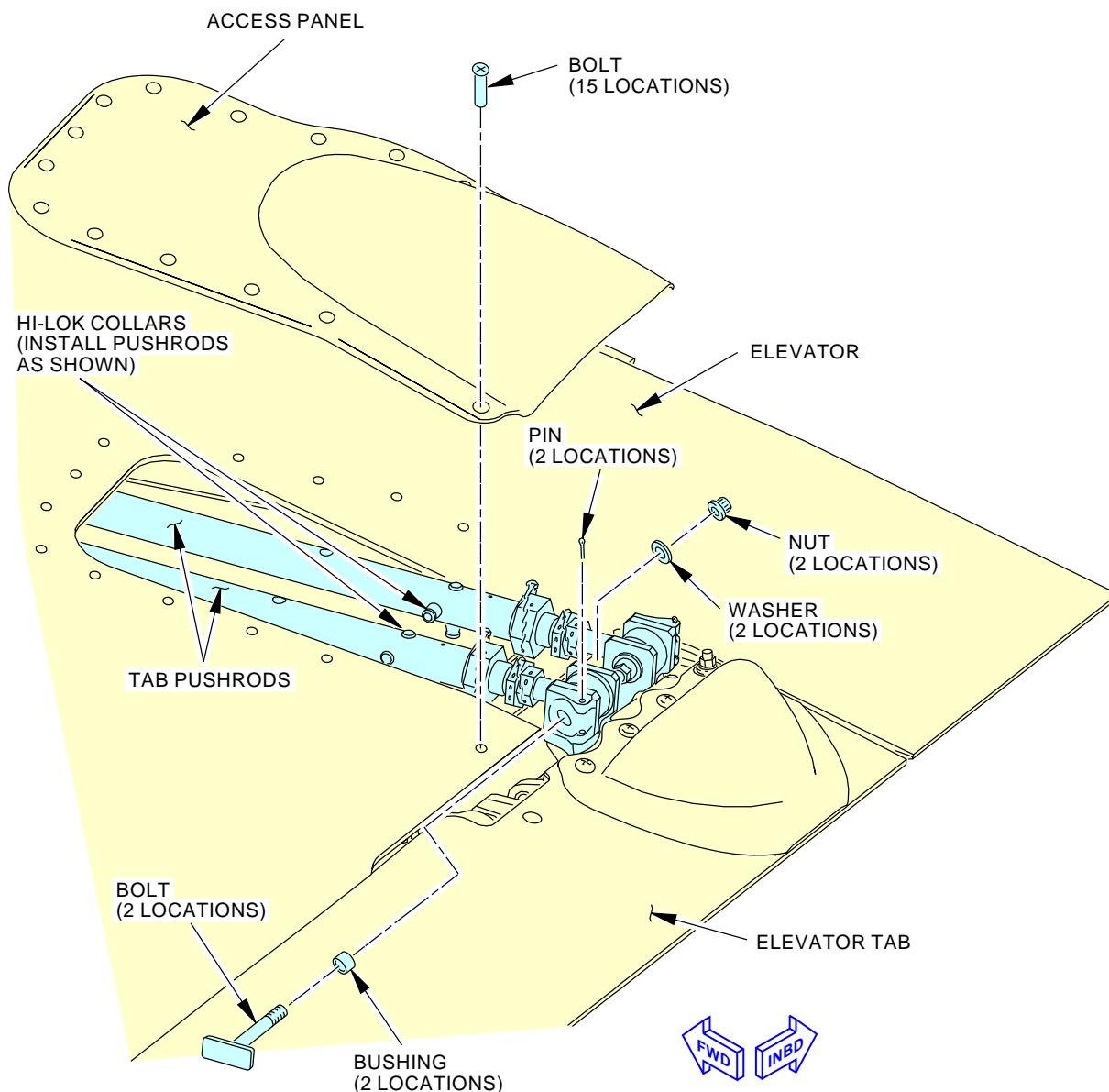
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-01

1972723 S0000379000_V2

**Elevator Tab Pushrod and Elevator Tab Mast Fitting to Pushrod Attachment - Inspection
Figure 3 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|----------------------|
| AIRLINE CARD NO | | TITLE RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-093-00-02 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 2000 FC | REPEAT 2000 FC | RELATED CARD |
| STATION | SKILL AIRPL | VERSION 1.2 | THRESHOLD 4000 FH | REPEAT 4000 FH | |
| | | NOTE | | APPLICABILITY | |
| | | ACCESS 343BB 344AB 344GB 344PT | | AIRPLANE ALL | ENGINE ALL |
| | | | | NOTE | |
| | | | | ZONE 343 344 | |

Perform a detailed visual inspection of the right elevator tab and right elevator tab mechanism.

SPECIAL NOTE: CMR Task (27-CMR-07) interval for this task is 2,000 CYC / 4,000 FH, whichever comes first.
See MPD Section 9.

INTERVAL NOTE: Whichever comes first.

AIRPLANE NOTE: Applicable to airplanes line number 596; and 1175 and on; and L/N 1-595 and 597-1174 that have incorporated SB 737-55A1080.

A. References

| Reference | Title |
|----------------------|--|
| 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 27-31-31-400-801 | Elevator Tab - Installation (P/B 401) |
| AMM 27-31-34-400-802 | Elevator Tab Control Mechanism - Installation (P/B 401) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-02 | | | | | | | | | | | | | | | | | | |
|--|---|---------|------------------|--|----------------------|-------|--|-------|--|-------|---|-------|--|-------|---|-------|--|-------|--|-------|---|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | |
| 27-CMR-07 | | | | | | | | | | | | | | | | | | | | | | |
| TASK 27-31-00-220-802 | | | | | | | | | | | | | | | | | | | | | | |
| 1. Elevator Tab and Tab Mechanism - Detailed Visual Inspection | | | | | | | | | | | | | | | | | | | | | | |
| A. General | | | | | | | | | | | | | | | | | | | | | | |
| (1) This procedure is a Certification Maintenance Requirement (CMR). | | | | | | | | | | | | | | | | | | | | | | |
| B. Procedure | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-860-159 | | | | | | | | | | | | | | | | | | | | | | |
| (1) Remove pressure from the elevator hydraulic systems A and B. Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-010-044 | | | | | | | | | | | | | | | | | | | | | | |
| (2) Open these access panels: | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>333BB</td><td>Horizontal Stabilizer, Access Panel, Trailing Edge</td></tr><tr><td>334AB</td><td>Horizontal Stabilizer, Seal, Trailing Edge to Elevator</td></tr><tr><td>334GB</td><td>Horizontal Stabilizer, Elevator Hinge Cover</td></tr><tr><td>334PT</td><td>Horizontal Stabilizer, Tab Control Rod Fairing</td></tr><tr><td>343BB</td><td>Horizontal Stabilizer, Access Panel - T.E. Area</td></tr><tr><td>344AB</td><td>Horizontal Stabilizer, Seal, Trailing Edge to Elevator</td></tr><tr><td>344GB</td><td>Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09</td></tr><tr><td>344PT</td><td>Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0</td></tr></tbody></table> | | | | <u>Number</u> | <u>Name/Location</u> | 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | 334GB | Horizontal Stabilizer, Elevator Hinge Cover | 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | |
| 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | | | | | | | | | | | | | | | | | | | | | |
| 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | | | | | | | | | | | | | | | | | | | | |
| 334GB | Horizontal Stabilizer, Elevator Hinge Cover | | | | | | | | | | | | | | | | | | | | | |
| 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | | | | | | | | | | | | | | | | | | | | |
| 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | | | | | | | | | | | | | | | | | | | | | |
| 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | | | | | | | | | | | | | | | | | | | | |
| 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | | | | | | | | | | | | | | | | | | | | |
| 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-009 | | | | | | | | | | | | | | | | | | | | | | |
| (3) Do a detailed visual inspection of the elevator tab hinges (Figure 1). | | | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure all hardware is installed and secure (AMM TASK 27-31-31-400-801). | | | | | | | | | | | | | | | | | | | | | | |
| (b) Check for unusual wear and loose parts. | | | | | | | | | | | | | | | | | | | | | | |
| NOTE: Try to wiggle or move hinge bolts with hand pressure only. | | | | | | | | | | | | | | | | | | | | | | |
| (c) Inspect the lug assembly bearings to ensure the bearings are lubricated and in good condition. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-420-013 | | | | | | | | | | | | | | | | | | | | | | |
| (4) Tighten and properly secure any loose items. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-960-005 | | | | | | | | | | | | | | | | | | | | | | |
| (5) Replace, as necessary, with any new hardware. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-017 | | | | | | | | | | | | | | | | | | | | | | |
| (6) Do a detailed inspection for security and condition of the elevator tab control mechanism and elevator tab pushrod attachment (Figure 2). | | | | | | | | | | | | | | | | | | | | | | |
| (a) Make sure all hardware is installed and secure (AMM TASK 27-31-34-400-802). | | | | | | | | | | | | | | | | | | | | | | |
| (b) Check for unusual wear or loose parts by lightly wiggling the pushrods. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-31-00-200-012 | | | | | | | | | | | | | | | | | | | | | | |
| (7) Do a detailed visual inspection for security and condition of the elevator tab pushrod and elevator tab mast fitting to pushrod attachment (Figure 3). | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION | |
| | | D633A109-AKS 27-093-00-02 | Page 2 of 12 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-02 |
|-------------------------------|--|---|-----------------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Turn the tab assembly trailing edge down so that the installation of the tab pushrods to the tab mast fittings are visible (AMM TASK 27-31-34-400-802). | | | |
| | <u>NOTE:</u> This can also be done in the balanced mode with the trailing edge down. | | | |
| SUBTASK 27-31-00-420-015 | | | | |
| (8) | Tighten and properly secure any loose items. | | | |
| SUBTASK 27-31-00-960-007 | | | | |
| (9) | Replace, as necessary, with any new hardware. | | | |
| SUBTASK 27-31-00-840-002 | | | | |
| (10) | Put the airplane back to its normal condition. | | | |
| SUBTASK 27-31-00-410-031 | | | | |
| (11) | Close these access panels: | | | |
| | Number | Name/Location | | |
| | 333BB | Horizontal Stabilizer, Access Panel, Trailing Edge | | |
| | 334AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | |
| | 334GB | Horizontal Stabilizer, Elevator Hinge Cover | | |
| | 334PT | Horizontal Stabilizer, Tab Control Rod Fairing | | |
| | 343BB | Horizontal Stabilizer, Access Panel - T.E. Area | | |
| | 344AB | Horizontal Stabilizer, Seal, Trailing Edge to Elevator | | |
| | 344GB | Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09 | | |
| | 344PT | Horizontal Stabilizer, Tab Control Rod Fairing, Elevator Sta 34.0 | | |
| SUBTASK 27-31-00-860-160 | | | | |
| (12) | Put the Elevator Hydraulic Systems A and B back to the condition before the pressure removal. 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. | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION | | |
| | | D633A109-AKS 27-093-00-02 | Page 3 of 12 Jun 15/2015 | |

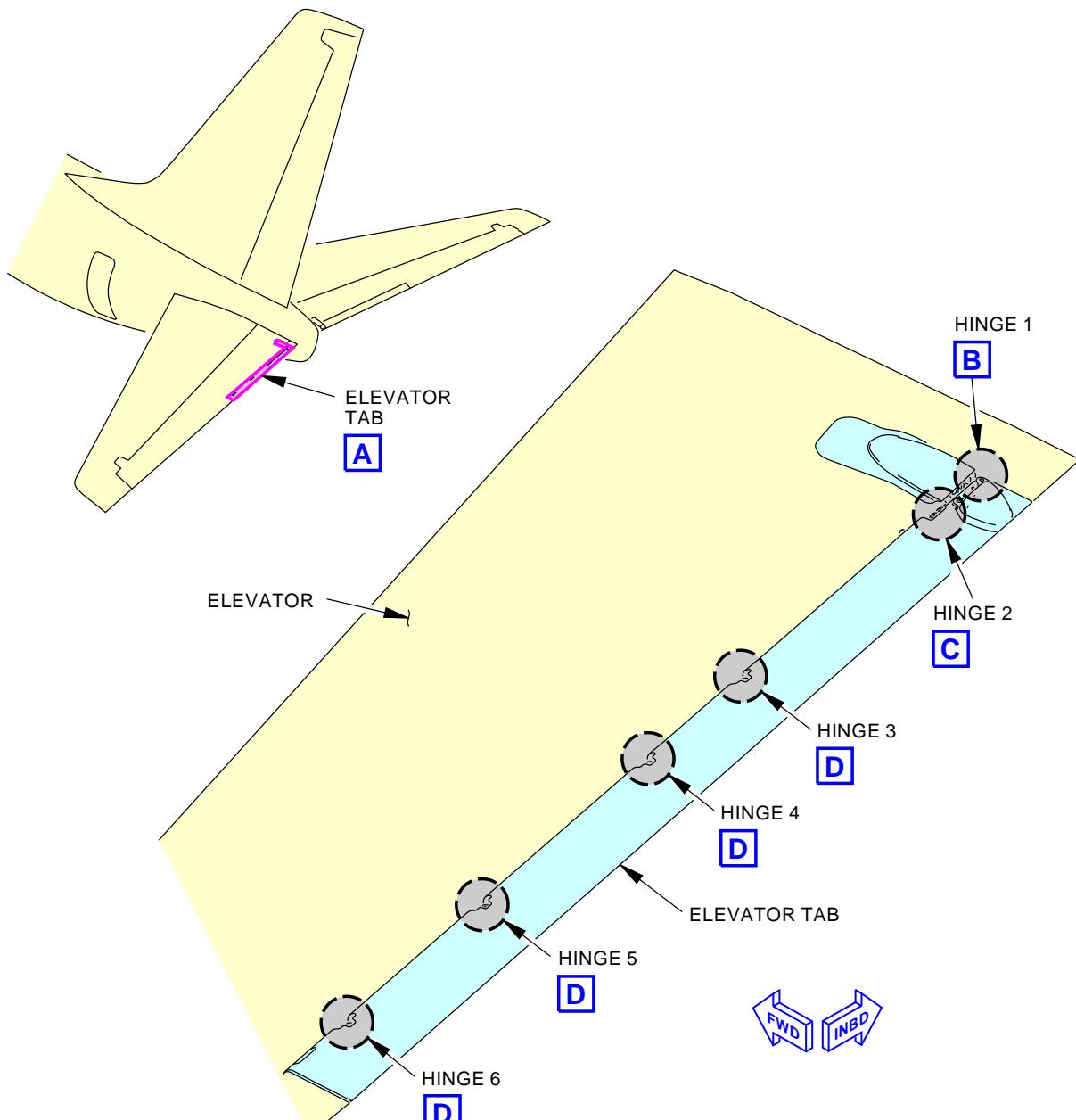
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02

Elevator Tab Hinges - Inspection
Figure 1 (Sheet 1 of 3)

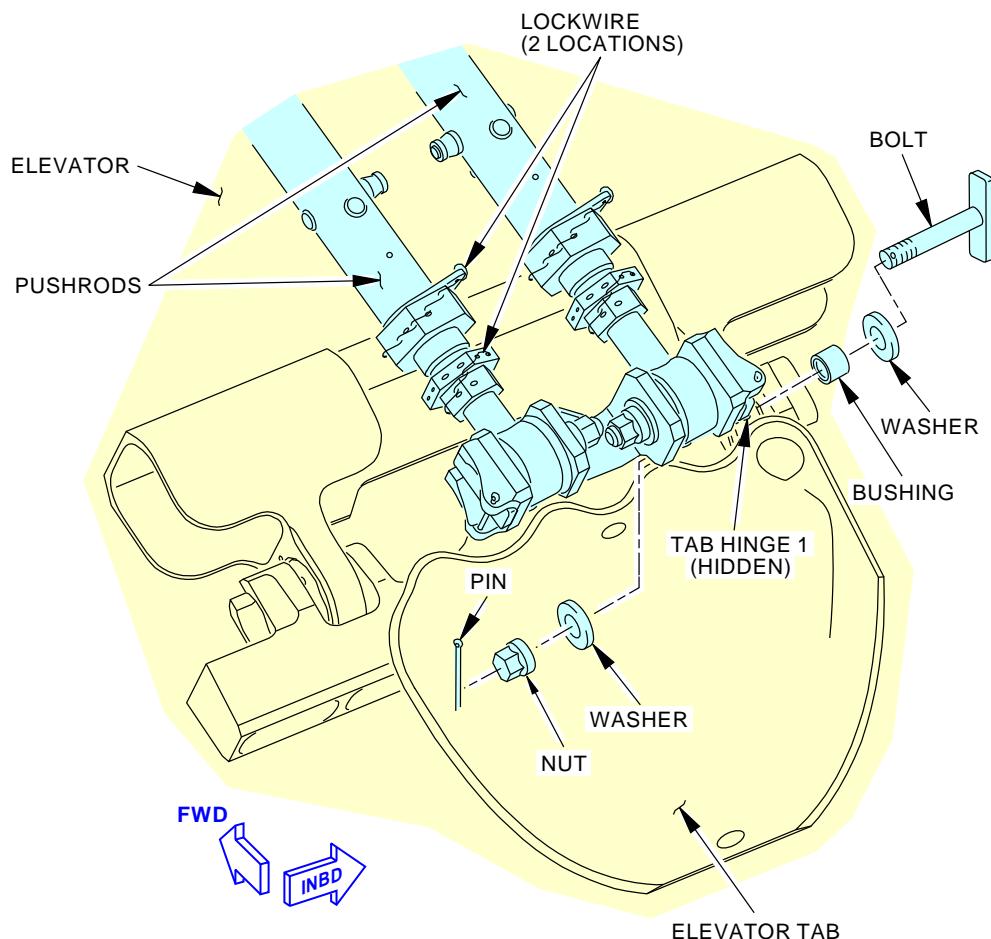
1971709 S0000378895_V2

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**HINGE 1****B**

**Elevator Tab Hinges - Inspection
Figure 1 (Sheet 2 of 3)**

1971746 S0000378898_V2

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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

**Page 5 of 12
Jun 15/2015**

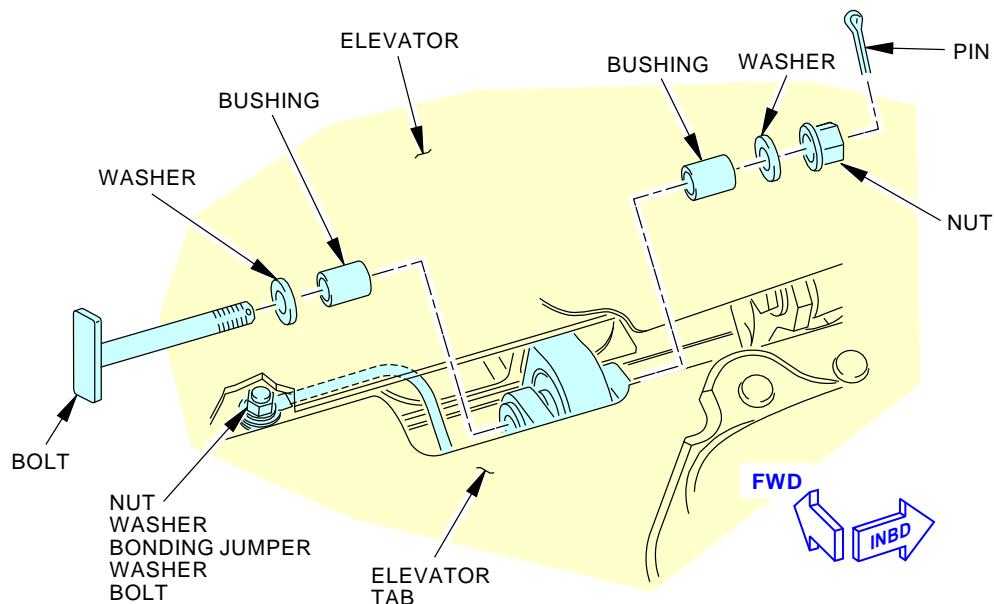
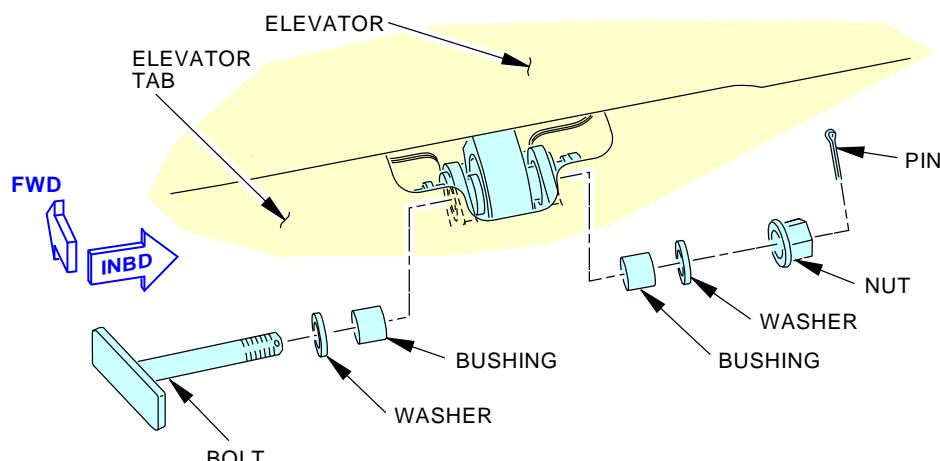
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02**HINGE 2****C****HINGE 3
(HINGES 4, 5, AND 6 ARE EQUIVALENT)****D**

1971717 S0000378901_V2

**Elevator Tab Hinges - Inspection
Figure 1 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION****D633A109-AKS
27-093-00-02****Page 6 of 12
Jun 15/2015**

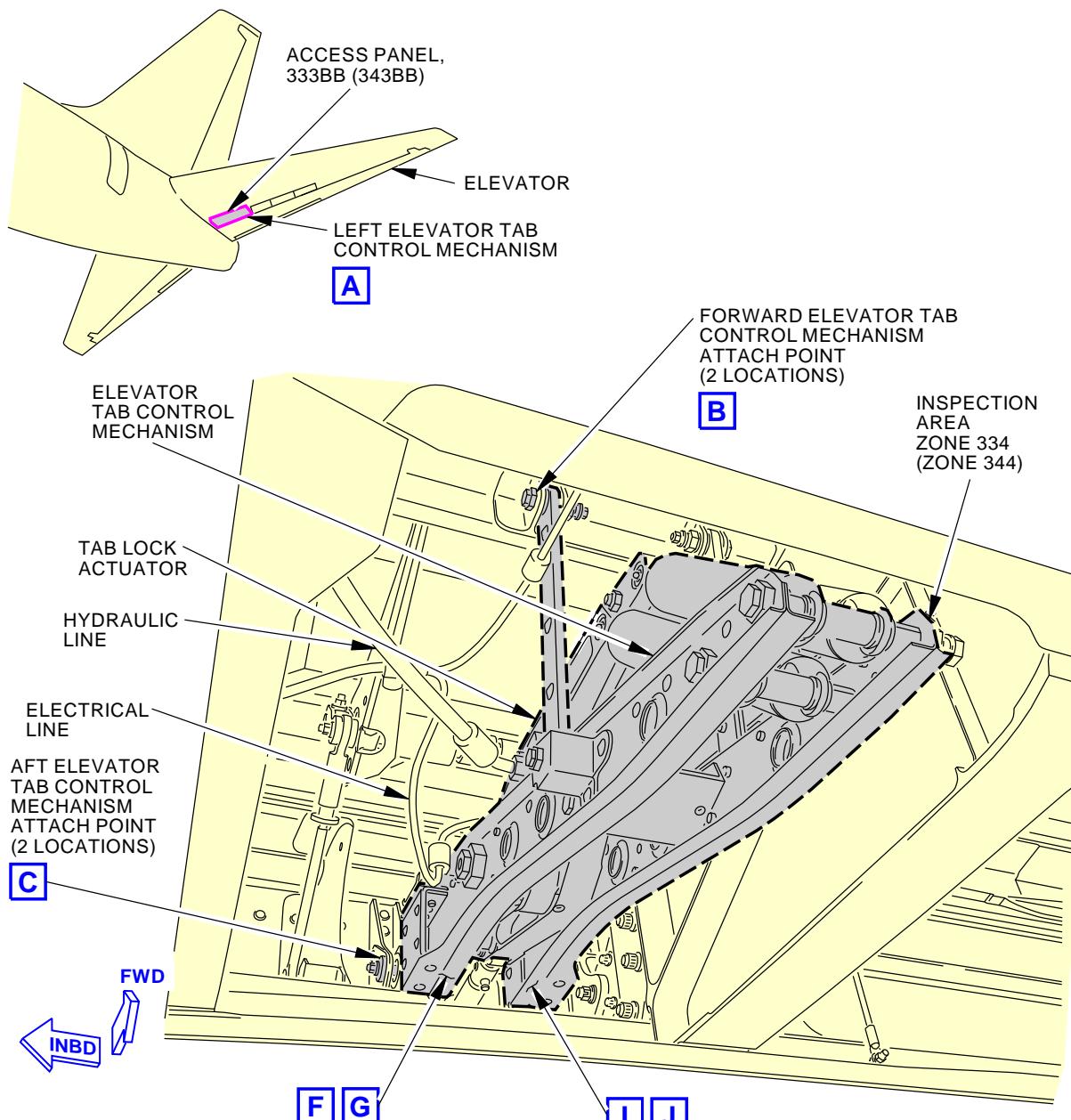
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02

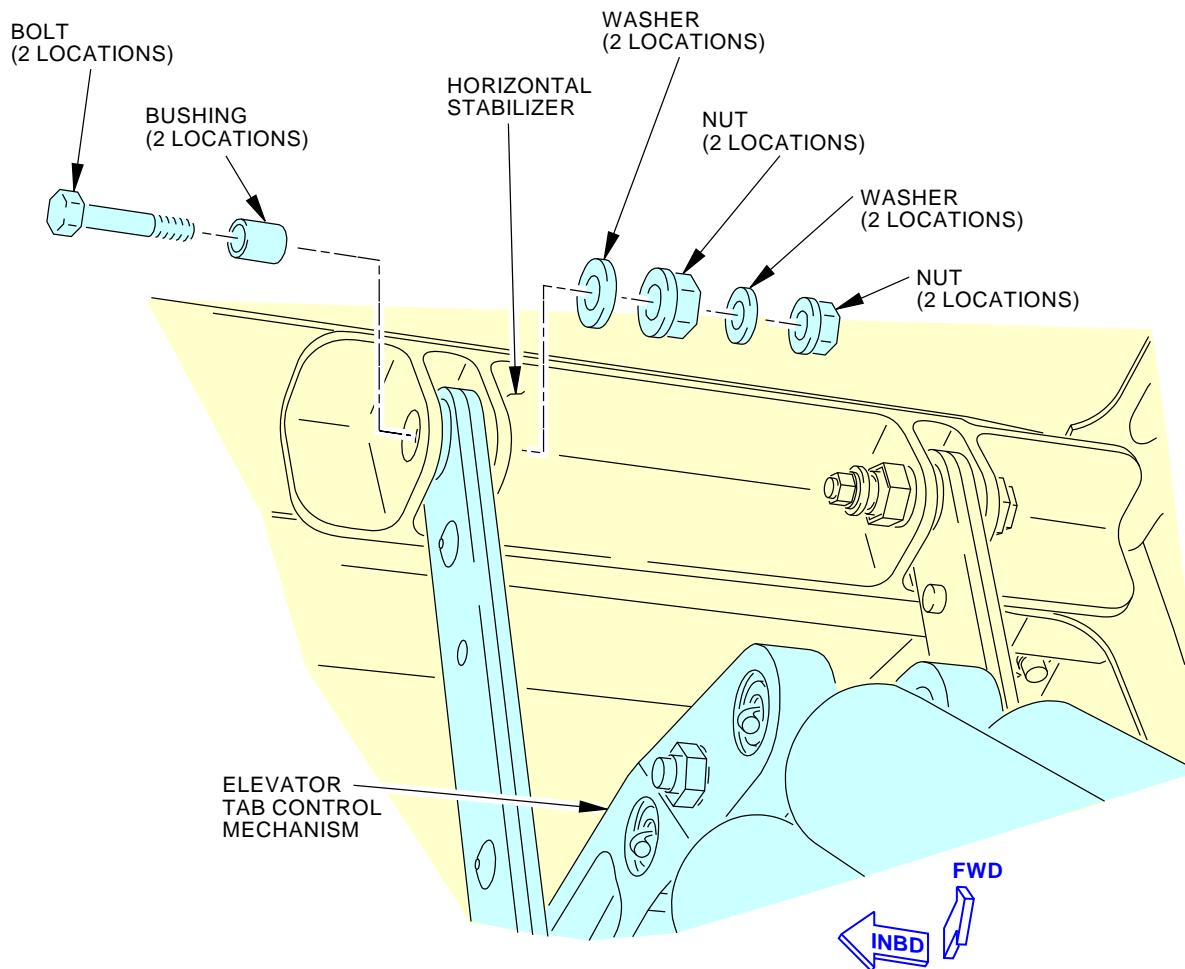
1971935 S0000378914_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-093-00-02 |
|------|-------------|---------|------------------|--|



**FORWARD ELEVATOR TAB CONTROL MECHANISM
ATTACH POINT**

B

1972592 S0000378924_V2

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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Jun 15/2015

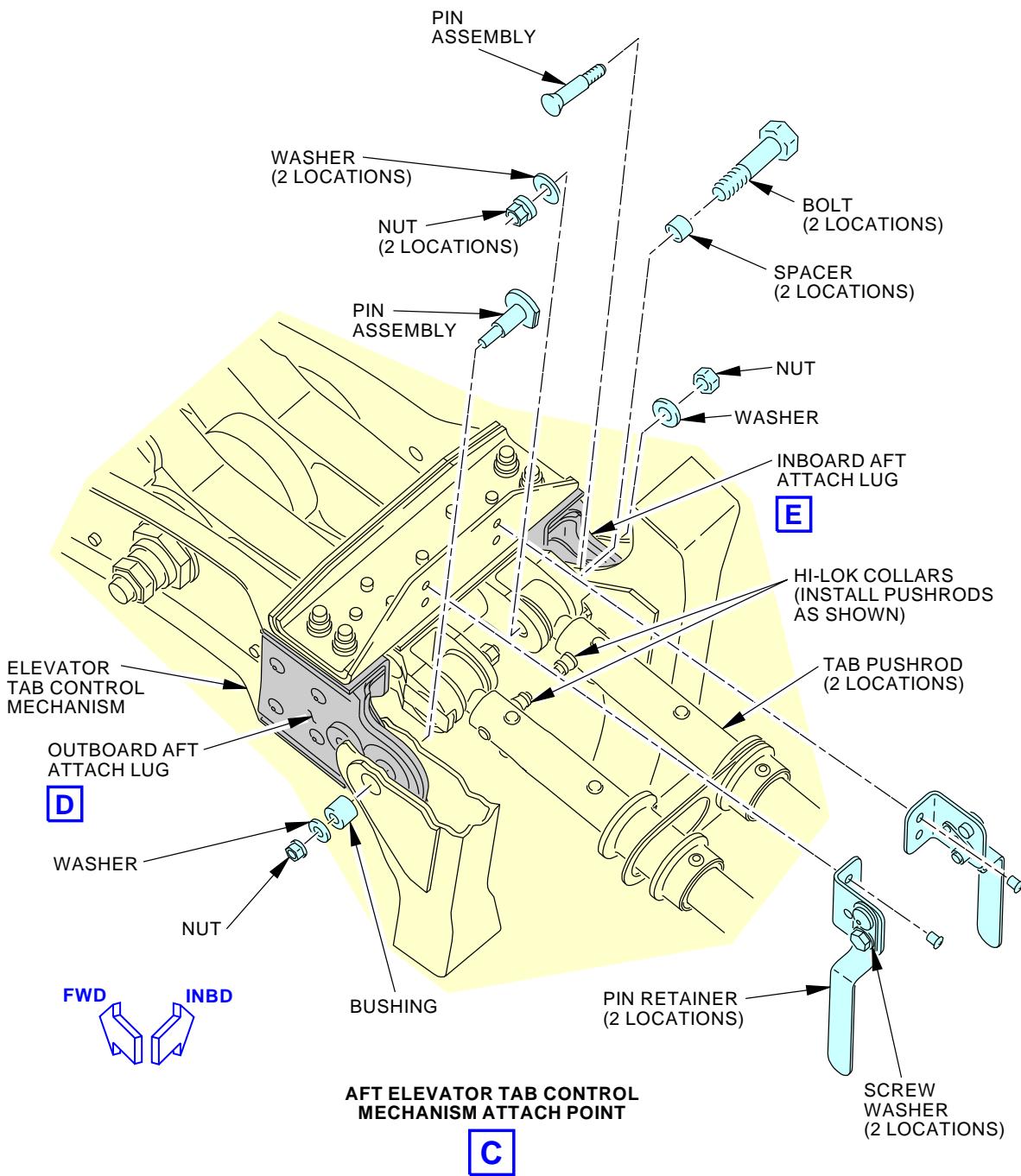
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02

2105253 S0000449307_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

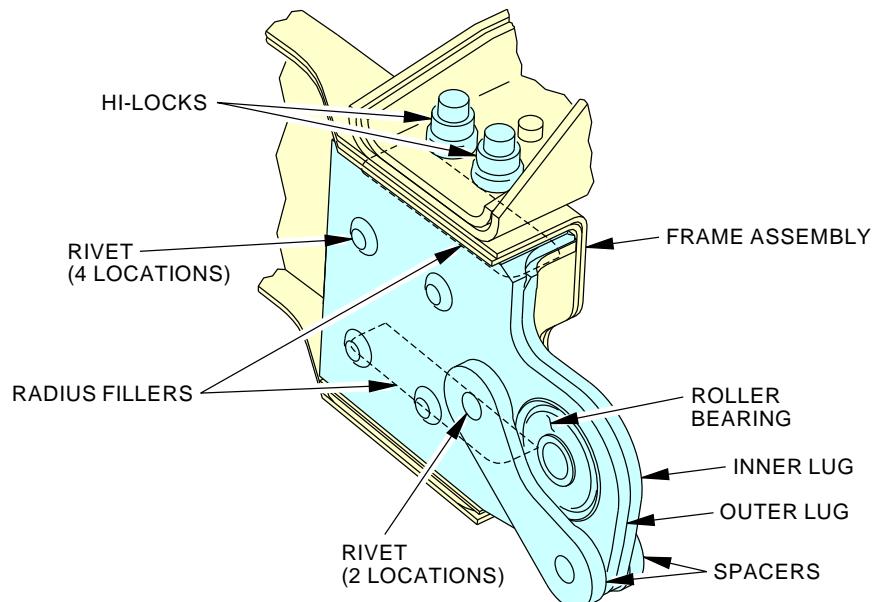
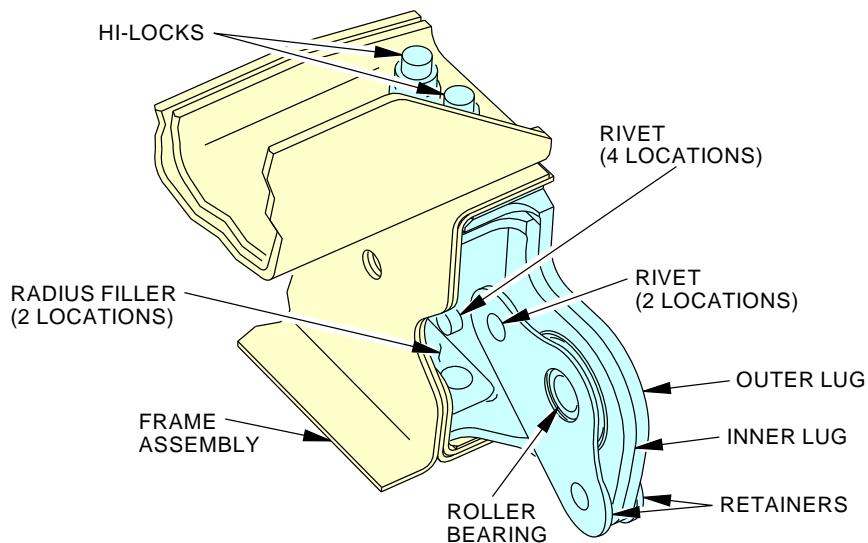
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02**D**

INBOARD AFT ATTACH LUG

E

2105255 S0000449308_V3

**Elevator Tab Control Mechanism and Elevator Tab Pushrod Attachment - Inspection
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

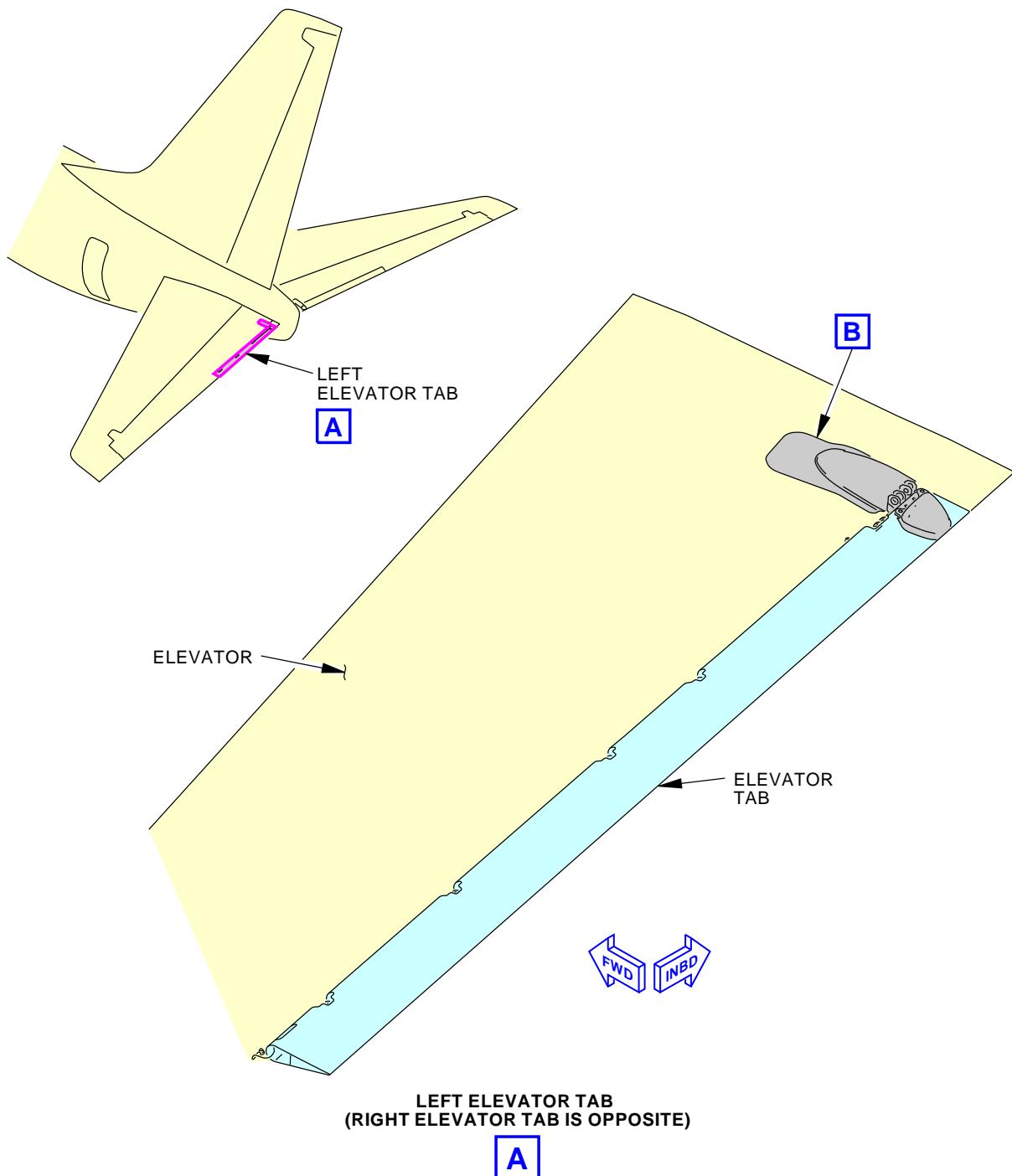
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02

Elevator Tab Pushrod and Elevator Tab Mast Fitting to Pushrod Attachment - Inspection
Figure 3 (Sheet 1 of 2)

1972692 S0000378982_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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Jun 15/2015

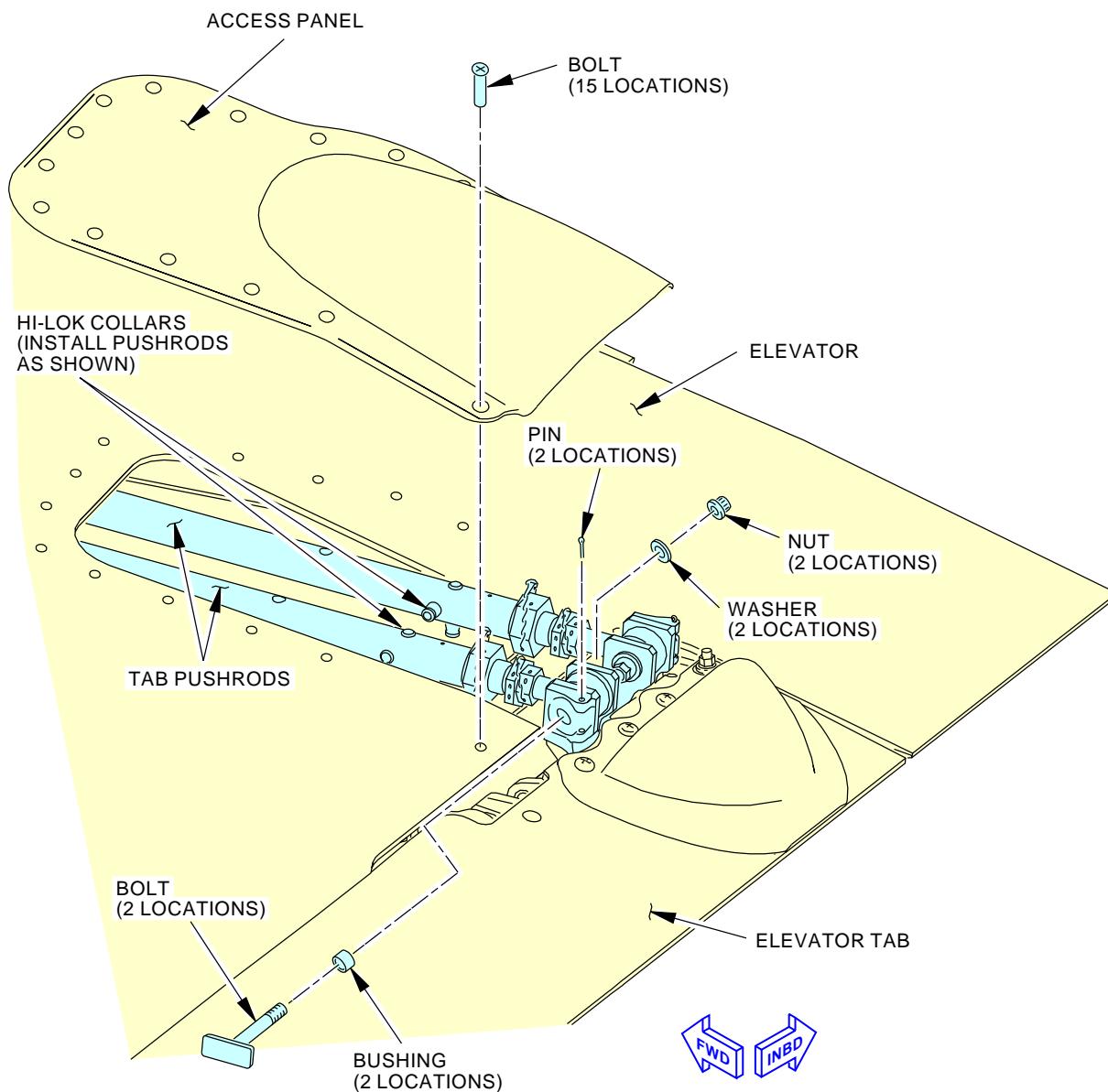
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-093-00-02

1972723 S0000379000_V2

**Elevator Tab Pushrod and Elevator Tab Mast Fitting to Pushrod Attachment - Inspection
Figure 3 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT ELEVATOR TAB AND TAB MECHANISM INSPECTION |
| | | D633A109-AKS 27-093-00-02 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE ELEVATOR AUTOPILOT SERVO PRESSURE REGULATOR | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-094-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 211 212 |
| | | | | | |

Perform a BITE check of the elevator autopilot servo pressure regulator.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 29-11-00-860-801 | 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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR AUTOPILOT SERVO PRESSURE REGULATOR |
| | | D633A109-AKS 27-094-00-01 |

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AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-094-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 22-11-26-710-801 | | | | |
| 1. Autopilot Elevator Actuator Test | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 22-11-26-860-019 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 22-11-26-860-031 | | | | |
| (2) Open this circuit breaker and install safety tag: | | | | |
| F/O Electrical System Panel, P6-3 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| D 18 C00451 LANDING GEAR AURAL WARN | | | | |
| SUBTASK 22-11-26-860-020 | | | | |
| (3) Set the autopilot stab trim cutout switch, on the control stand, to the CUTOUT position. | | | | |
| SUBTASK 22-11-26-860-021 | | | | |
| (4) Make sure that the VHF NAV and IRS switches, on the P5 forward overhead panel, are in the NORMAL positions. | | | | |
| SUBTASK 22-11-26-860-022 | | | | |
| (5) Set the left and right IRS select switches, on the P5 aft overhead panel, to the ALIGN or NAV position. | | | | |
| SUBTASK 22-11-26-860-023 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (6) Supply hydraulic power to hydraulic systems A and B. To supply hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| B. Procedure | | | | |
| SUBTASK 22-11-26-740-002 | | | | |
| (1) Do this BITE test: | | | | |
| (a) Push the INIT REF key on the CDU keyboard. | | | | |
| (b) Push the Line Select Key (LSK) that is adjacent to each selection: | | | | |
| <u>NOTE:</u> If the CONTINUE shows during the BITE test, then do the instructions that show on the CDU display before you push the LSK that is adjacent to CONTINUE. Use the NEXT PAGE or PREV PAGE key to change page if it is necessary. | | | | |
| 1) INDEX | | | | |
| 2) MAINT | | | | |
| 3) DFCS | | | | |
| 4) EXTENDED MAINTENANCE | | | | |
| 5) BITE LIBRARY TEST | | | | |

| | | |
|-------------------------------|--------------------------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR AUTOPILOT SERVO PRESSURE REGULATOR |
| | D633A109-AKS 27-094-00-01 | Page 2 of 3 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-094-00-01 | | | |
|--|--|-----------------------------------|--|--|--|--|--|
| | | | | MECH INSP | | | |
| 6) | Make a selection for the applicable channel: <u>NOTE:</u> If you do the test as a scheduled maintenance task, you must do the CHANNEL A test, the CHANNEL B test, and the CHANNEL A AND B test. <u>NOTE:</u> A/P elevator actuator A has interface with the Flight Control Computer A (Channel A). A/P elevator actuator B has interface with the Flight Control Computer B (Channel B). a) CHANNEL A b) CHANNEL B c) CHANNEL A AND B | 7) | RUN SELECT LIBRARY TESTS | | | | |
| 8) | 30 ELEV | 9) | EXECUTE | | | | |
| 10) | Do the instructions that show on the CDU display to complete the test. | 11) | Make sure that the test is completed with no failure or the "TEST FAILED" message does not show. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | | | | |
| SUBTASK 22-11-26-860-024 | | | | | | | |
| (1) | Push the captain's or first officer's autopilot disengage switch, on the control wheel, to make sure that the autopilot is disengaged. | SUBTASK 22-11-26-860-030 | | | | | |
| (2) | Remove the safety tag and close this circuit breaker: | F/O Electrical System Panel, P6-3 | | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | | | | |
| D 18 C00451 LANDING GEAR AURAL WARN | | | | | | | |
| SUBTASK 22-11-26-860-026 | | | | | | | |
| (3) | Set the autopilot stab trim cutout switch, on the control stand, to the NORMAL position. | SUBTASK 22-11-26-860-027 | | | | | |
| (4) | Remove hydraulic power from hydraulic systems A and B. To remove hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | SUBTASK 22-11-26-860-028 | | | | | |
| (5) | Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812. | END OF TASK | | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR AUTOPILOT SERVO PRESSURE REGULATOR |
| | | D633A109-AKS 27-094-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-098-01-01 |
| TAIL NUMBER | WORK AREA ELEVATORS | VERSION 1.1 | THRESHOLD 8000 FH | REPEAT 8000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 334 344 |
| | | | | | |

Functionally check the left and right elevator surface freeplay.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |
| SPL-1677 | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 |
| STD-1278 | Block - Loading, 1/8 Inch Thick, 3 Inch by 3 Inch Wood or Fiberglass Block with Pad to Prevent Damage to the Skin. |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK |
| | | D633A109-AKS 27-098-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-098-01-01 |
|------|-------------|---------|------------------|--|

TASK 27-31-32-200-804

MECH

INSP

1. Elevator Output Torque Tube Buss Linkage Freeplay - Check**A. General**

- (1) Use this test to do a check of the elevator output torque tube buss linkage freeplay.

B. Prepare for the Check

SUBTASK 27-31-32-860-019

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THAT THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED AND IN THE STOWED POSITION OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (1) Pressurize the elevator hydraulic systems A and B. To pressurize them, do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801.

SUBTASK 27-31-32-860-020

- (2) Make sure the flaps are in the full up position, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801.

SUBTASK 27-31-32-010-004

- (3) Open this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

SUBTASK 27-31-32-860-021

- (4) Use the bar, SPL-1677 to set the "B" dimension at 39.89 ± 0.03 in. (1013.21 ± 0.77 mm) or 4 units of trim. (Figure 1)

NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires.

SUBTASK 27-31-32-860-022

- (5) Operate the elevator in the full travel 6 times.

SUBTASK 27-31-32-860-023

- (6) Make sure the control column is in the neutral position.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK |
| | | D633A109-AKS 27-098-01-01 |

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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. 27-098-01-01 |
|--|-------------|---------|------------------|--|
| C. Do a Check of the Buss Linkage of the Elevator Output Torque Tube | | | | MECH INSP |
| SUBTASK 27-31-32-220-010 | | | | |
| <p>CAUTION: DO NOT PUT A LOAD OF MORE THAN 65 POUNDS (290 NEWTONS) ON THE ELEVATORS AT ONE TIME. IF THE LOAD IS TOO HEAVY, IT CAN CAUSE DAMAGE TO THE ELEVATORS.</p> <p>(1) Set the FLT CONTROL A switch on the forward overhead panel, P5, to the OFF position.</p> <p>(2) Make sure the FLT CONTROL B switch on the forward overhead panel, P5, is in the ON position.</p> <p>(3) Put a piece of tape over the right elevator index plate [1].</p> <p>(4) Use a block, STD-1278 and force gauge, COM-1557 to apply a force of 15 ± 1 lbf (67 ± 5 N) to the right elevator trailing edge in the down direction and release slowly.</p> <p>(a) Apply the force approximately 0.5 in. (12.7 mm) forward of the trailing edge and 1 in. (25 mm) outboard of the inboard edge of the elevator (next to the tailcone).</p> <p>(b) Slowly remove the force from the elevator.</p> <p>(c) Make a mark of the right elevator position on the tape.</p> <p>(5) Use a block, STD-1278 and force gauge, COM-1557 to apply a force of 10 ± 1 lbf (44 ± 5 N) to right elevator trailing edge in the up direction.</p> <p>(a) Apply the force approximately 0.5 in. (12.7 mm) forward of the trailing edge and 1 in. (25 mm) outboard of the inboard edge of the elevator (next to the tailcone).</p> <p>(b) Hold the force of 10 ± 1 lbf (44 ± 5 N) on the elevator.</p> <p>(c) Make a mark of the right elevator position on the tape.</p> <p>(d) Slowly remove the force from the elevator.</p> <p>(6) Make sure the distance between the up and down position of the right elevator is not greater than 0.21 in. (5.33 mm).</p> <p>(a) If the distance is more than 0.21 in. (5.33 mm), check torque tube and the torque tube crank arm bearing for excessive wear.</p> <p>(7) Remove the tape.</p> <p>(8) Set the FLT CONTROL A switch on the forward overhead panel, P5, to the ON position.</p> <p>(9) Set the FLT CONTROL B switch on the forward overhead panel, P5, to the OFF position.</p> <p>(10) Put a piece of tape over the left elevator index plate [1].</p> <p>(11) Use a block, STD-1278 and force gauge, COM-1557 to apply a force of 15 ± 1 lbf (67 ± 5 N) to left elevator trailing edge in the down direction and release slowly.</p> <p>(a) Apply the force approximately 0.5 in. (12.7 mm) forward of the trailing edge and 1 in. (25 mm) outboard of the inboard edge of the elevator (next to the tailcone).</p> <p>(b) Slowly remove the force from the elevator.</p> <p>(c) Make a mark of the left elevator position on the tape.</p> <p>(12) Use a block, STD-1278 and force gauge, COM-1557 to apply a force of 10 ± 1 lbf (44 ± 5 N) to left elevator trailing edge in the up direction.</p> <p>(a) Apply the force approximately 0.5 in. (12.7 mm) forward of the elevator trailing edge and 1 in. (25 mm) outboard of the inboard edge of the elevator (next to the tailcone).</p> | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK |
| | | D633A109-AKS 27-098-01-01 |

AKS



737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-098-01-01 | | | | |
|---|-----------------------------|---------|------------------|--|----------------------|-------|-----------------------------|--|
| | | | | MECH INSP | | | | |
| <p>(b) Hold the force of 10 ± 1 lbf (44 ± 5 N) on the elevator.</p> <p>(c) Make a mark of the left elevator position on the tape.</p> <p>(d) Slowly remove the force from the elevator.</p> <p>(13) Make sure the distance between the up and down position of the left elevator is not greater than 0.21 in. (5.33 mm).</p> <p>(a) If the distance is more than 0.21 in. (5.33 mm), check torque tube and the torque tube crank arm bearing for excessive wear.</p> <p>(14) Remove the tape.</p> <p>(15) Set the FLT CONTROL B switch on the forward overhead panel, P5, to the ON position.</p> | | | | | | | | |
| D. Put the Airplane Back to Its Usual Condition. | | | | | | | | |
| SUBTASK 27-31-32-860-024 | | | | | | | | |
| (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801. | | | | | | | | |
| SUBTASK 27-31-32-410-004 | | | | | | | | |
| (2) Install this access panel: | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th> <th><u>Name/Location</u></th> </tr> </thead> <tbody> <tr> <td>311BL</td> <td>Stabilizer Trim Access Door</td> </tr> </tbody> </table> | | | | <u>Number</u> | <u>Name/Location</u> | 311BL | Stabilizer Trim Access Door | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | |
| 311BL | Stabilizer Trim Access Door | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | |

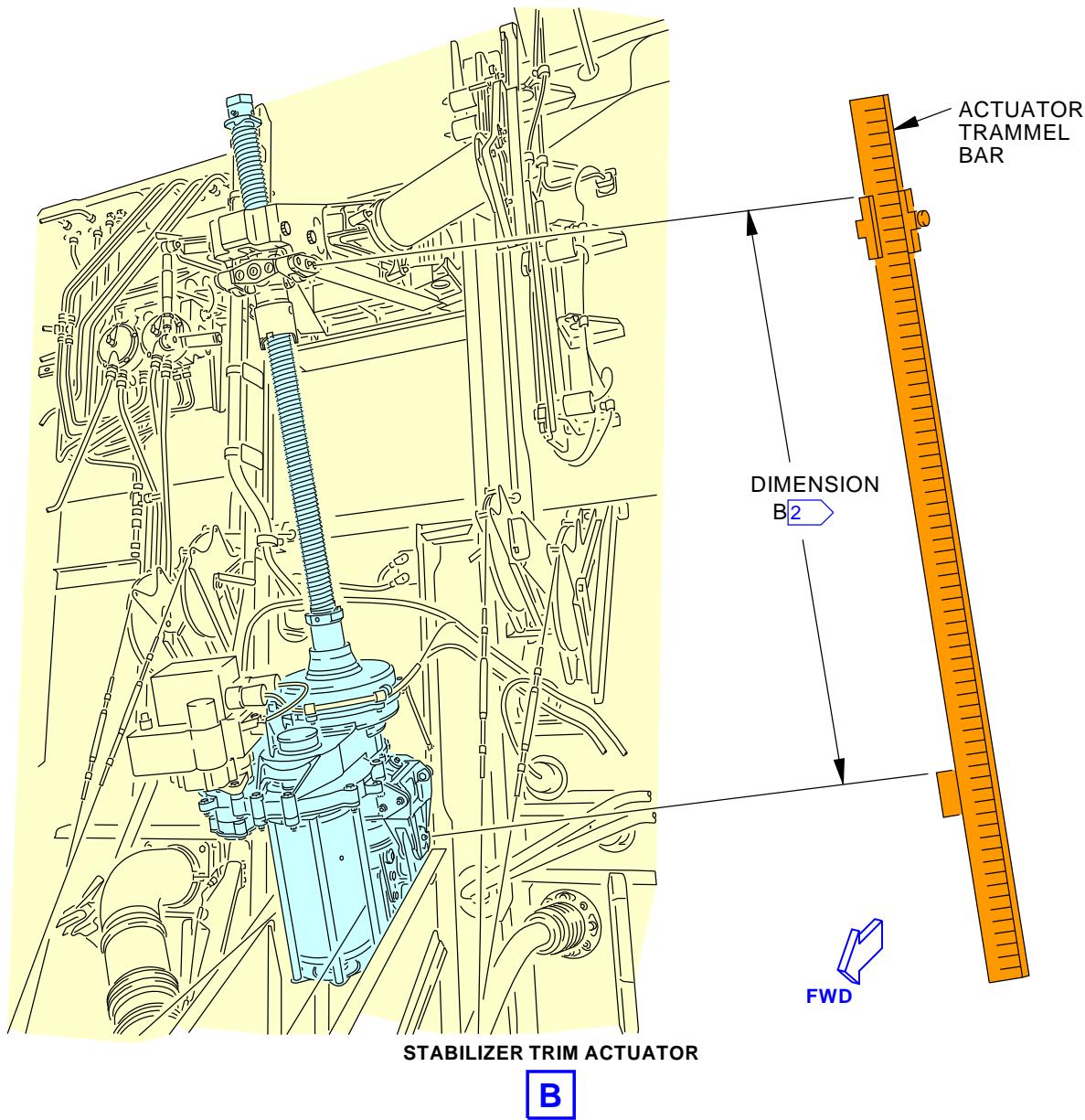
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-098-01-01**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN WITH
THE STABILIZER LEADING EDGE AT ZERO DEGREES
(4.0 PILOT UNITS).

- 2** THE DIMENSION B IS MEASURED BETWEEN
THE CENTER OF THE UPPER AND LOWER
GIMBAL PINS (CENTER OF GREASE FITTINGS).

Elevator Output Torque Tube Buss Linkage Freeplay Inspection
Figure 1 (Sheet 1 of 2)

W23183 S0006569434_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK |
| | | D633A109-AKS 27-098-01-01 |

Page 5 of 6
Jun 15/2015

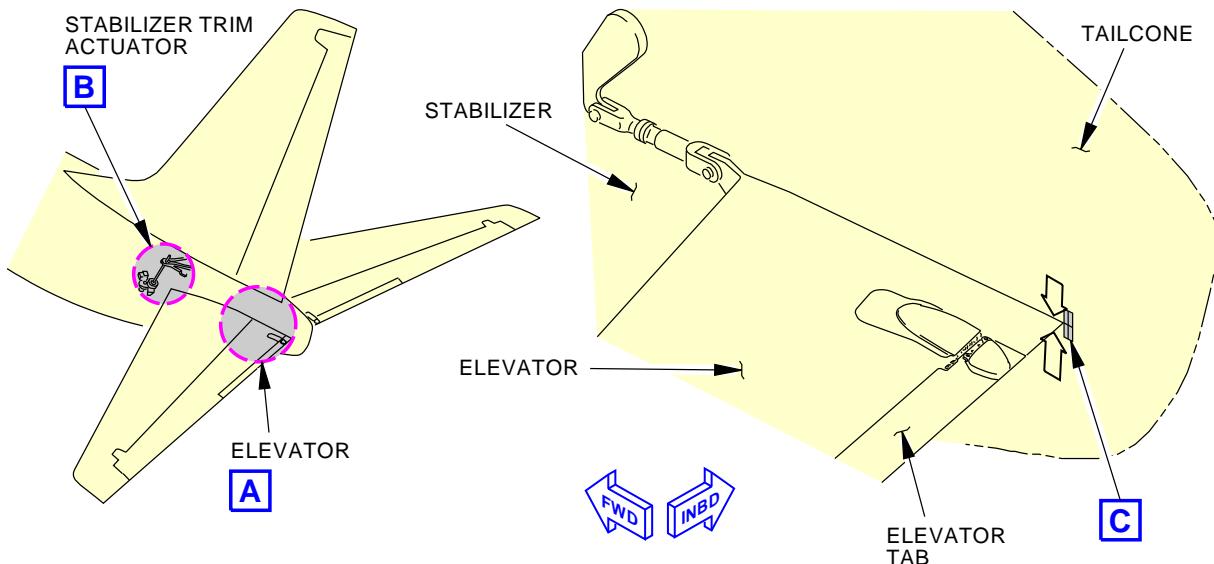
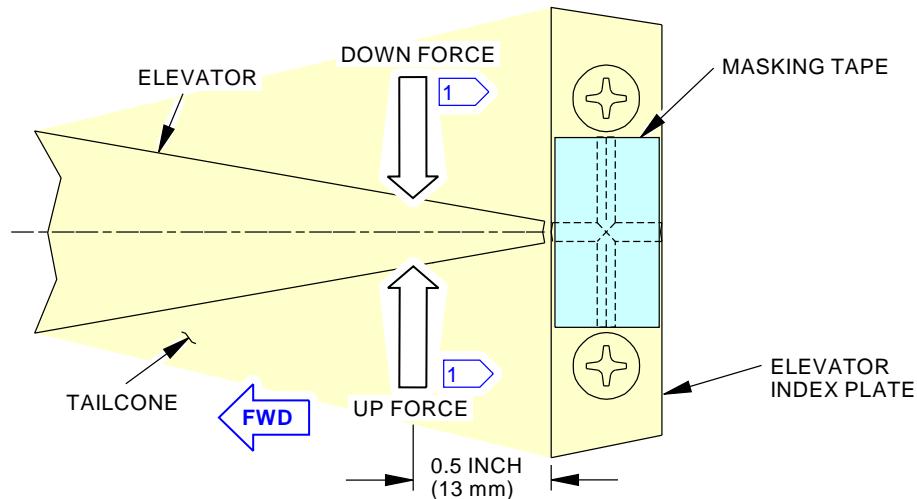
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-098-01-01LEFT ELEVATOR
(RIGHT ELEVATOR IS OPPOSITE)**A**

BUSS LINKAGE FREEPLAY

C

- 1 APPLIY UP FORCE AND DOWN FORCE APPROXIMATELY 0.5 INCH (13 mm) FORWARD OF THE TRAILING EDGE AND 1 INCH (25 mm) OUTBOARD OF THE INBOARD EDGE OF THE ELEVATOR (NEXT TO THE TAILCONE).

D91395 S0000168328_V2

Elevator Output Torque Tube Buss Linkage Freeplay Inspection
Figure 1 (Sheet 2 of 2)EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT AND RIGHT ELEVATOR SURFACE FREEPLAY CHECK**D633A109-AKS
27-098-01-01Page 6 of 6
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|---------------------------------|------------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR BALANCE TAB FREEPLAY CHECK | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-099-00-01 |
| TAIL NUMBER | WORK AREA L ELEVATOR | VERSION 1.1 1.2 NOTE | THRESHOLD 2000 FC 4000 FH | REPEAT 2000 FC 4000 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE |
| STATION | SKILL AIRPL | ACCESS 311BL | | | ZONE 334 |
| | | | | | |

Functionally check the elevator tab freeplay.

SPECIAL NOTE: CMR Task (27-CMR-08) interval for this task is 2,000 CYC / 4,000 FH, whichever comes first.
See MPD Section 9.

INTERVAL NOTE: Whichever comes first.

AIRPLANE NOTE: Applicable to all airplanes except 737-900 line number 683 to 1174 that have not incorporated SB 737-55-1081.

A. References

| Reference | Title |
|----------------------|--|
| AMM 12-22-31-640-802 | Elevator Tab Hinge Lubrication (P/B 301) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-800-802 | Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|-------------------------------|-------------|---|--|---|
| (Continued) | | | | |
| Reference | | Description | | |
| SPL-1677 | | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 | | |
| STD-1107 | | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th | | |
| STD-1238 | | Indicator - Dial | | |
| STD-1303 | | Caliper - Dial | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK D633A109-AKS 27-099-00-01 | |
| | | | | Page 2 of 13 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-08 TASK 27-31-32-200-805 | | | | |
| 1. Elevator Tab Freeplay - Check (Figure 1) | | | | |
| A. General (1) Use this test to do a check of the elevator tab trailing edge freeplay, the elevator tab hinge line axial freeplay, and the elevator tab hinge line radial freeplay. (2) The following check is applicable to both the left and right side elevator tab. | | | | |
| B. Prepare for the Check SUBTASK 27-31-32-860-025 WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS SURFACES. MAKE SURE THAT THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED. THE FLIGHT CONTROL SURFACES CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Pressurize the elevator hydraulic systems A and B. To pressurize them, do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. SUBTASK 27-31-32-860-026 (2) Make sure the flaps are in the full up position, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. SUBTASK 27-31-32-010-005 (3) Open this access panel: Number Name/Location 311BL Stabilizer Trim Access Door SUBTASK 27-31-32-860-027 (4) Use the bar, SPL-1677 to set the "B" dimension at 39.89 ± 0.03 in. (1013.21 ± 0.77 mm) or 4 units of trim. (Figure 1) NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires. SUBTASK 27-31-32-860-028 (5) Operate the elevator in the full travel 6 times. SUBTASK 27-31-32-860-029 (6) Make sure the control column is in the neutral position. | | | | |
| C. Do a Check of the Elevator Tab Trailing Edge Freeplay SUBTASK 27-31-32-220-012 (1) Do a check of the elevator tab trailing edge freeplay (Figure 1): | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (a) Remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. (b) Make sure that the flaps are retracted to the full up position. (c) Make sure the stabilizer is set to 4.0 +/- 0.5 units of trim. CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE. (d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1). 1) Make sure to cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone. WARNING: DO NOT MOVE THE CONTROL COLUMNS WHILE THE MOUNTING PLATE IS IN ITS POSITION. MOVEMENT OF THE CONTROL COLUMNS CAN CAUSE INJURY TO PERSONNEL OR DAMAGE TO THE ELEVATOR. CAUTION: MAKE SURE THAT YOU INSTALL THE MOUNTING PLATE CORRECTLY. THE MOUNTING PLATE CAN CAUSE DAMAGE TO THE ELEVATOR IF YOU DO NOT INSTALL IT CORRECTLY. (e) Attach a mounting plate to the elevator trailing edge forward of the elevator tab hinge 2. 1) If double-back tape is used to secure the mounting plate, make sure it is not made of compressible foam. 2) Put the dial indicator, STD-1238 plunger on the top of the elevator tab, approximately 0.1 in. (3 mm) forward of the trailing edge of the elevator tab and within 0.5 in. (13 mm) of the inboard side of the hinge 2 centerline. 3) Adjust the dial indicator, STD-1238 to zero. (f) Use a block and a force gauge, COM-1557 to push down on the top of the elevator tab with a force of 10.0 ± 0.2 lbf (44.5 ± 0.9 N). 1) Apply the force on the elevator tab at the trailing edge, as close as possible to the tab hinge 2 centerline. 2) Make a record of the travel shown on the dial indicator, STD-1238. 3) Slowly remove the force. (g) Do not adjust the dial indicator. (h) Push up on the bottom surface of the elevator tab with a force of 10.0 ± 0.2 lbf (44.5 ± 0.9 N), directly below the force applied before. 1) Make a record of the travel shown on the dial indicator, STD-1238. 2) Slowly remove the force. (i) Make sure the sum of the two travel records is not more than 0.03 in. (0.76 mm). 1) If the sum of the two travel records is more than 0.03 in. (0.76 mm), check the hinges for excessive wear and replace, as necessary. | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
| | | D633A109-AKS 27-099-00-01 | Page 4 of 13 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|------|-------------|--|------------------|--|
| | | (j) Remove the dial indicator, STD-1238. (k) Remove the mounting plate. (l) If no other checks are necessary, remove the wood block from between the inboard edge of the elevator and the tail cone. | | MECH INSP |

D. Do a Check of the Elevator Tab Hinge Axial Freeplay

SUBTASK 27-31-32-220-013

- (1) Do a check of the elevator tab hinge axial freeplay (Figure 1):
 - (a) Remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.
 - (b) Make sure that the flaps are retracted to the full up position.
 - (c) Make sure the stabilizer is set at 4.0 +/- 0.5 units of trim.
- CAUTION:** DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE.
- (d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1).
 - 1) Make sure to cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone.
- (e) Do these steps to make sure the axial play (inboard - outboard direction) of the tab is not more than 0.036 in. (0.91 mm).
 - 1) Hold the elevator tab at the trailing edge and move it outboard using hand pressure.
 - 2) Use a 0.0 - 0.5 Inch feeler gauge, STD-1107 or a dial caliper, STD-1303 to measure the clearance between the elevator and the outboard end of the elevator tab.
 - a) If necessary, insert a flat metal filler block between the elevator and the elevator tab to help in this measurement.
 - b) Make a record of the clearance dimension.
 - 3) Hold the elevator tab at the trailing edge and move it inboard using hand pressure.
 - 4) Measure the clearance between the elevator and the outboard end of the elevator tab.
 - a) Make a record of the clearance dimension.
 - 5) Make sure the difference between the two measured clearances, or the axial freeplay, is less than 0.036 in. (0.91 mm).
- (f) If no other checks are necessary, remove the wood block from between the inboard edge of the elevator and the tail cone.

| | | | |
|-------------------------------|----------------------|--|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
| | | D633A109-AKS 27-099-00-01 | Page 5 of 13 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|------|-------------|---------|------------------|--|

E. Do a Check of the Elevator Tab Hinge Line Freeplay

SUBTASK 27-31-32-220-014

- (1) Do a check of the elevator tab hinge line freeplay (Figure 1):

- (a) If necessary, remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.
- (b) Make sure the stabilizer is set at 4.0 +/- 0.5 units of trim.
- (c) Make sure the flaps are retracted to the full up position.

CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE.

- (d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1).
 - 1) Make sure cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone.

CAUTION: MAKE SURE THAT YOU INSTALL THE MOUNTING PLATE CORRECTLY. THE MOUNTING PLATE CAN CAUSE DAMAGE TO THE ELEVATOR IF YOU DO NOT INSTALL IT CORRECTLY.

- (e) Attach a mounting plate to the elevator trailing edge, forward of elevator tab hinge 3.
 - 1) If double-back tape is used to secure the mounting plate, make sure it is not made of compressible foam.
- (f) Put the dial indicator plunger on the elevator tab leading edge directly over the top of the tab hinge centerline (Figure 1, sheet 6).
- (g) Adjust the dial indicator to zero once there is contact with the elevator tab leading edge.
- (h) Use a block and a force scale to apply a 10.0 ± 0.5 lbf (44.5 ± 2.2 N) in the up direction. The force is to be applied in line with the plunger on the bottom side of the tab leading edge.
 - (i) Make a record of the travel shown on the dial indicator.
 - (j) Slowly remove the force.
 - (k) Do not adjust the dial indicator.
 - (l) Use a block and a force scale to apply a 10.0 ± 0.5 lbf (44.5 ± 2.2 N) in the down direction. The force is to be applied to the top side of the tab leading edge.
- (m) Make a record of the travel shown on the dial indicator.
- (n) Slowly remove the force.
- (o) Make sure that the sum of the two travel records is not more than 0.03 in. (0.76 mm).
 - 1) If the sum of the two travel records is more than 0.03 in. (0.76 mm) check the hinges for excessive wear and replace, as necessary.
- (p) Move the mounting plate and dial indicator to the next hinge centerline.

MECH INSP

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
| | | D633A109-AKS 27-099-00-01 | Page 6 of 13 Oct 15/2014 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|--|-------------|---------|------------------|--|
| (q) Repeat the above steps for the other three outboard tab hinges (hinges 4, 5, and 6). (r) Remove the dial indicator. (s) Remove the mounting plate. (t) Remove the wood block from between the inboard edge of the elevator and the tail cone. | | | | MECH INSP |

SUBTASK 27-31-32-640-004

- (2) Lubricate the elevator tab hinges, do this task: Elevator Tab Hinge Lubrication, AMM TASK 12-22-31-640-802.

F. Put the Airplane Back to Its Usual Condition.

SUBTASK 27-31-32-860-030

- (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801.

SUBTASK 27-31-32-410-005

- (2) Install this access panel:

Number Name/Location

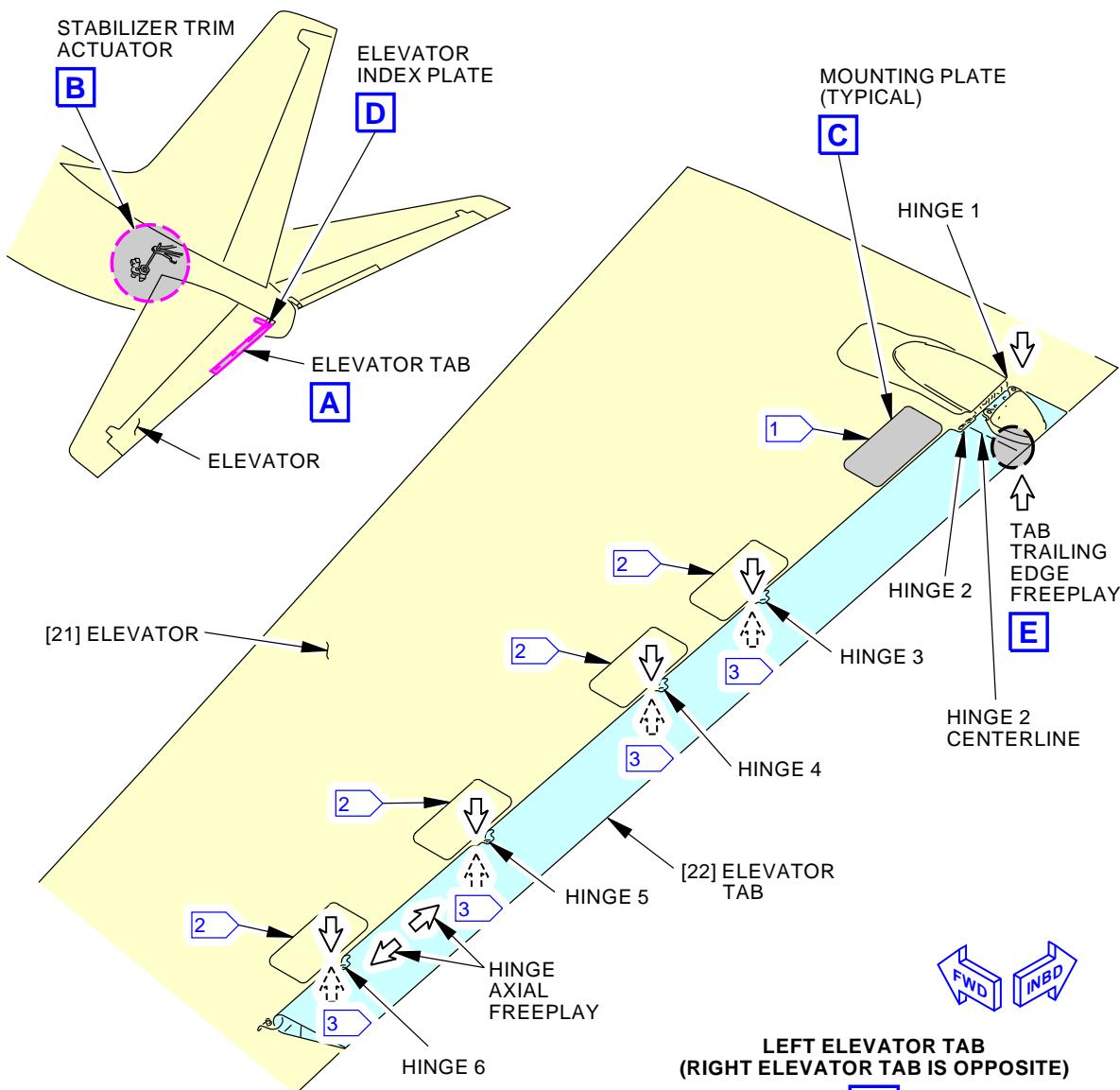
311BL Stabilizer Trim Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



1 APPROXIMATE LOCATION OF THE MOUNTING PLATE FOR THE ELEVATOR TAB TRAILING EDGE FREEPLAY.

2 APPROXIMATE LOCATION OF THE MOUNTING PLATE FOR THE ELEVATOR TAB HINGE LINE FREEPLAY.

3 APPLY FORCE FOR TAB HINGE LINE FREEPLAY AT HINGES 3, 4, 5 AND 6, AS CLOSE TO THE HINGE LUG CENTERLINE, AS POSSIBLE.

W23139 S0006569433_V3

Elevator Tab Freeplay Check
Figure 1 (Sheet 1 of 6)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

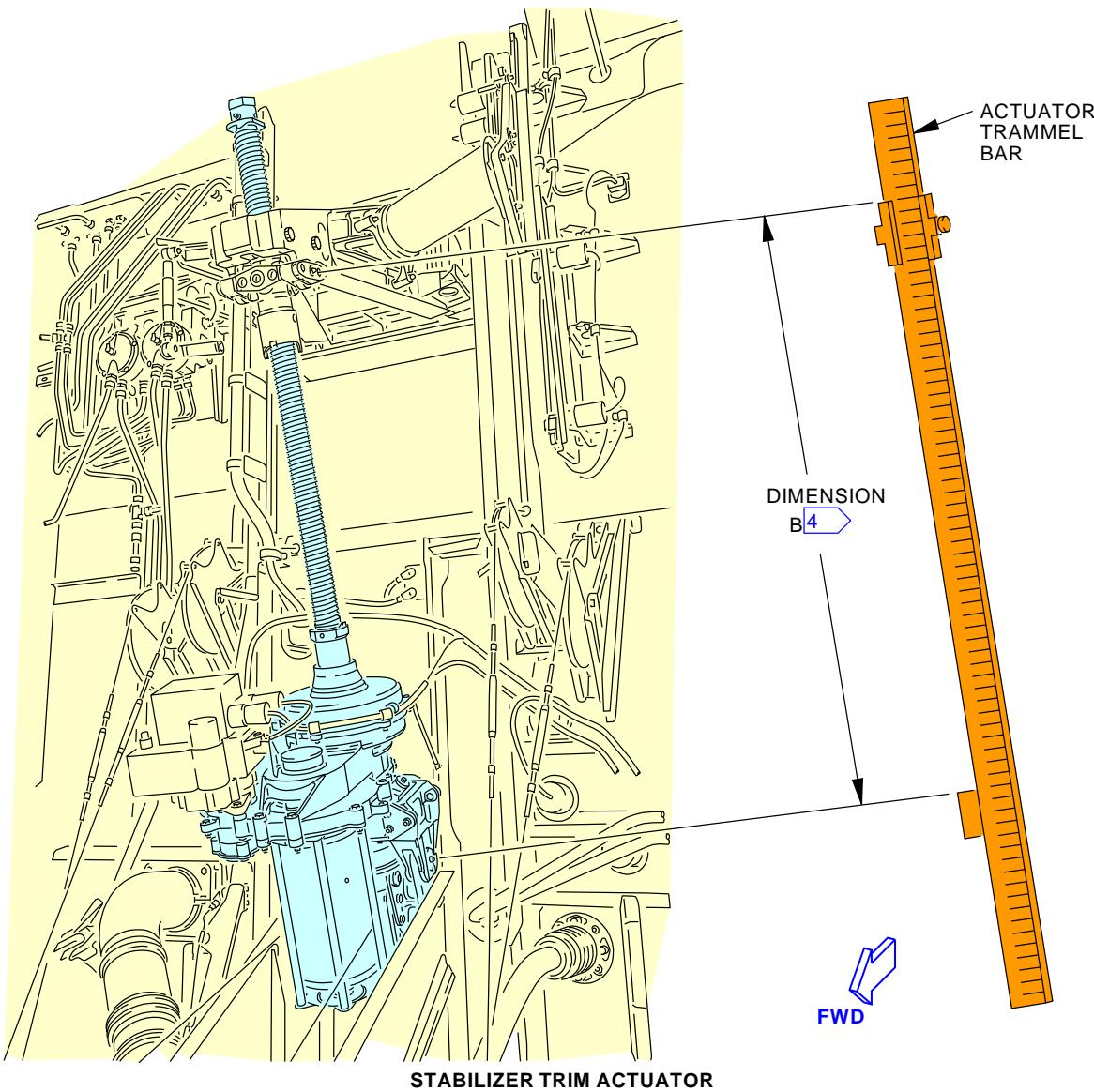
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-01**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN WITH THE STABILIZER LEADING EDGE AT ZERO DEGREES (4.0 PILOT UNITS).

- 4 THE DIMENSION B IS MEASURED BETWEEN THE CENTER OF THE UPPER AND LOWER GIMBAL PINS (CENTER OF GREASE FITTINGS).

W23090 S0006569420_V2

Elevator Tab Freeplay Check
Figure 1 (Sheet 2 of 6)

EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK**D633A109-AKS
27-099-00-01Page 9 of 13
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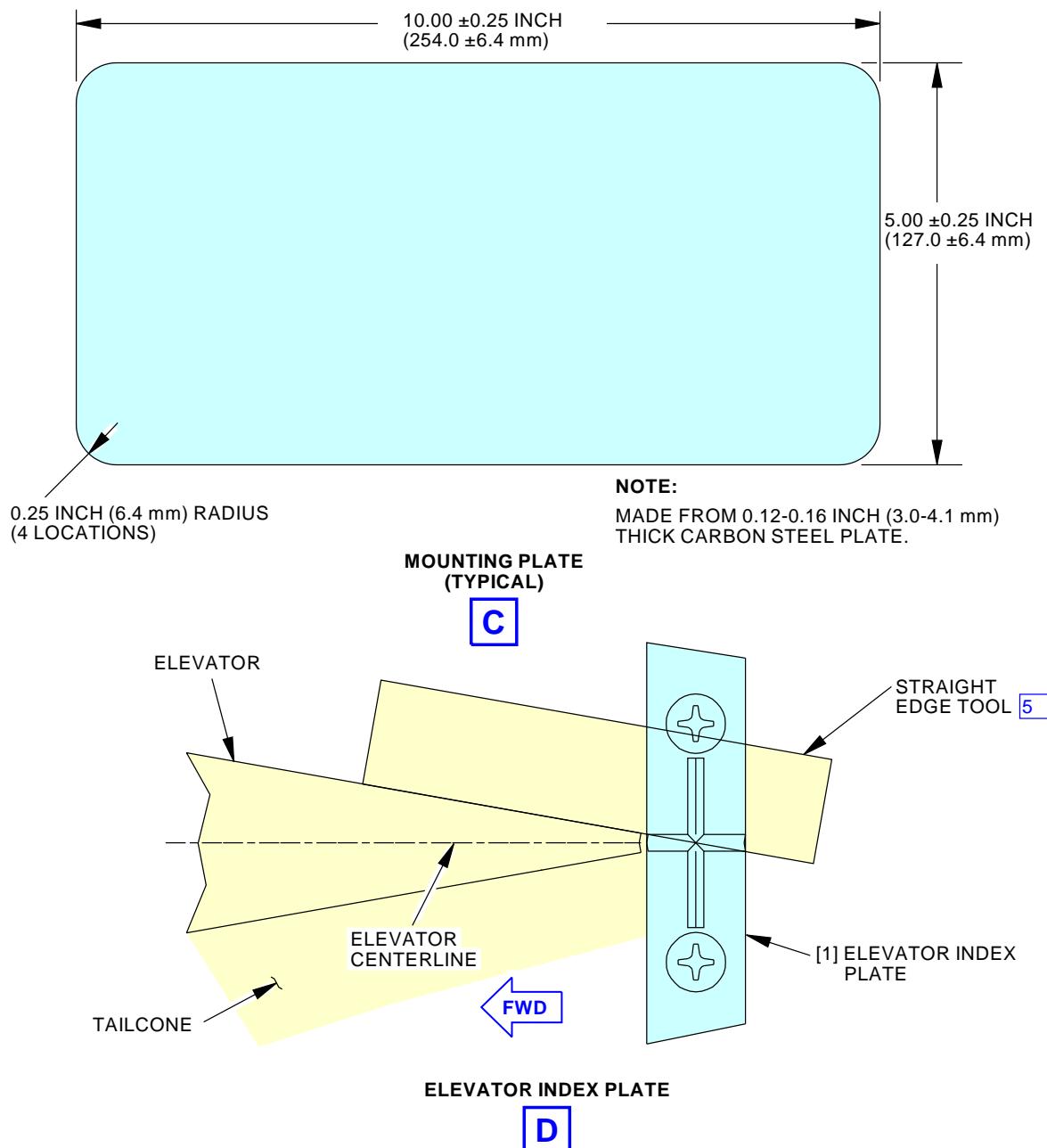
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-01

- 5 ELEVATOR IS AT THE NEUTRAL POSITION WHEN THE BOTTOM EDGE OF A STRAIGHT EDGE TOOL PLACED ON THE UPPER ELEVATOR SURFACE PASSES THROUGH THE MIDDLE OF THE ELEVATOR INDEX PLATE, AS SHOWN.

W23213 S0006569435_V2

Elevator Tab Freeplay Check
Figure 1 (Sheet 3 of 6)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

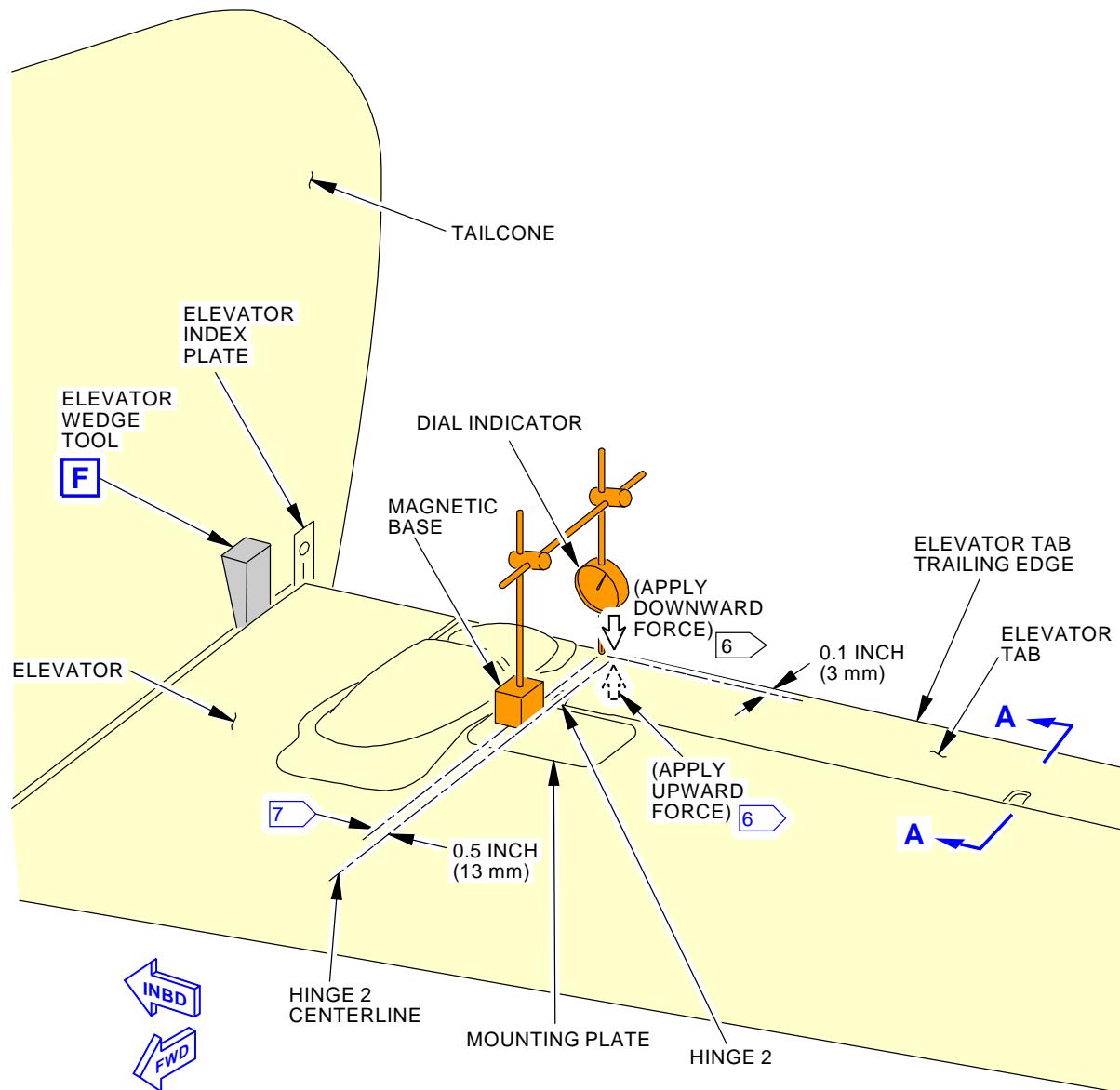
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-01**LEFT ELEVATOR TAB TRAILING EDGE FREEPLAY
(RIGHT ELEVATOR TAB IS OPPOSITE)**

6 APPLY FORCE TO TAB WITHIN 0.1 INCH (3 mm)
OF THE TRAILING EDGE OF THE TAB AND AS
CLOSE AS POSSIBLE TO THE HINGE 2
CENTERLINE.

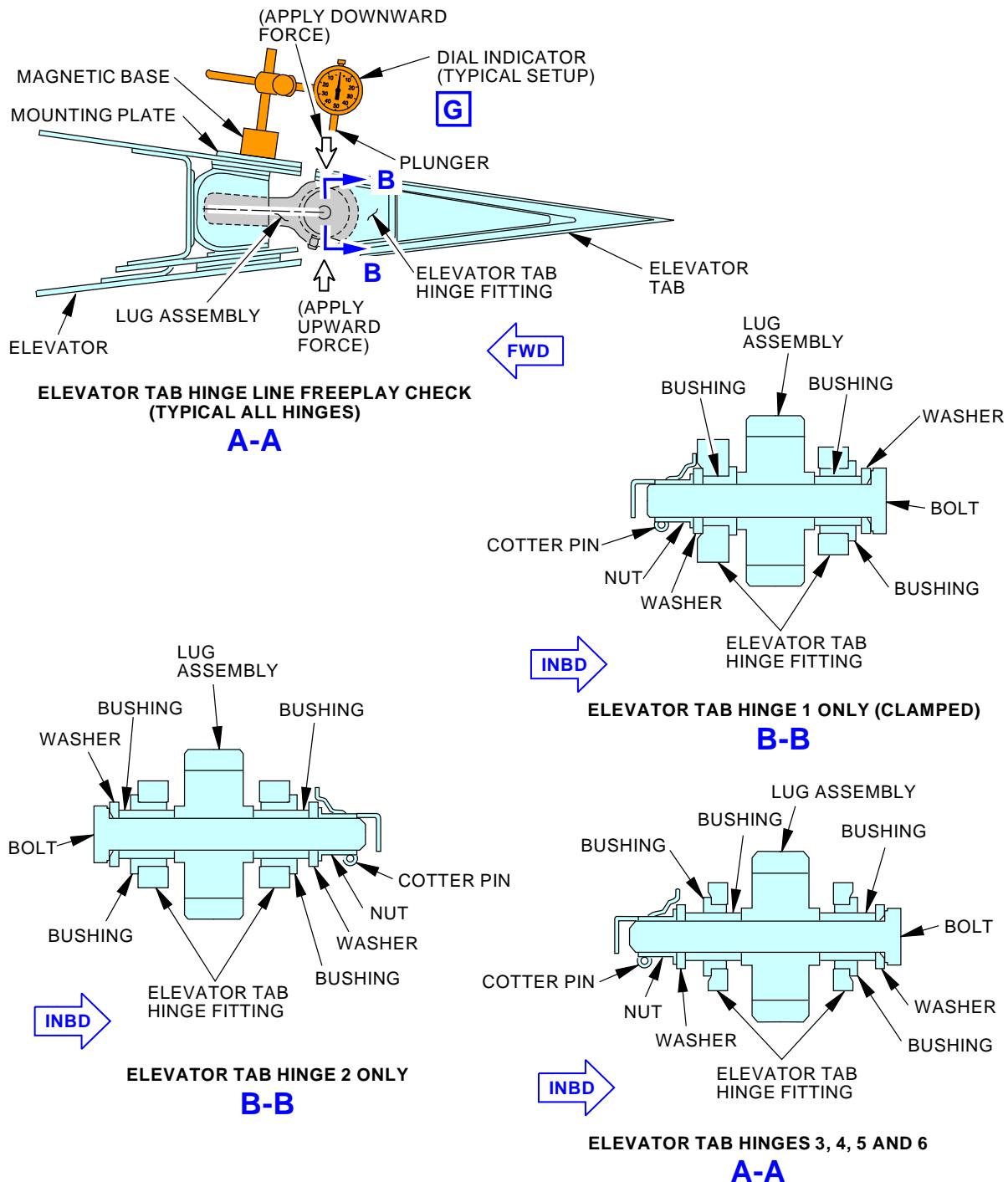
7 DIAL INDICATOR PLUNGER CENTERLINE
WITHIN 0.5 INCH (13 mm) OF THE HINGE 2
CENTERLINE.

W24108 S0006569436_V3

**Elevator Tab Freeplay Check
Figure 1 (Sheet 4 of 6)**EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK****D633A109-AKS**
27-099-00-01**Page 11 of 13**
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AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-01 |
|------|-------------|---------|------------------|---------------------------------|
|------|-------------|---------|------------------|---------------------------------|



W23413 S0006569437_V3

Elevator Tab Freeplay Check
Figure 1 (Sheet 5 of 6)

| | | |
|------------------------|---------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-01 |

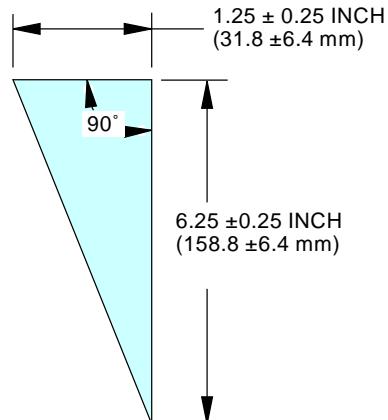
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

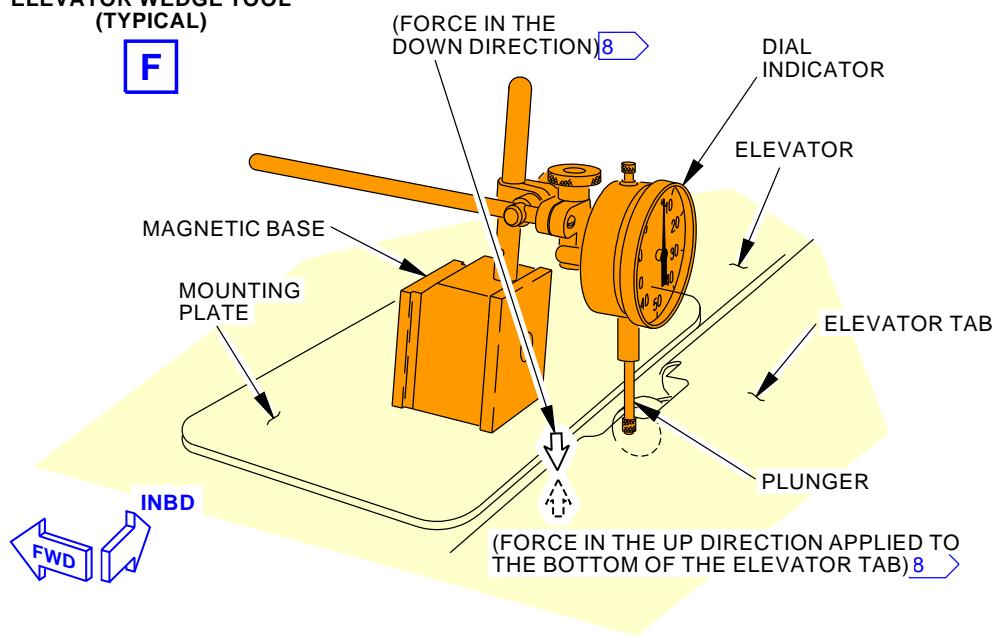
STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-01**NOTE:**

USE WOOD TO MAKE THE WEDGE TO THE APPROXIMATE DIMENSIONS SHOWN. COVER THE WEDGE WITH DUCT TAPE OR EQUIVALENT TO KEEP IT FROM DAMAGING THE PAINT.

APPLY WEDGE WITH HAND PRESSURE ONLY. IF YOU FORCE THE WEDGE, DAMAGE TO THE AIRPLANE STRUCTURE MAY OCCUR.

**ELEVATOR WEDGE TOOL
(TYPICAL)****F****ELEVATOR TAB HINGE LINE FREEPLAY
CHECK (HINGES 3, 4, 5 AND 6)
(FORCE IN THE UP AND DOWN DIRECTION)****G**

- 8** ◀ APPLY THE UP AND DOWN FORCES AS CLOSE AS POSSIBLE TO THE AXIS OF THE DIAL INDICATOR PLUNGER.

W23414 S0006569438_V3

**Elevator Tab Freeplay Check
Figure 1 (Sheet 6 of 6)**EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK****D633A109-AKS
27-099-00-01****Page 13 of 13
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|---------------------------------|------------------------------|---|
| AIRLINE CARD NO | | TITLE ELEVATOR BALANCE TAB FREEPLAY CHECK | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-099-00-02 |
| TAIL NUMBER | WORK AREA R ELEVATOR | VERSION 1.1 1.2 NOTE | THRESHOLD 2000 FC 4000 FH | REPEAT 2000 FC 4000 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL NOTE |
| STATION | SKILL AIRPL | ACCESS 311BL | | | ZONE 344 |
| | | | | | |

Functionally check the elevator tab freeplay.

SPECIAL NOTE: CMR Task (27-CMR-08) interval for this task is 2,000 CYC / 4,000 FH, whichever comes first.
See MPD Section 9.

INTERVAL NOTE: Whichever comes first.

AIRPLANE NOTE: Applicable to all airplanes except 737-900 line number 683 to 1174 that have not incorporated SB 737-55-1081.

A. References

| Reference | Title |
|----------------------|--|
| AMM 12-22-31-640-802 | Elevator Tab Hinge Lubrication (P/B 301) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-800-802 | Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201) |
| AMM 27-31-00-840-801 | Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
|-------------------------------|-------------|---|--|---|
| (Continued) | | | | |
| Reference | | Description | | |
| SPL-1677 | | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 | | |
| STD-1107 | | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th | | |
| STD-1238 | | Indicator - Dial | | |
| STD-1303 | | Caliper - Dial | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK D633A109-AKS 27-099-00-02 | |
| | | | | Page 2 of 13 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-08 TASK 27-31-32-200-805 | | | | |
| 1. Elevator Tab Freeplay - Check (Figure 1) | | | | |
| A. General (1) Use this test to do a check of the elevator tab trailing edge freeplay, the elevator tab hinge line axial freeplay, and the elevator tab hinge line radial freeplay. (2) The following check is applicable to both the left and right side elevator tab. | | | | |
| B. Prepare for the Check SUBTASK 27-31-32-860-025 WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS SURFACES. MAKE SURE THAT THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED. THE FLIGHT CONTROL SURFACES CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Pressurize the elevator hydraulic systems A and B. To pressurize them, do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801. | | | | |
| SUBTASK 27-31-32-860-026 (2) Make sure the flaps are in the full up position, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| SUBTASK 27-31-32-010-005 (3) Open this access panel: Number Name/Location 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-31-32-860-027 (4) Use the bar, SPL-1677 to set the "B" dimension at 39.89 ± 0.03 in. (1013.21 ± 0.77 mm) or 4 units of trim. (Figure 1) NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires. | | | | |
| SUBTASK 27-31-32-860-028 (5) Operate the elevator in the full travel 6 times. | | | | |
| SUBTASK 27-31-32-860-029 (6) Make sure the control column is in the neutral position. | | | | |
| C. Do a Check of the Elevator Tab Trailing Edge Freeplay SUBTASK 27-31-32-220-012 (1) Do a check of the elevator tab trailing edge freeplay (Figure 1): | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (a) Remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. (b) Make sure that the flaps are retracted to the full up position. (c) Make sure the stabilizer is set to 4.0 +/- 0.5 units of trim. CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE. (d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1). 1) Make sure to cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone. WARNING: DO NOT MOVE THE CONTROL COLUMNS WHILE THE MOUNTING PLATE IS IN ITS POSITION. MOVEMENT OF THE CONTROL COLUMNS CAN CAUSE INJURY TO PERSONNEL OR DAMAGE TO THE ELEVATOR. CAUTION: MAKE SURE THAT YOU INSTALL THE MOUNTING PLATE CORRECTLY. THE MOUNTING PLATE CAN CAUSE DAMAGE TO THE ELEVATOR IF YOU DO NOT INSTALL IT CORRECTLY. (e) Attach a mounting plate to the elevator trailing edge forward of the elevator tab hinge 2. 1) If double-back tape is used to secure the mounting plate, make sure it is not made of compressible foam. 2) Put the dial indicator, STD-1238 plunger on the top of the elevator tab, approximately 0.1 in. (3 mm) forward of the trailing edge of the elevator tab and within 0.5 in. (13 mm) of the inboard side of the hinge 2 centerline. 3) Adjust the dial indicator, STD-1238 to zero. (f) Use a block and a force gauge, COM-1557 to push down on the top of the elevator tab with a force of 10.0 ± 0.2 lbf (44.5 ± 0.9 N). 1) Apply the force on the elevator tab at the trailing edge, as close as possible to the tab hinge 2 centerline. 2) Make a record of the travel shown on the dial indicator, STD-1238. 3) Slowly remove the force. (g) Do not adjust the dial indicator. (h) Push up on the bottom surface of the elevator tab with a force of 10.0 ± 0.2 lbf (44.5 ± 0.9 N), directly below the force applied before. 1) Make a record of the travel shown on the dial indicator, STD-1238. 2) Slowly remove the force. (i) Make sure the sum of the two travel records is not more than 0.03 in. (0.76 mm). 1) If the sum of the two travel records is more than 0.03 in. (0.76 mm), check the hinges for excessive wear and replace, as necessary. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
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| | | | | MECH INSP |
| | | | | |
| <p>(j) Remove the dial indicator, STD-1238.</p> <p>(k) Remove the mounting plate.</p> <p>(l) If no other checks are necessary, remove the wood block from between the inboard edge of the elevator and the tail cone.</p> | | | | |
| <p>D. Do a Check of the Elevator Tab Hinge Axial Freeplay</p> <p>SUBTASK 27-31-32-220-013</p> <p>(1) Do a check of the elevator tab hinge axial freeplay (Figure 1):</p> <p>(a) Remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.</p> <p>(b) Make sure that the flaps are retracted to the full up position.</p> <p>(c) Make sure the stabilizer is set at 4.0 +/- 0.5 units of trim.</p> <p>CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE.</p> <p>(d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1).</p> <p>1) Make sure to cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone.</p> <p>(e) Do these steps to make sure the axial play (inboard - outboard direction) of the tab is not more than 0.036 in. (0.91 mm).</p> <p>1) Hold the elevator tab at the trailing edge and move it outboard using hand pressure.</p> <p>2) Use a 0.0 - 0.5 Inch feeler gauge, STD-1107 or a dial caliper, STD-1303 to measure the clearance between the elevator and the outboard end of the elevator tab.</p> <p>a) If necessary, insert a flat metal filler block between the elevator and the elevator tab to help in this measurement.</p> <p>b) Make a record of the clearance dimension.</p> <p>3) Hold the elevator tab at the trailing edge and move it inboard using hand pressure.</p> <p>4) Measure the clearance between the elevator and the outboard end of the elevator tab.</p> <p>a) Make a record of the clearance dimension.</p> <p>5) Make sure the difference between the two measured clearances, or the axial freeplay, is less than 0.036 in. (0.91 mm).</p> <p>(f) If no other checks are necessary, remove the wood block from between the inboard edge of the elevator and the tail cone.</p> | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
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AKS**737-600/700/800/900
TASK CARDS**

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
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E. Do a Check of the Elevator Tab Hinge Line Freeplay

SUBTASK 27-31-32-220-014

- (1) Do a check of the elevator tab hinge line freeplay (Figure 1):

- (a) If necessary, remove pressure from the elevator hydraulic systems A and B. To remove the pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.
- (b) Make sure the stabilizer is set at 4.0 +/- 0.5 units of trim.
- (c) Make sure the flaps are retracted to the full up position.

CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU INSTALL THE WOOD BLOCK. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE ELEVATOR OR TAIL CONE.

- (d) Keep the elevator from moving by installing a wood block between the inboard edge of the elevator and the tail cone (Figure 1).
 - 1) Make sure cover the wood block with duct tape or equivalent so that you do not damage the paint of the elevator or tail cone.

CAUTION: MAKE SURE THAT YOU INSTALL THE MOUNTING PLATE CORRECTLY. THE MOUNTING PLATE CAN CAUSE DAMAGE TO THE ELEVATOR IF YOU DO NOT INSTALL IT CORRECTLY.

- (e) Attach a mounting plate to the elevator trailing edge, forward of elevator tab hinge 3.
 - 1) If double-back tape is used to secure the mounting plate, make sure it is not made of compressible foam.
- (f) Put the dial indicator plunger on the elevator tab leading edge directly over the top of the tab hinge centerline (Figure 1, sheet 6).
- (g) Adjust the dial indicator to zero once there is contact with the elevator tab leading edge.
- (h) Use a block and a force scale to apply a 10.0 ± 0.5 lbf (44.5 ± 2.2 N) in the up direction. The force is to be applied in line with the plunger on the bottom side of the tab leading edge.
 - (i) Make a record of the travel shown on the dial indicator.
 - (j) Slowly remove the force.
 - (k) Do not adjust the dial indicator.
 - (l) Use a block and a force scale to apply a 10.0 ± 0.5 lbf (44.5 ± 2.2 N) in the down direction. The force is to be applied to the top side of the tab leading edge.
- (m) Make a record of the travel shown on the dial indicator.
- (n) Slowly remove the force.
- (o) Make sure that the sum of the two travel records is not more than 0.03 in. (0.76 mm).
 - 1) If the sum of the two travel records is more than 0.03 in. (0.76 mm) check the hinges for excessive wear and replace, as necessary.
- (p) Move the mounting plate and dial indicator to the next hinge centerline.

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK | |
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
|--|-------------|---------|------------------|--|
| (q) Repeat the above steps for the other three outboard tab hinges (hinges 4, 5, and 6). (r) Remove the dial indicator. (s) Remove the mounting plate. (t) Remove the wood block from between the inboard edge of the elevator and the tail cone. | | | | MECH INSP |

SUBTASK 27-31-32-640-004

- (2) Lubricate the elevator tab hinges, do this task: Elevator Tab Hinge Lubrication, AMM TASK 12-22-31-640-802.

F. Put the Airplane Back to Its Usual Condition.

SUBTASK 27-31-32-860-030

- (1) Do this task: Put the Elevator Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-31-00-840-801.

SUBTASK 27-31-32-410-005

- (2) Install this access panel:

Number Name/Location

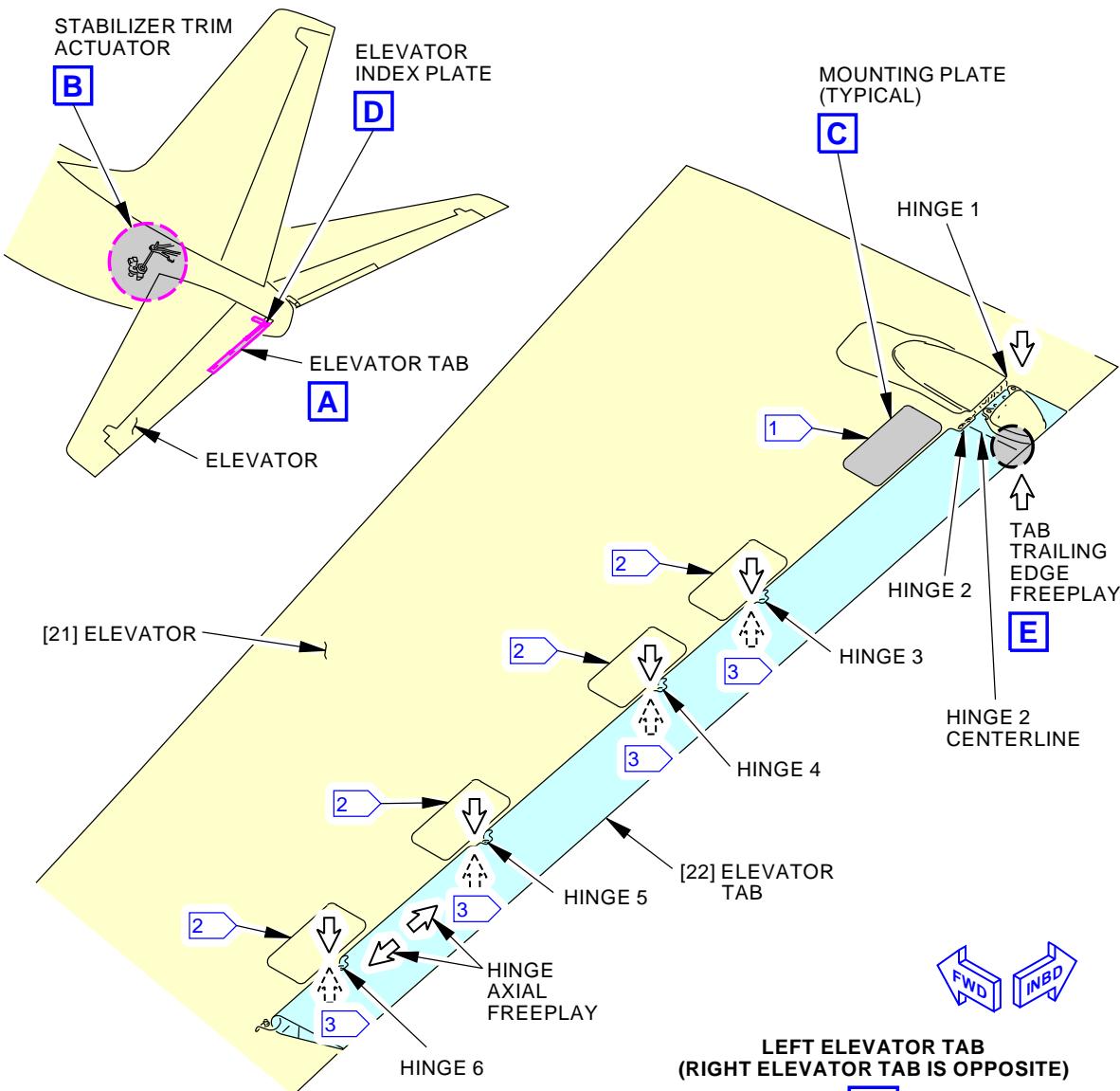
311BL Stabilizer Trim Access Door

———— END OF TASK ————

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-099-00-02 |
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1 APPROXIMATE LOCATION OF THE MOUNTING PLATE FOR THE ELEVATOR TAB TRAILING EDGE FREEPLAY.

2 APPROXIMATE LOCATION OF THE MOUNTING PLATE FOR THE ELEVATOR TAB HINGE LINE FREEPLAY.

3 APPLY FORCE FOR TAB HINGE LINE FREEPLAY AT HINGES 3, 4, 5 AND 6, AS CLOSE TO THE HINGE LUG CENTERLINE, AS POSSIBLE.

W23139 S0006569433_V3

Elevator Tab Freeplay Check
Figure 1 (Sheet 1 of 6)

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-02 |

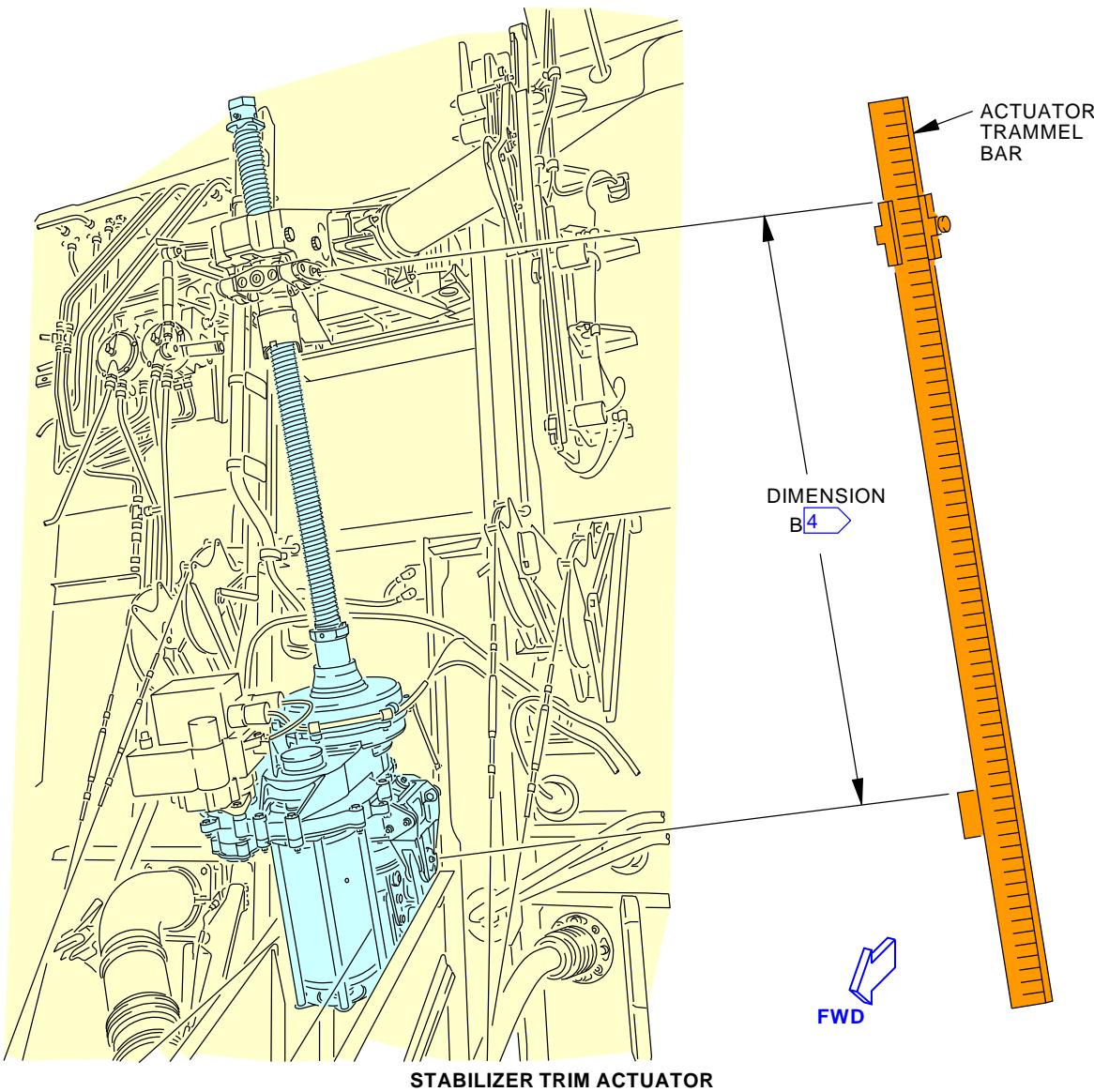
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-02**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN
WITH THE STABILIZER LEADING EDGE AT ZERO
DEGREES (4.0 PILOT UNITS).

- 4 THE DIMENSION B IS MEASURED BETWEEN THE
CENTER OF THE UPPER AND LOWER GIMBAL PINS
(CENTER OF GREASE FITTINGS).

W23090 S0006569420_V2

Elevator Tab Freeplay Check
Figure 1 (Sheet 2 of 6)

EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK**D633A109-AKS
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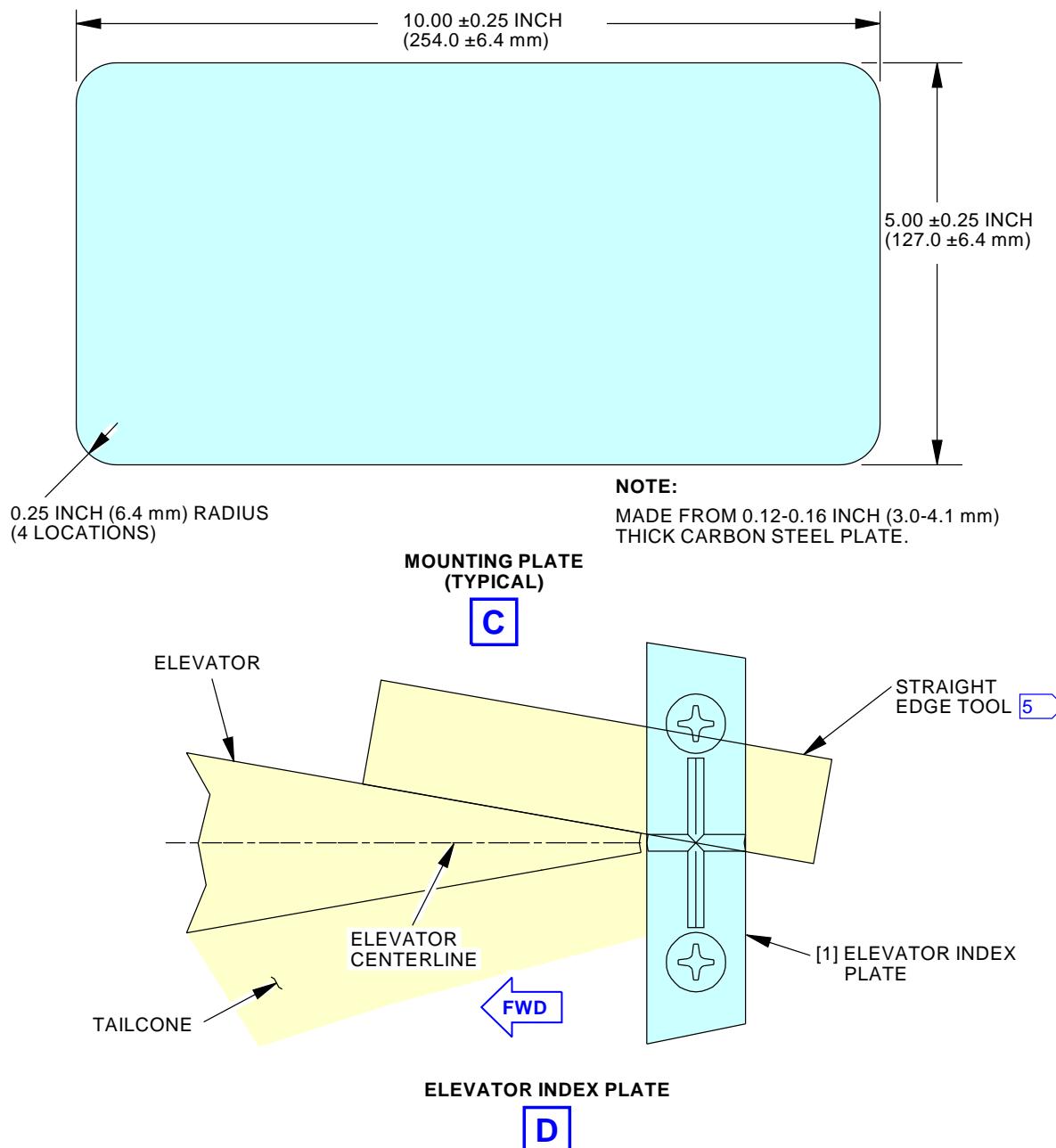
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-02

- 5 ELEVATOR IS AT THE NEUTRAL POSITION WHEN THE BOTTOM EDGE OF A STRAIGHT EDGE TOOL PLACED ON THE UPPER ELEVATOR SURFACE PASSES THROUGH THE MIDDLE OF THE ELEVATOR INDEX PLATE, AS SHOWN.

W23213 S0006569435_V2

**Elevator Tab Freeplay Check
Figure 1 (Sheet 3 of 6)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
| | | D633A109-AKS 27-099-00-02 |

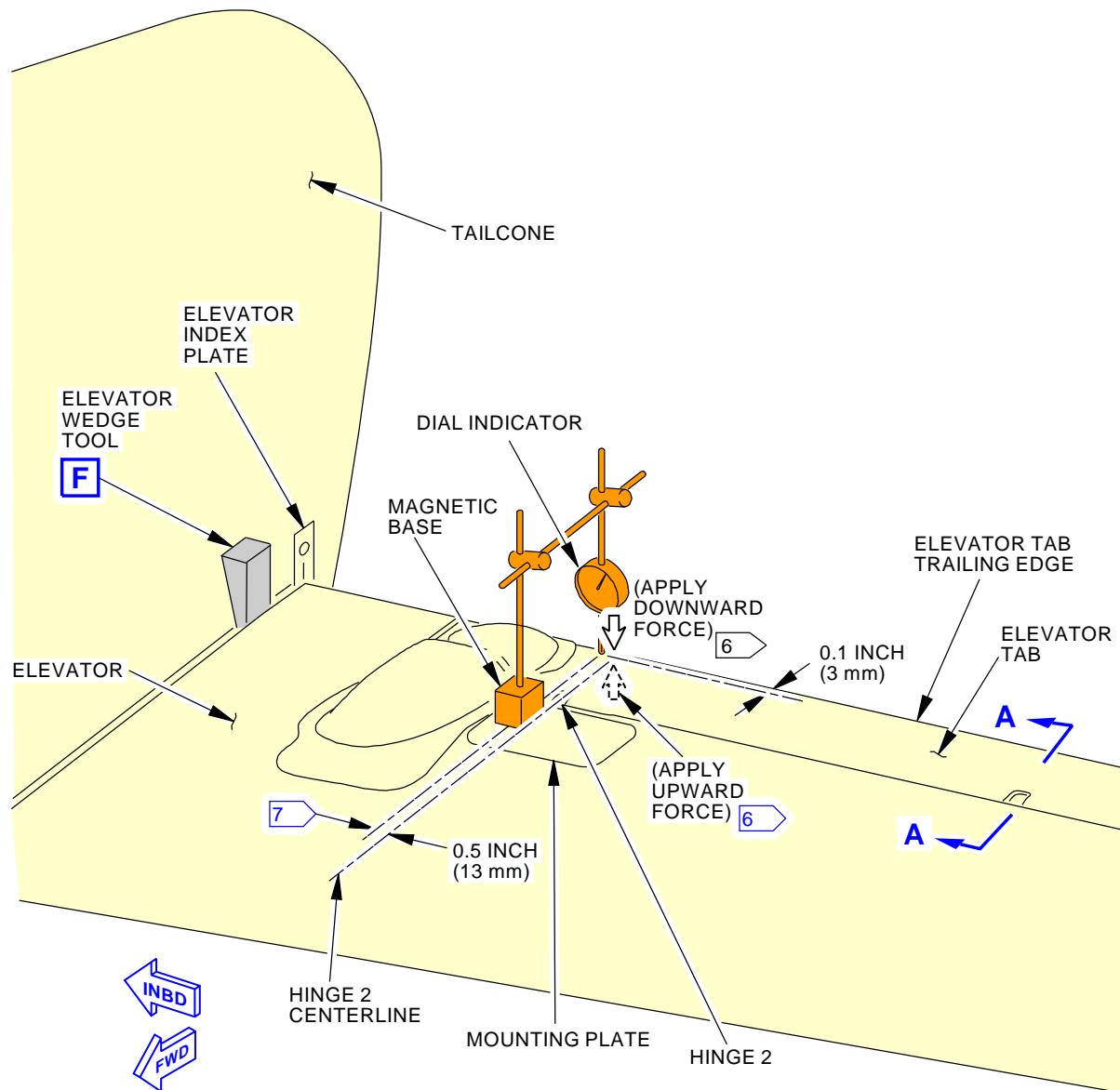
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-02LEFT ELEVATOR TAB TRAILING EDGE FREEPLAY
(RIGHT ELEVATOR TAB IS OPPOSITE)

- 6 APPLIED FORCE TO TAB WITHIN 0.1 INCH (3 mm)
OF THE TRAILING EDGE OF THE TAB AND AS
CLOSE AS POSSIBLE TO THE HINGE 2
CENTERLINE.

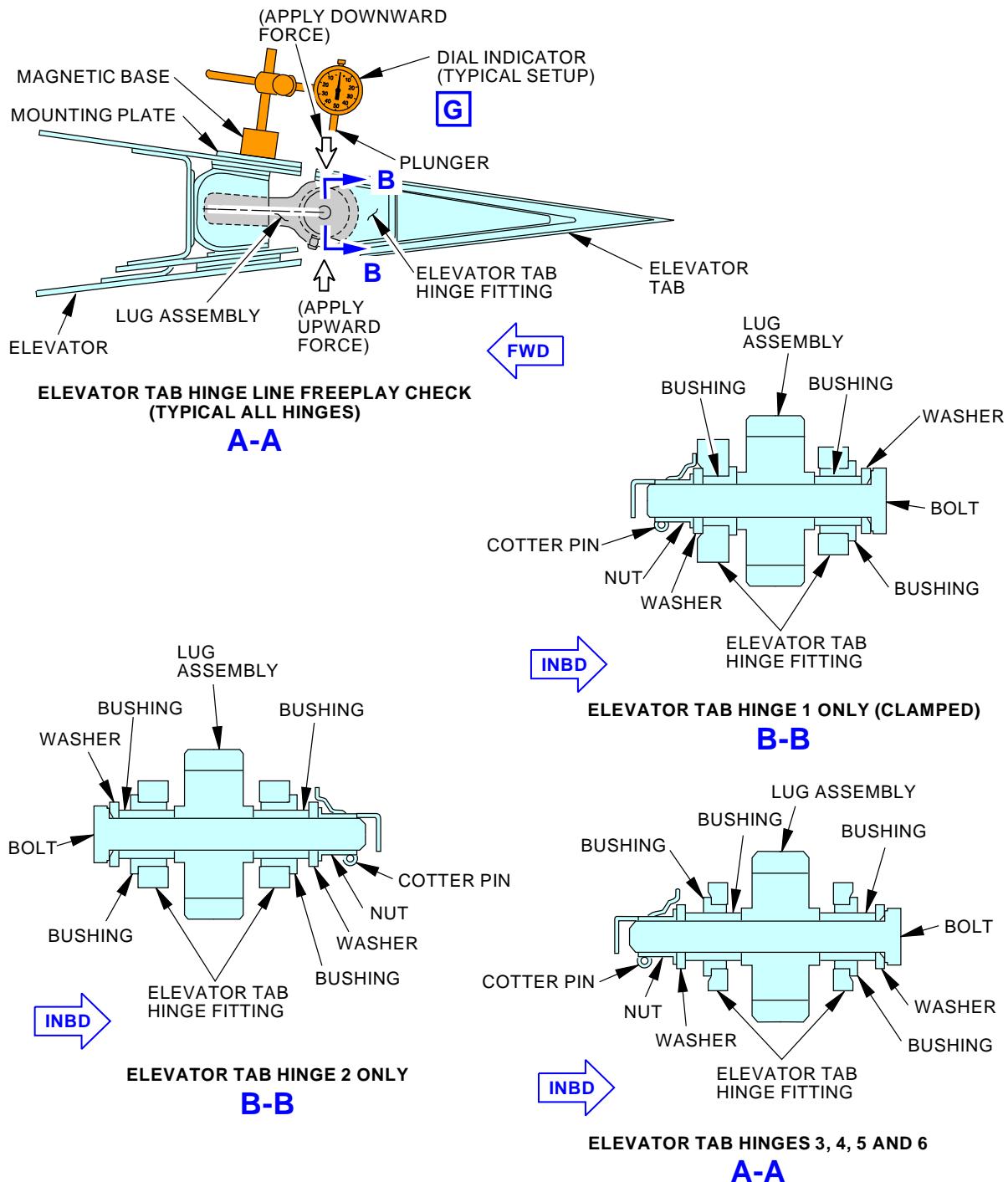
- 7 DIAL INDICATOR PLUNGER CENTERLINE
WITHIN 0.5 INCH (13 mm) OF THE HINGE 2
CENTERLINE.

W24108 S0006569436_V3

Elevator Tab Freeplay Check
Figure 1 (Sheet 4 of 6)EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK**D633A109-AKS
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Elevator Tab Freeplay Check
Figure 1 (Sheet 5 of 6)

W23413 S0006569437_V3

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR BALANCE TAB FREEPLAY CHECK |
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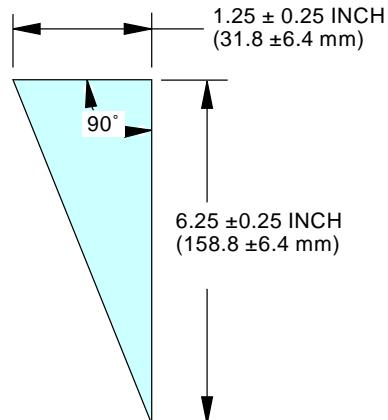
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

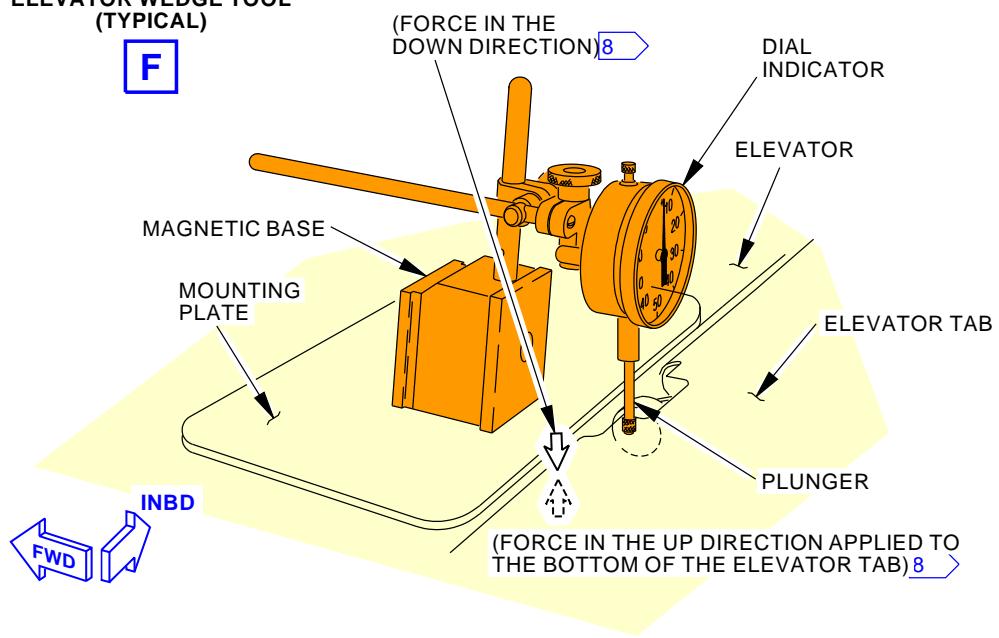
STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-099-00-02**NOTE:**

USE WOOD TO MAKE THE WEDGE TO THE APPROXIMATE DIMENSIONS SHOWN. COVER THE WEDGE WITH DUCT TAPE OR EQUIVALENT TO KEEP IT FROM DAMAGING THE PAINT.

APPLY WEDGE WITH HAND PRESSURE ONLY. IF YOU FORCE THE WEDGE, DAMAGE TO THE AIRPLANE STRUCTURE MAY OCCUR.

**ELEVATOR WEDGE TOOL
(TYPICAL)****F****ELEVATOR TAB HINGE LINE FREEPLAY
CHECK (HINGES 3, 4, 5 AND 6)
(FORCE IN THE UP AND DOWN DIRECTION)****G**

- 8** ◀ APPLY THE UP AND DOWN FORCES AS CLOSE AS POSSIBLE TO THE AXIS OF THE DIAL INDICATOR PLUNGER.

W23414 S0006569438_V3

**Elevator Tab Freeplay Check
Figure 1 (Sheet 6 of 6)**EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR BALANCE TAB FREEPLAY CHECK****D633A109-AKS
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| AIRLINE CARD NO | | TITLE ELEVATOR PUSHRODS | | | BOEING CARD NO. 27-100-00-01 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 6 YR | REPEAT 6 YR | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 318BR 333AB 343AB | | | ZONE 334 344 |

Perform a detailed visual inspection of the elevator push rods (between output torque tube and control surface) and attachment bolts.

A. References

| Reference | Title |
|----------------------|--|
| 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) |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PUSHRODS D633A109-AKS 27-100-00-01 | Page 1 of 3 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. 27-100-00-01 |
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| | | | | MECH INSP |
| TASK 27-31-00-200-801 | | | | |
| 1. Elevator Control Pushrod - Visual Inspection | | | | |
| (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-31-00-010-036 | | | | |
| (1) Open this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| SUBTASK 27-31-00-860-158 | | | | |
| (2) If hydraulic systems A and B have pressure, remove pressure from the elevator hydraulic systems A and B. To remove hydraulic pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. | | | | |
| SUBTASK 27-31-00-200-008 | | | | |
| (3) Do a detailed visual inspection of the elevator control pushrods (on both elevators) (Figure 1). | | | | |
| (a) Make sure all hardware is installed and secure. | | | | |
| (b) Check for unusual wear and loose parts at the two connection points of the elevator control pushrod. | | | | |
| NOTE: Try to wiggle or move connection bolts with hand pressure only. | | | | |
| SUBTASK 27-31-00-420-012 | | | | |
| (4) Tighten and properly secure any loose items. | | | | |
| SUBTASK 27-31-00-960-004 | | | | |
| (5) If replacement is necessary, replace any worn or loose parts with new hardware. | | | | |
| SUBTASK 27-31-00-410-026 | | | | |
| (6) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 318BR Tailcone Access Door | | | | |
| SUBTASK 27-31-00-741-001 | | | | |
| (7) If you need hydraulic pressure in systems A and B, 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. | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ELEVATOR PUSHRODS |
| | | D633A109-AKS 27-100-00-01 |

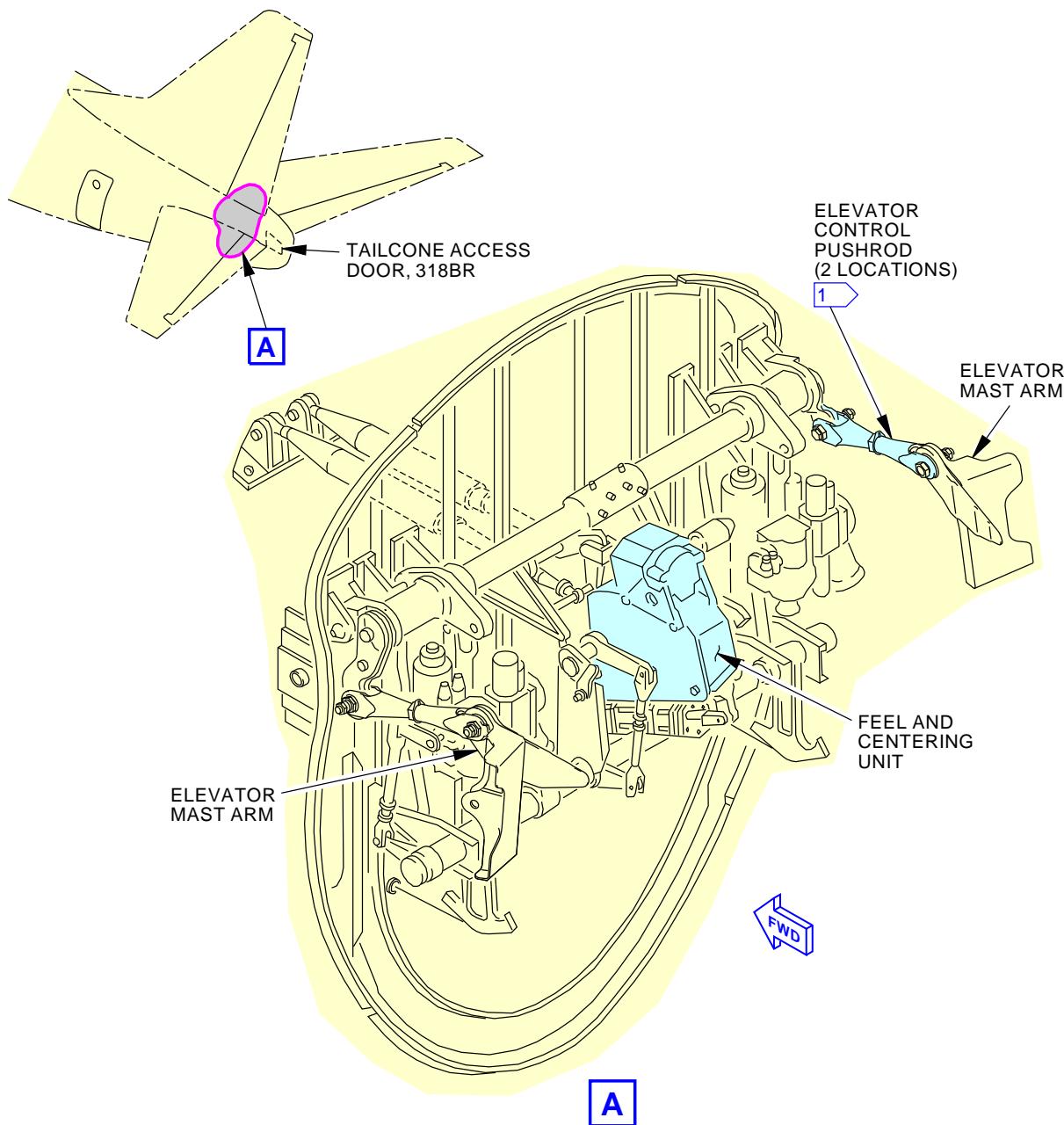
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-100-00-01

- 1** ACCESS TO THE FORWARD ELEVATOR CONTROL PUSHROD CONNECTION POINT IS THROUGH THE TAILCONE ACCESS DOOR 318BR. ACCESS TO THE ELEVATOR CONTROL PUSHROD AFT CONNECTION POINT IS AT THE TOP OF THE ELEVATOR AT THE ELEVATOR MAST ARM.

M26725 S0006569214_V2

**Elevator Feel and Centering Unit/Elevator Control Pushrod
Figure 1**

EFFECTIVITY
AKS ALLSOURCE
MRB**ELEVATOR PUSHRODS****D633A109-AKS
27-100-00-01****Page 3 of 3
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|--------------------------|-----------------------|---|
| AIRLINE CARD NO | | TITLE FEEL AND CENTERING SINGLE ELEMENT DUAL LOAD PATH COMPONENTS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-101-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 6 YR | REPEAT 6 YR | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 318BR | | | ZONE 313 314 |

Perform a detailed visual inspection of the single element dual load path feel and centering unit output rod.

A. References

| <u>Reference</u> | <u>Title</u> |
|----------------------|--|
| 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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SINGLE ELEMENT DUAL LOAD PATH COMPONENTS |
| | | D633A109-AKS 27-101-00-01 |

Page 1 of 3
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-101-00-01 |
|------------------------------|-------------|---------|------------------|--|
| TASK 27-31-00-200-802 | | | | MECH INSP |

1. Elevator Feel and Centering Unit - Visual Inspection
(Figure 1)

A. Procedure

SUBTASK 27-31-00-780-002

(1) If hydraulic systems A and B have pressure, remove pressure from the elevator hydraulic systems A and B. To remove hydraulic pressure, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802.

SUBTASK 27-31-00-010-037

(2) Open this access panel:

Number Name/Location
318BR Tailcone Access Door

SUBTASK 27-31-00-200-002

(3) Do a visual inspection of the Elevator Feel and Centering Unit:

(a) Check for any hydraulic leaks at the actuator seals and hydraulic line connections.

(b) Check for unusual wear or loose parts at the Feel and Centering Unit connection points.

1) Make sure all of the hardware is installed and secure.

a) Tighten and properly secure any loose items.

2) If replacement is necessary, replace any loose or worn hardware with new hardware.

SUBTASK 27-31-00-410-027

(4) Close this access panel:

Number Name/Location
318BR Tailcone Access Door

SUBTASK 27-31-00-840-004

(5) If you need hydraulic pressure in systems A and B, 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.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FEEL AND CENTERING SINGLE ELEMENT DUAL LOAD PATH COMPONENTS |
| | | D633A109-AKS 27-101-00-01 |

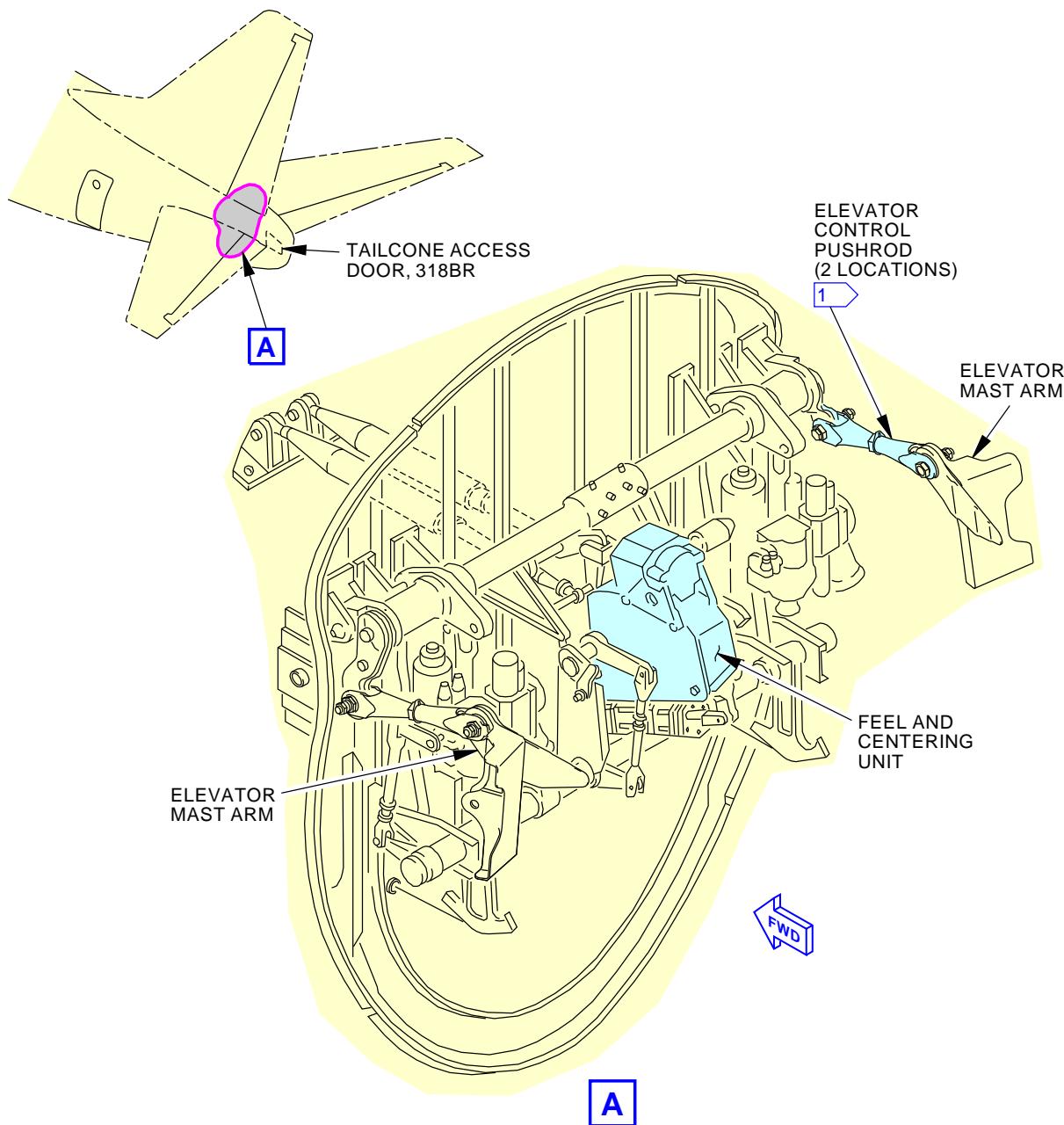
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-101-00-01

- 1** ACCESS TO THE FORWARD ELEVATOR CONTROL PUSHROD CONNECTION POINT IS THROUGH THE TAILCONE ACCESS DOOR 318BR. ACCESS TO THE ELEVATOR CONTROL PUSHROD AFT CONNECTION POINT IS AT THE TOP OF THE ELEVATOR AT THE ELEVATOR MAST ARM.

M26725 S0006569214_V2

**Elevator Feel and Centering Unit/Elevator Control Pushrod
Figure 1**

EFFECTIVITY
AKS ALLSOURCE
MRB**FEEL AND CENTERING SINGLE ELEMENT DUAL LOAD PATH
COMPONENTS****D633A109-AKS
27-101-00-01****Page 3 of 3
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-------------------------------------|----------------------------------|---|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM ACTUATOR LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-102-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 1.2 NOTE | THRESHOLD 1600 FH 1 YR | REPEAT 1600 FH 1 YR | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | | | | ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 311 312 |
| | | | | | |

Lubricate the stabilizer trim actuator and actuator gimbal pins and ballnut.

INTERVAL NOTE: Whichever comes first.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 27-41-81 P/B 401 | STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION |
| | | D633A109-AKS 27-102-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-102-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-41-600-801

MECH

INSP

1. Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication

(Figure 1)

A. Procedure

SUBTASK 12-22-41-860-001

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

NOTE: If electrical power is not available, the use of only the stabilizer trim wheel is acceptable for movement of the stabilizer.

SUBTASK 12-22-41-010-001

- (2) Open this access door:

Number Name/Location

311BL Stabilizer Trim Access Door

SUBTASK 12-22-41-600-001

- (3) This table supplies information for subsequent lubrication steps:

Table 1 Stabilizer Jackscrew, Ballnut and Gimbal Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|----------------------|----------------|-----------------------|---------------------|
| 1 | Stabilizer Jackscrew | grease, D00633 | Hand | 1 |
| 2 | Upper Gimbal | grease, D00633 | Zerk | 2 |
| 3 | Ballnut | grease, D00633 | Zerk | 1 |
| 4 | Lower Gimbal | grease, D00633 | Zerk | 2 |

SUBTASK 12-22-41-860-028

- (4) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the CUTOUT position.

SUBTASK 12-22-41-640-003

- (5) Lubricate the stabilizer trim upper gimbal [2] and lower gimbal [4] with grease, (Figure 1).

NOTE: The lower gimbal zerk fittings may accept grease at a slow rate, which could make the grease flow coming out of the joint difficult to detect.

- (a) Apply grease slowly to the zerk fittings to prevent the gimbal bushings to dislodged.
- (b) Make sure that the grease flows into the gimbal joint.
- (c) Do not use high pressure (more than 200 psi (1379 kPa)) to force grease into the fittings.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION |
| | | D633A109-AKS 27-102-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-102-00-01 |
|---|-------------|---------|------------------|--|
| SUBTASK 12-22-41-640-004 | | | | MECH INSP |
| <p>WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT.</p> | | | | |
| (6) Lubricate the stabilizer trim jackscrew [1], (Figure 1). <u>NOTE:</u> If electrical power is not available, the use of only the stabilizer trim wheel is acceptable for movement of the stabilizer. (a) Make sure that the STAB TRIM switch on the stab trim and cabin door panel, P8-47 module, is in the NORMAL position. (b) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the NORMAL position. (c) Move the stabilizer to the maximum leading edge up (APL NOSE DOWN) position (the mechanical limits). This can be done using the STAB TRIM switches and then the stabilizer trim wheel. (d) Make sure the upper gimbal [2] touches the upper stop [102]. (e) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the CUTOUT position. (f) Remove the old grease and dirt from the bottom part of the jackscrew threads by wiping them with a clean, dry, non-abrasive cloth. (g) Lubricate the bottom part of the stabilizer trim jackscrew [101] between the ball nut [3] and the lower stop [104] with grease, D00633. (h) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the NORMAL position. (i) Move the stabilizer to the maximum leading edge down (APL NOSE UP) position (the mechanical limits). This can be done using the STAB TRIM switches and then the stabilizer trim wheel. (j) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the CUTOUT position. (k) Remove the old grease and dirt from the top part of the jackscrew threads by wiping them with a clean, dry, non-abrasive cloth. (l) Lubricate the top part of the stabilizer trim jackscrew [101] between the ball nut [3] and the upper stop [102] with grease, D00633. | | | | |
| SUBTASK 12-22-41-640-009 <p>WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT.</p> | | | | |
| (7) Lubricate the stabilizer trim jackscrew ballnut [3], Figure 1. (a) Remove the old grease and dirt on and around the stabilizer trim jackscrew ballnut [3] and grease vent [106], with a clean, dry, non-abrasive cloth. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION D633A109-AKS 27-102-00-01 | Page 3 of 9 Oct 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-102-00-01 |
|------|-------------|---------|------------------|---|
| | | | | MECH INSP |
| | | | | <p>(b) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the NORMAL position.</p> <p>(c) While the jackscrew moves from one endstop to the other endstop (one complete cycle), slowly add grease, D00633, into the ballnut [3].</p> <p><u>NOTE:</u> If electrical power is not available, the use of only the stabilizer trim wheel is acceptable for movement of the stabilizer.</p> <ol style="list-style-type: none">1) Make sure that clean grease exits the grease vent [106].2) Small amounts of grease may also exit the upper ballnut seal and is considered acceptable. <p><u>NOTE:</u> Normally fresh grease should exit through the grease vent. Small amount of grease can also exit through the upper ballnut seal at the same time, but it should be a small amount. Fresh grease must primarily exit through the grease vent to make sure that the old grease has been pushed out.</p> <ol style="list-style-type: none">3) Small amounts of grease may exit the ballnut lower seal and is considered acceptable. <p><u>NOTE:</u> If the large amount of grease exit below the actuator, this is not acceptable.</p> <ol style="list-style-type: none">a) If no fresh grease comes out of both the grease vent [106] and upper ballnut seal, indicates a faulty seal. Remove and replace the actuator, STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401.4) Examine the grease that exits the ballnut for metallic particles, discolored water, rust, or other solid particles.<ol style="list-style-type: none">a) If any of these conditions exists, remove and replace the actuator, STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401.5) Large amounts of grease present around the stabilizer trim actuator, may indicate that grease is escaping from the ballnut due to a faulty seal or raised/leaking return tube.<ol style="list-style-type: none">a) Do a detailed inspection of the ballnut tube retainers for deformation, corrosion, or lifted return tubes.b) If the ballnut tube retainers have deformation or corrosion, remove and replace the actuator, STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401.<p><u>NOTE:</u> If no damage of the tube retainers is found, the condition is acceptable.</p><ol style="list-style-type: none">c) remove unwanted grease from the ballnut.6) Move the stabilizer to the NEUTRAL position (4 units of trim).7) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the CUTOUT position. |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION | |
| | | D633A109-AKS 27-102-00-01 | Page 4 of 9 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-102-00-01 |
|------|-------------|--|------------------|--|
| | | 8) Apply a thin film of grease, D00633 to the jackscrew threads at both the upper and lower ends of the jackscrew to protect these areas from corrosion. | | MECH INSP |

B. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-41-860-029

- (1) Set the Main Cutout switch, S272 located on the aft area of the control stand, to the NORMAL position.

SUBTASK 12-22-41-860-025

- (2) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

SUBTASK 12-22-41-410-001

- (3) Close this access door:

Number Name/Location

311BL Stabilizer Trim Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION |
| | | D633A109-AKS 27-102-00-01 |

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Oct 15/2015

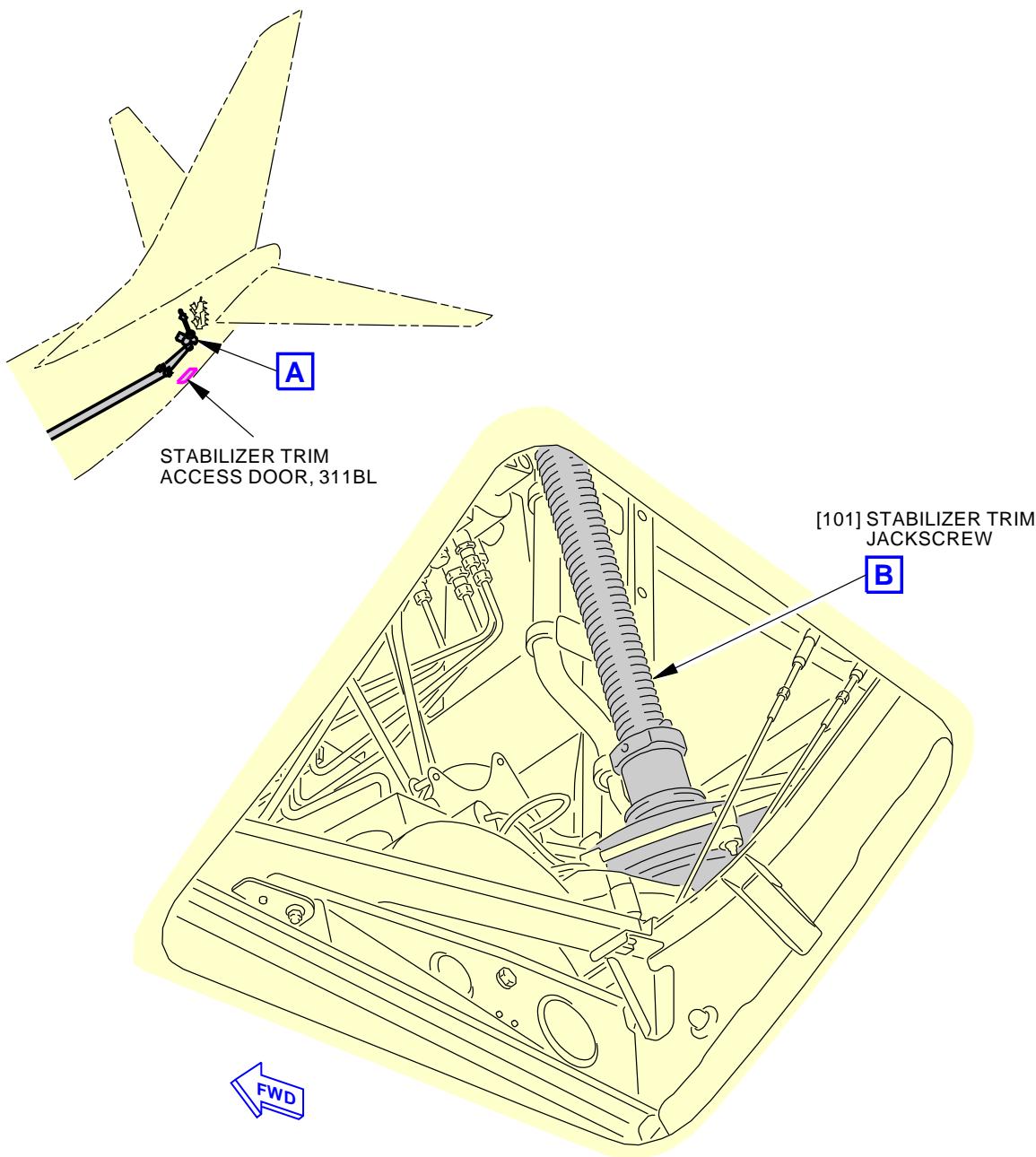
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-102-00-01

Stabilizer Jackscrew, Ballnut and Gimbal Lubrication
Figure 1 (Sheet 1 of 4)

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EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM ACTUATOR LUBRICATION****D633A109-AKS**
27-102-00-01**Page 6 of 9**
Jun 15/2015

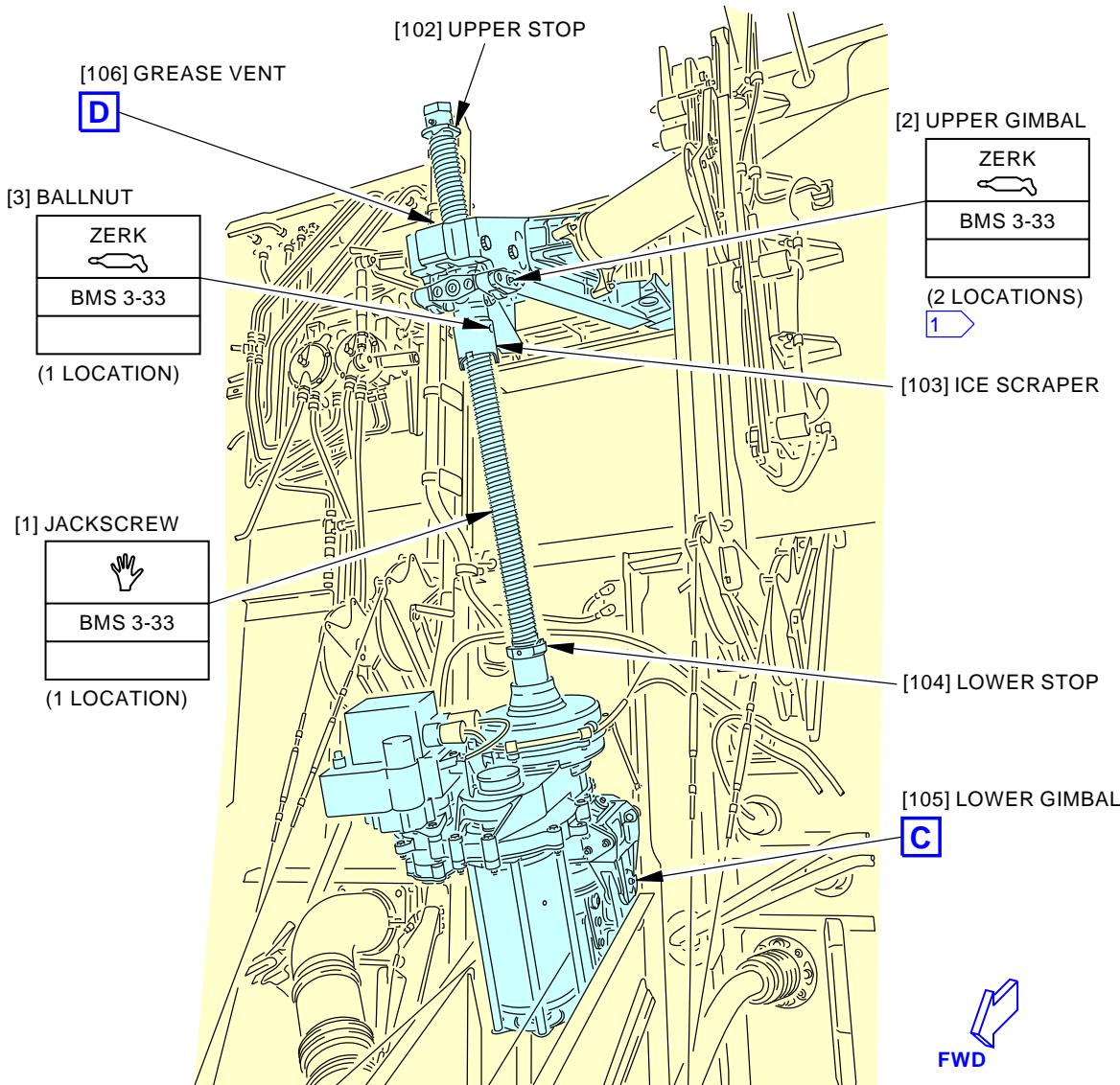
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

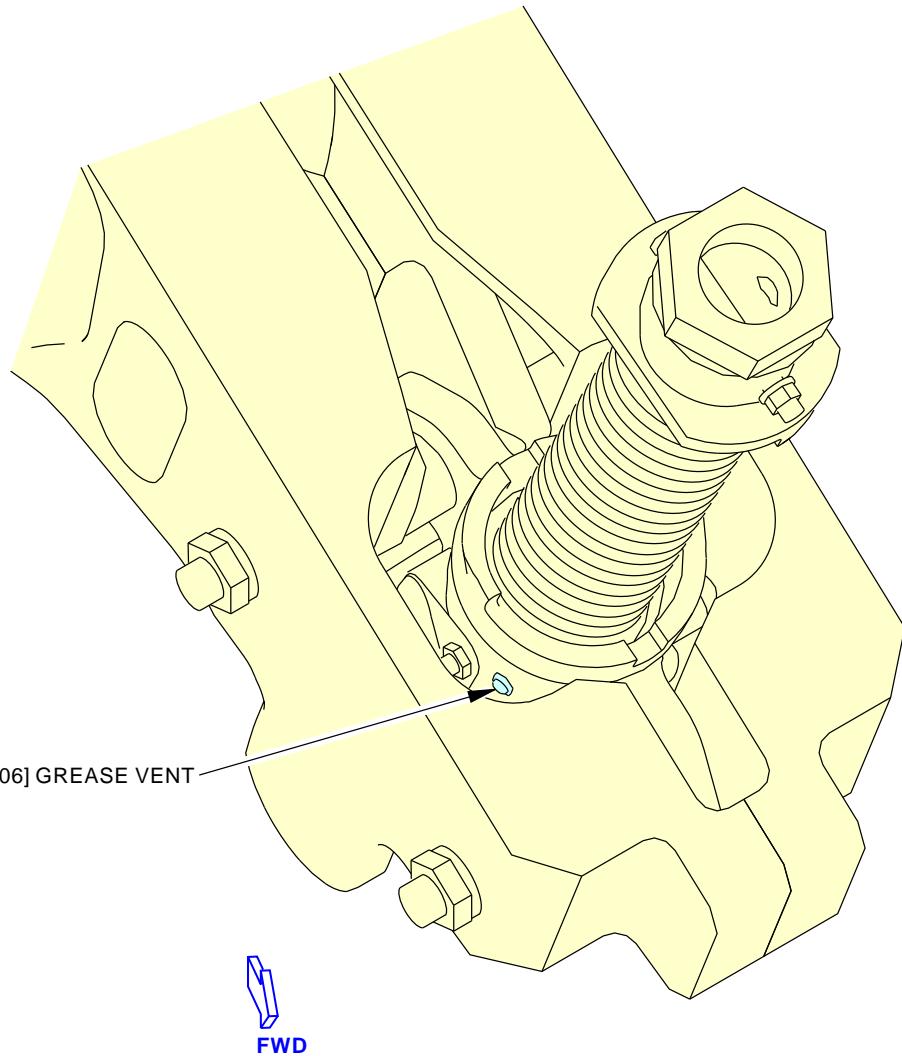
BOEING CARD NO.
27-102-00-01**STABILIZER TRIM JACKSCREW, BALLNUT AND GIMBAL****4 POINTS****1** ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).**B**

G18896 S0006561464_V3

**Stabilizer Jackscrew, Ballnut and Gimbal Lubrication
Figure 1 (Sheet 2 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM ACTUATOR LUBRICATION****D633A109-AKS
27-102-00-01****Page 7 of 9
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-102-00-01 |

**GREASE VENT**

1 POINT

D

1559661 S0000288353_V2

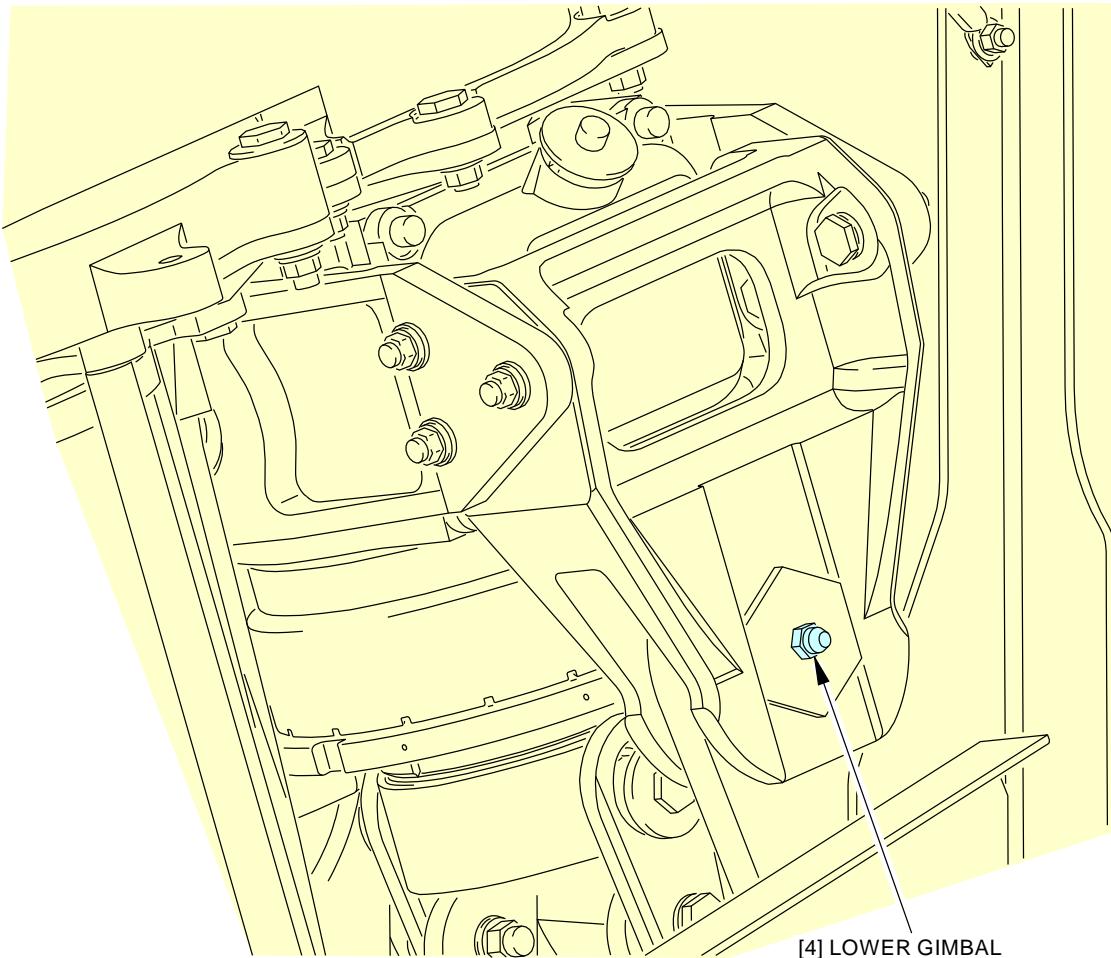
**Stabilizer Jackscrew, Ballnut and Gimbal Lubrication
Figure 1 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION |
| | | D633A109-AKS 27-102-00-01 |

Page 8 of 9
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-102-00-01 |

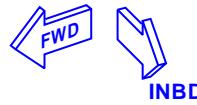
**[4] LOWER GIMBAL**

ZERK

BMS 3-33

(2 LOCATIONS)

1

**LOWER GIMBAL**

2 POINTS

**1** ONE MORE LUBE POINT IS ON THE
OPPOSITE SIDE (NOT SHOWN).**Stabilizer Jackscrew, Ballnut and Gimbal Lubrication
Figure 1 (Sheet 4 of 4)**

G19382 S0006561465_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM ACTUATOR LUBRICATION |
| | | D633A109-AKS 27-102-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE FORWARD STABILIZER TRIM DRIVE TRAIN | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-104-00-01 |
| TAIL NUMBER | WORK AREA TAIL CONE | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 112A | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 112 |

Lubricate the forward stabilizer trim mechanism drive train.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 25-11-01-000-801 | Captain's and First Officer's Seat Removal (P/B 401) |
| AMM 25-11-01-400-801 | Captain's and First Officer's Seat Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM DRIVE TRAIN |
| | | D633A109-AKS 27-104-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-104-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 12-22-41-600-802 | | | | |
| 1. Stabilizer Trim System Chain - Lubrication | | | | |
| (Figure 1) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-41-860-008 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 12-22-41-860-009 | | | | |
| WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Using the stabilizer trim wheel on the control stand, move the stabilizer to the NEUTRAL position (4 units of trim). | | | | |
| SUBTASK 12-22-41-860-026 | | | | |
| (3) Make sure the Main Cutout switch, S272 located on the aft area of the control stand, is in the CUTOOUT position. | | | | |
| SUBTASK 12-22-41-860-027 | | | | |
| (4) Attach DO-NOT-OPERATE tags to the switches and stabilizer trim wheel. | | | | |
| SUBTASK 12-22-41-860-010 | | | | |
| (5) Open these circuit breakers and install safety tags: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| SUBTASK 12-22-41-010-002 | | | | |
| (6) To lubricate the stabilizer trim chain [1] from the forward access door, do this step: | | | | |
| Open this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 12-22-41-000-001 | | | | |
| (7) To lubricate the stabilizer trim chain [1] from the flight compartment, do these steps: | | | | |
| (a) Remove either the Captain or First Officer's seat, Captain's and First Officer's Seat Removal, AMM TASK 25-11-01-000-801. | | | | |
| (b) Remove the access covers from the control stand: | | | | |
| 1) From the Captain's seat side: | | | | |
| a) The left upper side panel. | | | | |
| b) The left lower side panel. | | | | |
| 2) From the First Officer's seat side: | | | | |
| a) The right upper side panel. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM DRIVE TRAIN | |
| | | D633A109-AKS 27-104-00-01 | Page 2 of 5 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-104-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| b) The right lower side panel. | | | | |
| B. Stabilizer Trim System Chain Lubrication | | | | |
| SUBTASK 12-22-41-640-008 | | | | |
| (1) To lubricate the stabilizer trim chain [1], do this step: | | | | |
| (a) Apply grease, D00633, to the stabilizer trim chain [1] (Figure 1). | | | | |
| NOTE: The stabilizer trim chain [1] can be lubricated from the flight compartment or from the forward access door. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-41-410-003 | | | | |
| (1) If the stabilizer trim chain [1] is lubricated from the flight compartment, do these steps: | | | | |
| (a) Install the access covers on the control stand: | | | | |
| 1) To the Captain's seat side: | | | | |
| a) The left upper side panel. | | | | |
| b) The left lower side panel. | | | | |
| 2) To the First Officer's seat side: | | | | |
| a) The right upper side panel. | | | | |
| b) The right lower side panel. | | | | |
| (b) Install either the Captain or the First Officer's seat, Captain's and First Officer's Seat Installation, AMM TASK 25-11-01-400-801. | | | | |
| SUBTASK 12-22-41-410-002 | | | | |
| (2) If the stabilizer trim chain [1] is lubricated from the forward access door, do this step: | | | | |
| (a) Close this access panel: | | | | |
| <u>Number</u> <u>Name/Location</u> | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 12-22-41-860-011 | | | | |
| (3) Remove the safety tags and close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| ———— END OF TASK ———— | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM DRIVE TRAIN |
| | | D633A109-AKS 27-104-00-01 |

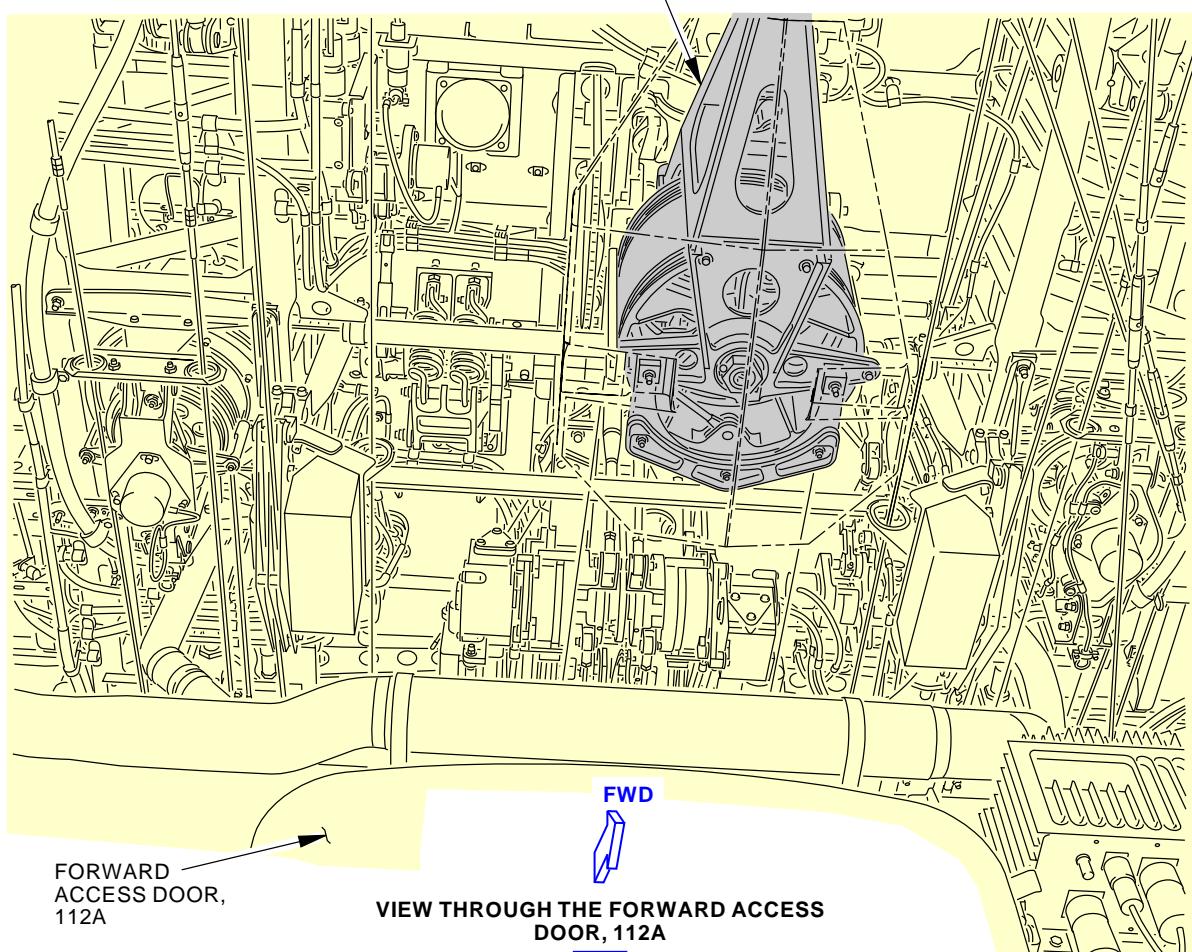
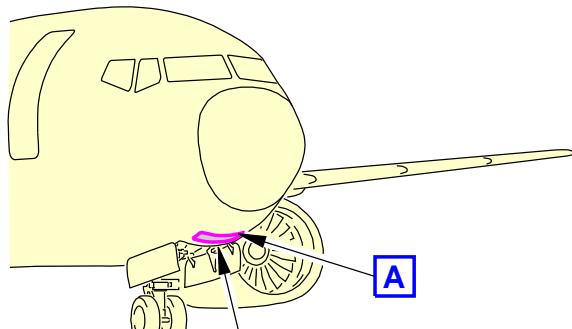
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

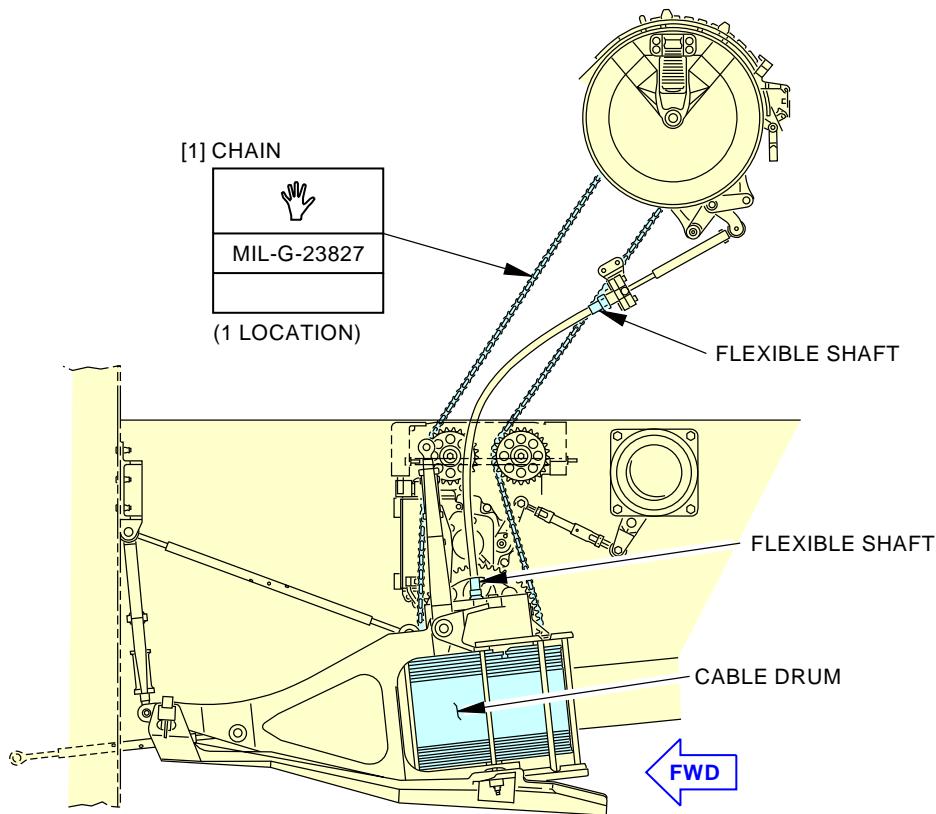
BOEING CARD NO.
27-104-00-01

G19122 S0006561468_V2

**Stabilizer Trim System Chain Lubrication
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**FORWARD STABILIZER TRIM DRIVE TRAIN****D633A109-AKS
27-104-00-01****Page 4 of 5
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-104-00-01 |

**CHAIN AND FLEXIBLE SHAFT**

1 POINT

B

2348820 S0000535766_V2

**Stabilizer Trim System Chain Lubrication
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM DRIVE TRAIN |
| | | D633A109-AKS 27-104-00-01 |

Page 5 of 5
Oct 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE SECONDARY STABILIZER TRIM BRAKE | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-106-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 211 212 313 314 |
| | | | | | |

Functionally check the secondary stabilizer trim brake.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-41-81-000-801 | Stabilizer Ball Nut and Jackscrew Gearbox Removal (P/B 401) |
| AMM 27-41-81-400-801 | Stabilizer Ball Nut and Jackscrew Gearbox Installation (P/B 401) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|-------------------------------|
| STD-14434 | Tape Measure - Flexible Steel |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SECONDARY STABILIZER TRIM BRAKE |
| | | D633A109-AKS 27-106-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-106-00-01 | | | | | | | | | | | | | | | | |
|--|-----------------------------|---------------|-----------------------------------|--|------------|------------|---------------|-------------|---|----|--------|-------------------------------|---|----|--------|-----------------------------------|---------------|----------------------|-------|-----------------------------|
| TASK 27-41-00-700-808 | | | | MECH INSP | | | | | | | | | | | | | | | | |
| 1. Stabilizer Trim Secondary Brake System Test (Figure 1) | | | | | | | | | | | | | | | | | | | | |
| A. General (1) Use this test to make sure the stabilizer secondary brake can prevent movement of the horizontal stabilizer. | | | | | | | | | | | | | | | | | | | | |
| B. Prepare for the Test SUBTASK 27-41-00-860-018 (1) Open these circuit breakers and install safety tags: F/O Electrical System Panel, P6-2 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>B</td><td>10</td><td>C00207</td><td>FLIGHT CONTROL STAB TRIM CONT</td></tr><tr><td>D</td><td>10</td><td>C00840</td><td>FLIGHT CONTROL STAB TRIM ACTUATOR</td></tr></tbody></table> SUBTASK 27-41-00-010-005 (2) To get access to the stabilizer trim actuator, do this step: Open this access panel: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>311BL</td><td>Stabilizer Trim Access Door</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | <u>Number</u> | <u>Name/Location</u> | 311BL | Stabilizer Trim Access Door |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | |
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | | | | | | | | | | | | | | | | | |
| D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | | | | | | | | | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | |
| 311BL | Stabilizer Trim Access Door | | | | | | | | | | | | | | | | | | | |
| C. Procedure AKS ALL; HORIZONTAL STAB TRIM ACTUATOR WITH PRIMARY AND SECONDARY BRAKE FILL PORT SUBTASK 27-41-00-700-001 (1) Do the stabilizer trim secondary brake system test: NOTE: Identify the stabilizer trim actuator 251A4510-6 or above to make sure that the airplane is POST-SB 737-27-1210. WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CONTROL SURFACES AND LANDING GEAR DOOR AREAS. THE CONTROL SURFACES, THE LANDING GEAR, AND THE LANDING GEAR DOORS CAN MOVE WHEN YOU DO THE AIR MODE SIMULATION. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (a) Turn the captain's stabilizer trim wheel several turns counterclockwise (2-3 turns is satisfactory). NOTE: If necessary, use of the first officer's control wheel instead of the captain's control wheel is acceptable, provided that this substitution is maintained throughout the test. | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SECONDARY STABILIZER TRIM BRAKE D633A109-AKS 27-106-00-01 | 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. 27-106-00-01 | MECH | INSP |
|---|-------------|---------|------------------|--|------|------|
| AKS ALL; HORIZONTAL STAB TRIM ACTUATOR WITH PRIMARY AND SECONDARY BRAKE FILL PORT (Continued) | | | | | | |
| <p>CAUTION: IF MORE THAN 800 POUND-INCHES (90.4 NEWTON-METERS) OF TORQUE IS APPLIED TO POST-SB 27-1210 BALLSCREW ACTUATOR ASSEMBLIES, DAMAGE TO THE BALLSCREW ACTUATOR ASSEMBLY MAY OCCUR.</p> <p>(b) Apply a 500 ± 20 in-lb (56.5 ± 2.3 N·m) counterclockwise torque to the upstop of the jackscrew and hold.</p> <p><u>NOTE:</u> Make sure you do not put the torque on the safety rod nut.</p> <ol style="list-style-type: none">1) While maintaining torque on the jackscrew, use a marker to make a line on the jackscrew shield and the retainer - seal (Figure 1, Section A-A). <p><u>NOTE:</u> The arc distance should be measured on the outside radius of the jackscrew shield.</p> <ol style="list-style-type: none">2) Release the torque. <p>CAUTION: IF MORE THAN 800 POUND-INCHES (90.4 NEWTON-METERS) OF TORQUE IS APPLIED TO POST-SB 27-1210 BALLSCREW ACTUATOR ASSEMBLIES, DAMAGE TO THE BALLSCREW ACTUATOR ASSEMBLY MAY OCCUR.</p> <p>(c) Apply a 500 ± 20 in-lb (56.5 ± 2.3 N·m) clockwise torque to the upstop of the jackscrew and hold.</p> <p><u>NOTE:</u> Make sure you do not put the torque on the safety rod nut.</p> <ol style="list-style-type: none">1) While maintaining torque on the jackscrew, use a marker to make a line on the jackscrew shield and the retainer - seal (Figure 1, Section A-A). <p><u>NOTE:</u> The arc distance should be measured on the outside radius of the jackscrew shield.</p> <ol style="list-style-type: none">2) Release the torque. <p>(d) Use a tape measure, STD-14434 to measure the arc distance between the lines.</p> <ol style="list-style-type: none">1) Make sure that the arc distance dimension is not more than 1.06 in. (26.9 mm) (36.0 degrees).<ol style="list-style-type: none">a) If the arc distance dimension is more than 1.06 in. (26.9 mm) (36.0 degrees), replace the Horizontal Stabilizer Trim Actuator. (Stabilizer Ball Nut and Jackscrew Gearbox Removal, AMM TASK 27-41-81-000-801, Stabilizer Ball Nut and Jackscrew Gearbox Installation, AMM TASK 27-41-81-400-801)<p><u>NOTE:</u> If the measured arc distance dimension is greater than 1.06 in. (26.9 mm) (36.0 degrees), then the Horizontal Stabilizer Trim Actuator (HSTA) is unserviceable. The HSTA should be replaced with a serviceable unit In Accordance With (IAW).</p> | | | | | | |
| <p>EFFECTIVITY AKS ALL</p> <p>SOURCE MRB</p> <p>SECONDARY STABILIZER TRIM BRAKE</p> <p>D633A109-AKS 27-106-00-01</p> | | | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-106-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| AKS ALL | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-41-00-410-005 | | | | |
| (1) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-41-00-860-019 | | | | |
| (2) Remove the safety tags and close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SECONDARY STABILIZER TRIM BRAKE |
| | | D633A109-AKS 27-106-00-01 |

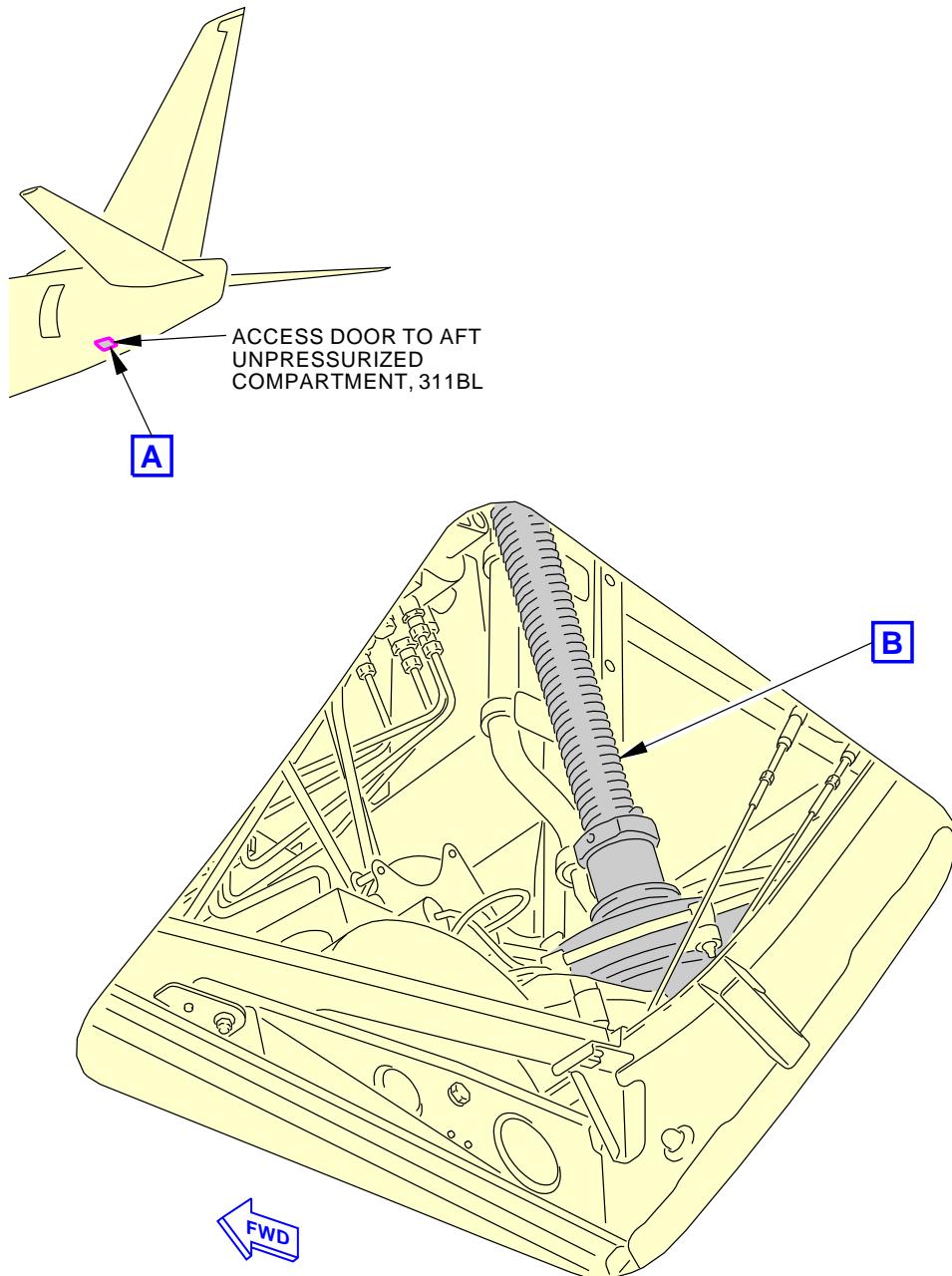
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-106-00-01**VIEW THROUGH THE ACCESS DOOR TO AFT UNPRESSURIZED COMPARTMENT, 311BL****A**

G00553 S0006569667_V2

**Stabilizer Trim Secondary Brake System Test
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SECONDARY STABILIZER TRIM BRAKE |
| | | D633A109-AKS 27-106-00-01 |

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Oct 15/2015

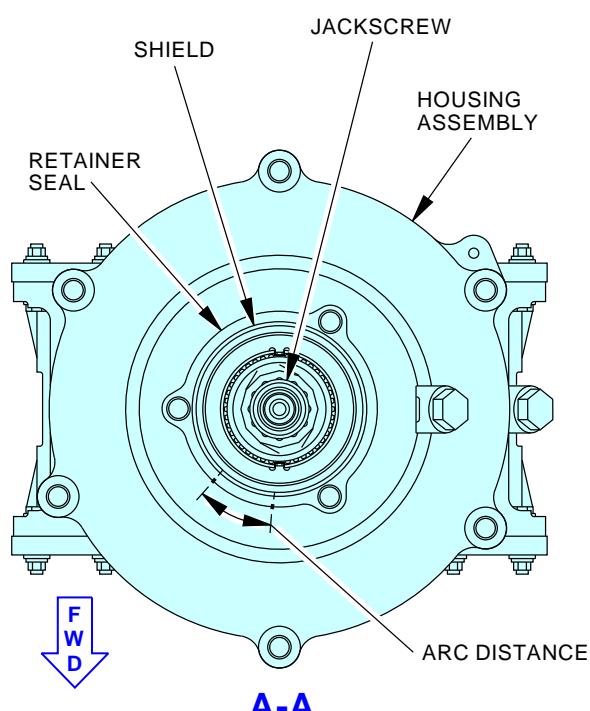
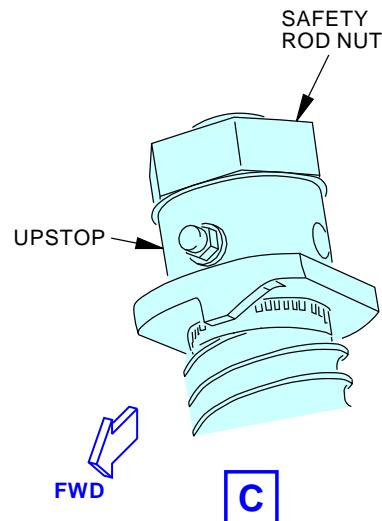
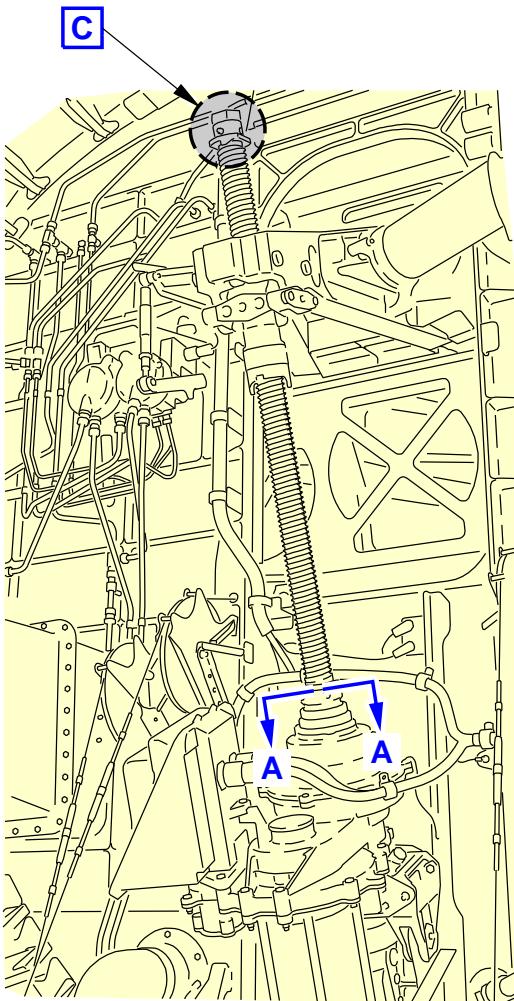
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-106-00-01

Stabilizer Trim Secondary Brake System Test
Figure 1 (Sheet 2 of 2)

U65037 S0000207954_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**SECONDARY STABILIZER TRIM BRAKE****D633A109-AKS**
27-106-00-01**Page 6 of 6**
Oct 15/2015

AKS



737-600/700/800/900 TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM BRAKE SERVICING | | | BOEING CARD NO. 27-107-00-01 |
| DATE | TASK SERVICE | | | | RELATED CARD W-27-106-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 7500 FH | REPEAT 7500 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 311 312 |
| | | | | | |

Service the HORIZONTAL TRIM ACTUATOR BRAKE.

AIRPLANE NOTE: Applicable to airplanes line number 350 and on.

Applicable to airplanes line number 1 to 349 that have incorporated SB 737-27-1210.

A. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|-----------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM BRAKE SERVICING |
| | | D633A109-AKS 27-107-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-107-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-41-610-802

MECH

INSP

1. Horizontal Stabilizer Actuator Brake - Servicing

(Figure 1)

A. IPC Reference:

- (1) Expendables:
 - (a) [101] packing AIPC 27-41-81-03-300

AKS ALL; HORIZONTAL STAB TRIM ACTUATOR WITH PRIMARY AND SECONDARY BRAKE FILL PORT

- (b) [102] packing AIPC 27-41-81-03-125

AKS ALL**B. Prepare for the Servicing**

SUBTASK 12-22-41-860-016

- (1) Move the stabilizer to APL NOSE DN position (stabilizer leading edge up).

SUBTASK 12-22-41-860-017

- (2) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------|
| C | 2 | C00849 | AFCS STABILIZER TRIM |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------------------|
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT |
| D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR |

SUBTASK 12-22-41-010-005

- (3) Open this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

C. Horizontal Stabilizer Actuator Brake Servicing

(Table 1)

SUBTASK 12-22-41-440-003

- (1) The table below supplies information for the Horizontal Stabilizer Brake Assembly servicing:

Table 1 Horizontal Stabilizer Brake Assembly Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|-----------------|--|-------------------|------------------------------|----------------------------|
| 1 | Horizontal Stabilizer Primary Brake Assembly | BMS 3-32, Type II | Fill | 1 |
| 2 | Horizontal Stabilizer Secondary Brake Assembly | BMS 3-32, Type II | Fill | 1 |

SUBTASK 12-22-41-610-002

- (2) Do a check of the fluid level in the stabilizer actuator brake assembly:

| | | | |
|-------------------------------|----------------------|--|--------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM BRAKE SERVICING | |
| | | D633A109-AKS | Page 2 of 6 |

27-107-00-01

Feb 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-107-00-01 |
|--|-------------|---------|------------------|--|
| AKS ALL; HORIZONTAL STAB TRIM ACTUATOR WITH PRIMARY AND SECONDARY BRAKE FILL PORT | | | | MECH INSP |
| | | | | |
| (a) Do these steps: | | | | |
| 1) Service the primary brake: | | | | |
| a) Remove lockwire on the fill plug [1]. | | | | |
| b) Remove the fill plug [1] and packing [101]packing [101] from the primary brake fill port. | | | | |
| c) Make sure the fluid is at the level of the primary brake fill port. | | | | |
| d) If the fluid is not at the level of the fill port, remove the cap [3] from the primary brake housing. | | | | |
| e) Fill the primary brake with fluid, D00467 through the cap port [3] until the fluid spills out of the fill plug [1] port. Using the stabilizer trim wheel, manually move the stabilizer as necessary, to remove any air from the brake assembly. | | | | |
| NOTE: Be sure to clean up any spilled lubricant before continuing with the procedure. | | | | |
| f) Lubricate a new packing with fluid, D00467. | | | | |
| g) Install the fill plug [1] and the new packing [101] in the fill port. | | | | |
| h) Tighten the fill plug [1] to 60 in-lb (7 N·m) to 80 in-lb (9 N·m) more than the run-on torque. | | | | |
| i) Install the fill cap [3]. | | | | |
| j) Install lockwire on the fill plug [1]. | | | | |
| 2) Service the secondary brake: | | | | |
| a) Remove lockwire on the fill plug [2]. | | | | |
| b) Remove the fill plug [2] and packing [102] from the secondary brake fill port. | | | | |
| c) Make sure the fluid is at the level of the fill port. | | | | |
| d) Fill the secondary brake with fluid, D00467 through the fill port until the fluid spills out of the fill port. Using the stabilizer trim wheel, manually move the stabilizer, as necessary, to remove any air from the secondary brake assembly. | | | | |
| NOTE: Be sure to clean up any spilled lubricant before continuing with the procedure. | | | | |
| e) Lubricate a new packing with fluid, D00467. | | | | |
| f) Install the secondary brake fill plug [2] and the new packing [102] in the fill port. | | | | |
| g) Tighten the fill plug [2] to 60 in-lb (7 N·m) to 80 in-lb (9 N·m) more than the run-on torque. | | | | |
| h) Install lockwire on the fill plug [2]. | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM BRAKE SERVICING |
| | | D633A109-AKS 27-107-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-107-00-01 |
|--|-------------|---------|------------------|--|
| AKS ALL D. Put the Airplane Back to Its Usual Condition SUBTASK 12-22-41-010-006 (1) Close this access panel: Number Name/Location 311BL Stabilizer Trim Access Door SUBTASK 12-22-41-860-018 (2) Remove the safety tags and close these circuit breakers: CAPT Electrical System Panel, P18-1 Row Col Number Name C 2 C00849 AFCS STABILIZER TRIM F/O Electrical System Panel, P6-2 Row Col Number Name B 10 C00207 FLIGHT CONTROL STAB TRIM CONT D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR SUBTASK 12-22-41-860-019 (3) Set the stabilizer to the neutral position, as necessary. | | | | MECH INSP |

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM BRAKE SERVICING |
| | | D633A109-AKS 27-107-00-01 |

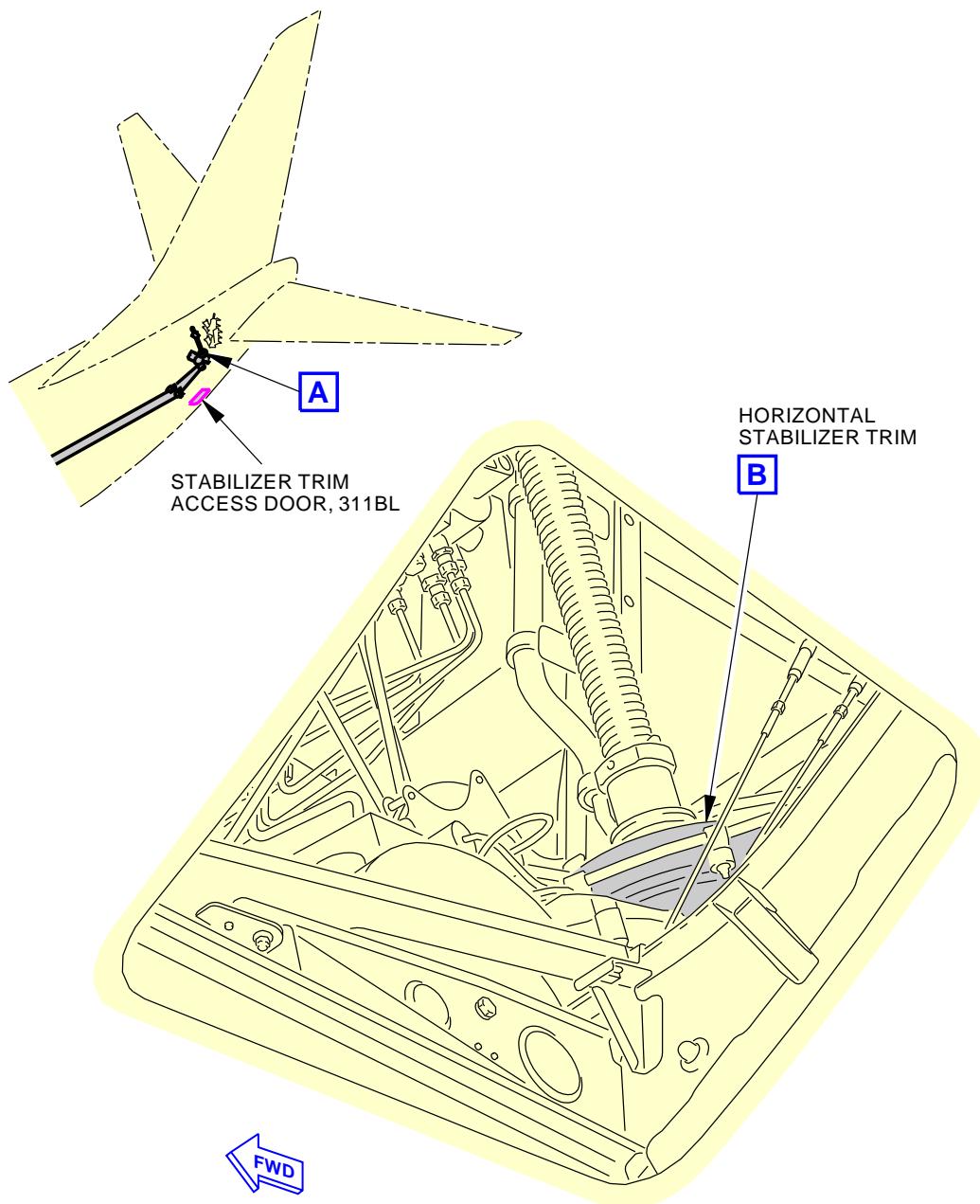
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-107-00-01**VIEW THROUGH THE STABILIZER TRIM
ACCESS DOOR, 311BL****Horizontal Stabilizer Actuator Brake Servicing
Figure 1 (Sheet 1 of 2)**

L16132 S0006561472_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM BRAKE SERVICING |
| | | D633A109-AKS 27-107-00-01 |

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Jun 15/2015**

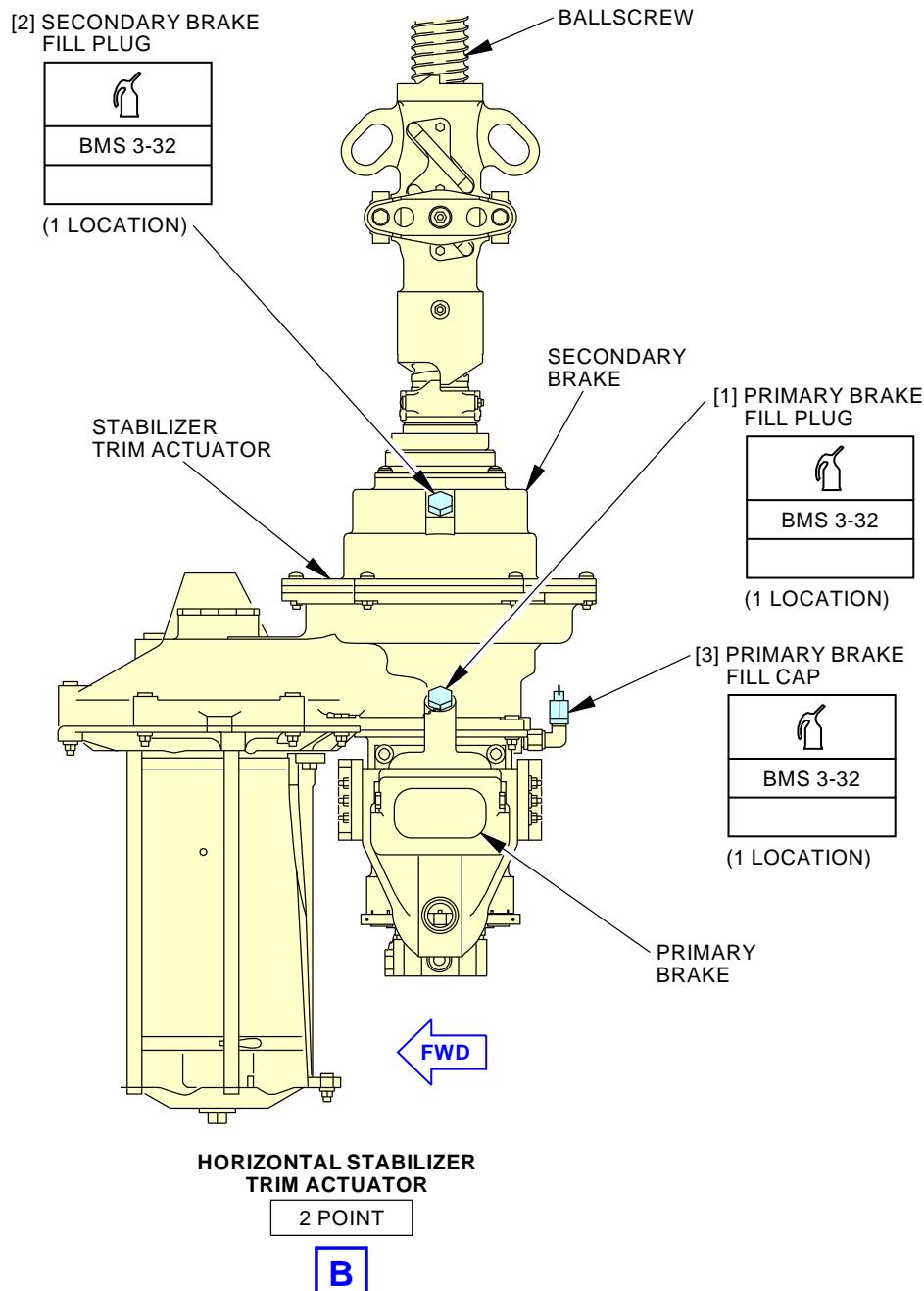
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-107-00-01**Horizontal Stabilizer Actuator Brake Servicing
Figure 1 (Sheet 2 of 2)**

L19611 S0006561474_V3

EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM BRAKE SERVICING****D633A109-AKS
27-107-00-01****Page 6 of 6
Jun 15/2016**

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

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM RESTORATION | | | BOEING CARD NO. |
| DATE | TASK RESTORE | | | | 27-108-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | NOTE | | | APPLICABILITY AIRPLANE ALL ENGINE ALL NOTE |
| | | ACCESS 112A 311BL | | | ZONE 311 313 314 |

Remove the stabilizer trim actuator for restoration.

SPECIAL NOTE: CMR Task (27-CMR-02) interval for this task is 4,500 FH. See MPD Section 9.

INTERVAL NOTE: For 251A4510-6,-9, -10 and on actuators, interval is 25000FH. CMR interval for 251A4510-4 and -5 actuators is 4500 FH.

AIRPLANE NOTE: For 251A4510-4 actuator, restore both primary and secondary stabilizer trim actuator brakes.
For 251A4510-5 actuator, restore only the secondary stabilizer trim actuator brake.

A. References

| Reference | Title |
|----------------------|---|
| AMM 12-22-41-600-801 | Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication (P/B 301) |
| AMM 12-22-41-610-802 | Horizontal Stabilizer Actuator Brake - Servicing (P/B 301) |
| AMM 27-41-00-700-801 | Stabilizer Manual Trim and Trim Indicator Test (P/B 501) |
| AMM 27-41-00-700-802 | Horizontal Stabilizer Trim Control System Friction Test (P/B 501) |
| AMM 27-41-00-700-803 | Stabilizer Electric Trim System Test (P/B 501) |
| AMM 27-41-00-700-804 | Stabilizer Trim Wheel Free Movement Test (P/B 501) |
| AMM 27-41-00-700-806 | Stabilizer Clutch Friction System Test (P/B 501) |
| AMM 27-41-00-700-808 | Stabilizer Trim Secondary Brake System Test (P/B 501) |
| AMM 27-41-00-820-801 | Stabilizer Control Cable and Chain Adjustment (P/B 501) |
| AMM 27-41-71-000-801 | Stabilizer Trim Motor Removal (P/B 401) |
| AMM 27-41-71-400-801 | Stabilizer Trim Motor Installation (P/B 401) |
| AMM 27-41-81-200-802 | Upper and Lower Gimbal Wear Limits Inspection (P/B 601) |
| AMM 27-41-81-210-801 | Stabilizer Trim Ball Nut and Jackscrew Gearbox Detail Visual Inspection (P/B 601) |
| AMM 27-41-81-210-802 | Stabilizer Jackscrew Gearbox Backlash Inspection (P/B 601) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------------------|
| A00028 | Adhesive - Modified Epoxy For Rigid PVC, Foam Cored Sandwiches | BAC5010 Type 70 (BMS5-92 Type 1) |
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| A01076 | Adhesive - Synthetic Rubber | BAC5010 Type 93 (BMS5-95 Class B) |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION | |
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TASK CARDS

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(Continued)

| Reference | Description | Specification |
|-----------|---|-------------------------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G50136 | Compound - Corrosion Inhibiting, Non-drying | BMS3-38 |
| G50218 | Strap - Plastic, Adjustable, Self-locking, 27.50 Inches (698.50MM) Long | BACS38K6 |
| G50237 | Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L | BMS3-38, NSN 6850-01-469-7645 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-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 |
| COM-1557 | Gauge - Force |
| | Part #: DG-200 Supplier: 92456 |
| | Part #: FDIX 100 Supplier: 0BFD9 |
| | Part #: FDIX 50 Supplier: 0BFD9 |
| | Part #: LG-050 Supplier: 92456 |
| | Part #: LG-100 Supplier: 92456 |
| | Opt Part #: DPP-500G Supplier: 92456 |
| | Opt Part #: DPPH-150 Supplier: 92456 |
| | Opt Part #: DPPH-200 Supplier: 92456 |
| | Opt Part #: DPPH-50 Supplier: 92456 |
| | Opt Part #: FDI 100 Supplier: 0BFD9 |
| | Opt Part #: FDI 50 Supplier: 0BFD9 |
| | Opt Part #: FDV 100 Supplier: 0BFD9 |
| | Opt Part #: FDV 50 Supplier: 0BFD9 |
| SPL-10319 | Wrench Assembly - Pinion Gear |
| | Part #: F71267 Supplier: 81205 |
| SPL-1569 | Clamp - Control Cable |
| | Part #: A20005-9 Supplier: 81205 |
| SPL-1678 | Assembly - Lock, Horizontal Stabilizer |
| | Part #: F80027-41 Supplier: 81205 |
| | Opt Part #: F80027-18 Supplier: 81205 |
| SPL-1728 | Equipment - Handling, Stabilizer Jackscrew (Dome Pressure Bulkhead) |
| | Part #: C27050-82 Supplier: 81205 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
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TASK CARDS**

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| | | | | MECH INSP |
| 27-CMR-02 TASK 27-41-81-000-801 | | | | |
| 1. Stabilizer Ball Nut and Jackscrew Gearbox Removal (Figure 1, Figure 2, Figure 3) | | | | |
| A. General (1) This procedure is a scheduled maintenance task. | | | | |
| B. Prepare for the Removal | | | | |
| SUBTASK 27-41-81-860-001 (1) Set the stabilizer leading edge to the full down (airplane nose up) position. | | | | |
| SUBTASK 27-41-81-860-002 (2) Open these circuit breakers and install safety tags: | | | | |
| CAPT Electrical System Panel, P18-1 | | | | |
| Row Col Number Name | | | | |
| C 2 C00849 AFCS STABILIZER TRIM | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| SUBTASK 27-41-81-010-001 (3) To get access to the stabilizer forward control mechanism, do this step: Open this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-41-81-010-002 (4) To get access to the stabilizer trim actuator, do this step: Open this access panel: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| AKS 001-013 | | | | |
| SUBTASK 27-41-81-020-019 | | | | |
| CAUTION: REMOVE THE HI-LOCK PINS AT THE AFT END BEFORE YOU REMOVE THE DRIP SHIELD. THE HI-LOCK PINS CAN CAUSE DAMAGE TO THE CABLE DRUM. | | | | |
| (5) Do these steps to remove the drip shield [76] from the control mechanism: (a) Remove the nuts [79], washers [78], and bolts [77] from the drip shield [76]. (b) Remove the clamp [80] and clamp pad [81] from the drip shield [76]. | | | | |

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TASK CARDS**

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| | | | | MECH INSP |
| AKS 014-999 SUBTASK 27-41-81-020-020 | | | | |
| CAUTION: REMOVE THE HI-LOCK PINS AT THE AFT END BEFORE YOU REMOVE THE DRIP SHIELD. THE HI-LOCK PINS CAN CAUSE DAMAGE TO THE CABLE DRUM. | | | | |
| (6) Do these steps to remove the drip shield [76] from the control mechanism: (a) Remove the nuts [79], washers [78], and bolts [77] from the drip shield [76]. (b) Remove and discard the two adjustable plastic straps, G50218. (c) Remove the drip shield [76]. | | | | |
| AKS ALL SUBTASK 27-41-81-820-001 | | | | |
| CAUTION: MAKE SURE THE CHAIN IS LOOSE BEFORE YOU RELEASE THE CABLE TENSION. TOO MUCH CABLE TENSION CAN CAUSE DAMAGE TO THE CHAIN. | | | | |
| (7) Adjust the upper adjusting nuts [5] of the aft support link [6] to loosen the chain (Figure 1). | | | | |
| SUBTASK 27-41-81-020-017 (8) Disconnect the upper turnbuckle [4]. | | | | |
| SUBTASK 27-41-81-020-001 (9) Loosen the lower turnbuckle [3] to release the tension of the STA cable [66] and STB cable [65] (Figure 1). | | | | |
| SUBTASK 27-41-81-020-002 (10) Do this task: Stabilizer Trim Motor Removal, AMM TASK 27-41-71-000-801. | | | | |
| C. Stabilizer Trim Actuator Removal (Figure 2) | | | | |
| SUBTASK 27-41-81-020-003 (1) Remove the clamps [44] for the electrical connectors [47] from the jackscrew gearbox [24]: (a) Remove the nuts [46], washers [45], and bolts [43] to remove the clamps [44] from the jackscrew gearbox [24]. (b) Remove the electrical connectors [47] from the jackscrew gearbox [24]. (c) Install the bolts [43], washers [45], and nuts [46] back to the jackscrew gearbox [24]. | | | | |
| SUBTASK 27-41-81-020-004 (2) Remove the cable drum guard [67] and spacers [26] from the cable drum [27]: (a) Remove the bolts [63] and washers [64] from the support plate [62]. (b) Remove the bolts [48] and washers [49] that attach the cable drum guard [67] to the cable drum [27]. (c) Remove the nut [60], washer [59], washer [58], and bolt [57] that attaches the cable drum guard [67] to the support plate [62]. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION D633A109-AKS 27-108-00-01 | Page 4 of 26 Jun 15/2015 |
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| (d) Remove the cable drum guard [67] and spacers [26]. | | | | MECH INSP |
| SUBTASK 27-41-81-020-005 | | | | |
| <p>CAUTION: KEEP TENSION ON THE CABLE AT ALL TIMES. WHEN THE CABLE IS DISCONNECTED FROM THE AFT CABLE DRUM, TENSION NEEDS TO BE KEPT ON THE CABLE SO THAT THE CABLE DOES NOT BECOME CAUGHT IN THE CABLE GUARDS ON THE FORWARD CABLE DRUM. THIS CAN CAUSE DAMAGE TO THE CABLE AND THE CABLE MAY NEED TO BE REPLACED.</p> | | | | |
| <p>(3) Disconnect the STB cable [65] from the cable drum [27]:</p> <p>(a) Use the force gauge, COM-1557 on the stabilizer trim wheel handle to put a 50 lb (22.7 kg) load on the STA cable [66].</p> <p><u>NOTE:</u> This will keep the STA cable [66] on the drum, which will make the removal of the STB cable [65] easier.</p> | | | | |
| SUBTASK 27-41-81-480-001 | | | | |
| <p>(4) Install the pinion gear wrench assembly, SPL-10319 on the internal spline of the jackscrew gearbox [24].</p> | | | | |
| SUBTASK 27-41-81-020-006 | | | | |
| <p>(5) Move the jackscrew [23] to put the stabilizer leading edge to the full up position.</p> <p>CAUTION: MAKE SURE YOU DO NOT DAMAGE OR KINK THE CABLE WHILE UNWINDING IT FROM THE FORWARD CABLE DRUM. IF YOU UNWIND THE CABLE TOO FAST OFF OF THE FORWARD CABLE DRUM, DAMAGE MAY OCCUR TO THE END OF THE CABLE IF IT BECOMES KINKED BETWEEN THE CABLE GUARD AND THE CABLE DRUM AS THE LAST WRAP OF CABLE IS REMOVED FROM THE DRUM.</p> <p>CAUTION: MAKE SURE YOU ALWAYS KEEP TENSION ON THE CABLE WHILE UNWINDING IT FROM THE FORWARD DRUM. IF YOU DO NOT KEEP TENSION ON THE CABLE, THE CABLE MAY BECOME CAUGHT IN THE CABLE GUARDS ON THE FORWARD CABLE DRUM AND DAMAGE TO THE CABLE MAY OCCUR.</p> | | | | |
| <p>(a) When the stabilizer starts to move, pull the STB cable [65] into the tail compartment and wind it on a spool or a reel.</p> <p><u>NOTE:</u> It is recommended that a mechanic watch the cable unwind from the forward cable drum to make sure that no damage occurs to the cable as the last three wraps of cable are slowly unwound from the cable drum.</p> | | | | |
| <p>(b) When the ballnut [28] touches the stops, keep a record of the number of turns of the STA cable [66] on the cable drum [27].</p> | | | | |
| <p>CAUTION: KEEP TENSION ON THE CABLE AT ALL TIMES. WHEN THE CABLE IS DISCONNECTED FROM THE AFT CABLE DRUM, TENSION NEEDS TO BE KEPT ON THE CABLE SO THAT THE CABLE DOES NOT BECOME CAUGHT IN THE CABLE GUARDS ON THE FORWARD CABLE DRUM. THIS CAN CAUSE DAMAGE TO THE CABLE AND THE CABLE MAY NEED TO BE REPLACED.</p> | | | | |
| <p>(c) Disconnect the cable STA [66] from the cable drum [27].</p> | | | | |

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TASK CARDS**

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| | | | | MECH INSP |
| SUBTASK 27-41-81-480-002 | | | | |
| (6) Install the control cable clamp, SPL-1569 to the cables and attach DO-NOT-OPERATE tags to the stabilizer trim wheels. | | | | |
| SUBTASK 27-41-81-480-003 | | | | |
| <p>WARNING: MAKE SURE YOU INSTALL THE LOCK, F80027-18. THE STABILIZER LEADING EDGE CAN MOVE UP QUICKLY WHEN YOU DISCONNECT THE JACKSCREW. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> | | | | |
| (7) Install the lock, SPL-1678 on the jackscrew fitting assembly [21] (Figure 3): | | | | |
| (a) Install the lower horizontal stabilizer lock. <u>NOTE:</u> The maximum torque for the lower lock assembly bolts is 12 in-lb (1 N·m). | | | | |
| <p>CAUTION: DO NOT MOVE THE JACKSCREW FITTING ASSY INTO THE HORIZONTAL STABILIZER LOCKS, F80027-18. THIS CAN CAUSE DAMAGE TO EQUIPMENT.</p> | | | | |
| (b) Turn the motor shaft or cable drum by hand to move the stabilizer leading edge down until the stabilizer truss touches the horizontal stabilizer lock. | | | | |
| (c) Install the upper horizontal stabilizer lock. <u>NOTE:</u> Make sure the adjustable leveling feet are adjusted so that they contact the jackscrew fittings. <u>NOTE:</u> The maximum torque for the upper lock assembly bolts is 12 in-lb (1 N·m). | | | | |
| SUBTASK 27-41-81-480-004 | | | | |
| (8) Install the equipment, SPL-1728 to the jackscrew gearbox [24] (Figure 3): | | | | |
| (a) Install the hoist adapter to the sleeve of the jackscrew gearbox [24]. | | | | |
| (b) Install the hoist bar between the frames at the top of the stabilizer trim compartment. | | | | |
| (c) Attach the hoist to the hoist bar and connect it to the hoist adapter. | | | | |
| SUBTASK 27-41-81-020-007 | | | | |
| (9) Remove the stabilizer trim actuator [53] from the airplane (Figure 2): | | | | |
| (a) Remove the nut [42], washers [40], and bolt [39] to disconnect the bonding jumper [41] from the jackscrew gearbox [24]. | | | | |
| 1) Install the bolt [39], washers [40], and nut [42] back in the jackscrew gearbox [24]. | | | | |
| (b) Remove the bolts [72], washers [73], washers [74], and nuts [75] from the safety straps [56]. | | | | |
| (c) Remove the bolts [68], washers [69], washers [70], and nuts [71] from the safety straps [56]. | | | | |
| (d) Remove the bolts [54] and washers [55] from the safety straps [56]. | | | | |
| (e) Remove the pins [38], nuts [37], washers [36], washers [34], spacers [35], and bolts [33] that attaches the ballnut [28] to the jackscrew fitting assembly [21]. Discard the pin [38]. | | | | |

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| | | | | MECH INSP |
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| <p>(f) Remove the bolts [29] and washers [30] to remove the upper gimbal pins [31] from the upper gimbal fittings [22].</p> <p>(g) Move the ballnut [28] down and adjust the jackscrew [23] until it is clear from the jackscrew fitting assembly [21].</p> <p>(h) Install the washers [30] and bolts [29] to attach the upper gimbal pins [31] back in the upper gimbal fittings [22].</p> <p>(i) Remove the pins [52], nuts [51], washers [50], and lower gimbal pins [25] from the stabilizer trim actuator [53]. Discard the pin [52].</p> <p>(j) Lower the jackscrew [23] until it is clear of the stabilizer truss.</p> <p>(k) Lower the stabilizer trim actuator [53] from the airplane.</p> | | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION | | |
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| | | | | MECH INSP |
| 27-CMR-02 TASK 27-41-81-400-801 | | | | |
| 2. Stabilizer Ball Nut and Jackscrew Gearbox Installation (Figure 1, Figure 2, Figure 3) | | | | |
| A. General (1) This procedure is a scheduled maintenance task. | | | | |
| B. Expendables/Parts | | | | |
| AMM Item | Description | AIPC Reference | AIPC Effectivity | |
| 38 | Pin | 27-41-81-04-030 | AKS ALL | |
| 52 | Pin | 27-41-71-01-070 | AKS ALL | |
| 61 | Pin | 27-41-61-02-075 | AKS ALL | |
| C. Stabilizer Trim Actuator Installation | | | | |
| SUBTASK 27-41-81-220-001 | | | | |
| (1) Do the following inspections only If you replaced a Stabilizer Trim Actuator with a serviceable Stabilizer Trim Actuator that is not new or not overhauled, before further flight: | | | | |
| (a) Detailed Visual Inspection of the Stabilizer Trim Actuator for metal particles, corrosion, cracks, damage, and worn areas (Stabilizer Trim Ball Nut and Jackscrew Gearbox Detail Visual Inspection, AMM TASK 27-41-81-210-801). | | | | |
| (b) Horizontal Stabilizer Trim Actuator Gearbox Backlash Inspection (Stabilizer Jackscrew Gearbox Backlash Inspection, AMM TASK 27-41-81-210-802). | | | | |
| (c) Upper and Lower Gimbal Wear Limits Inspection (Upper and Lower Gimbal Wear Limits Inspection, AMM TASK 27-41-81-200-802). | | | | |
| (d) Stabilizer Jackscrew, Ballnut and Gimbal Lubrication (Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, AMM TASK 12-22-41-600-801). | | | | |
| SUBTASK 27-41-81-020-008 | | | | |
| (2) If the cable drum guard [67] and spacers [26] are installed on the drum cable [27], then do these steps (Figure 2): | | | | |
| (a) Remove the bolts [63] and washers [64] from the support plate [62]. | | | | |
| (b) Remove the bolts [48] and washers [49] that attach the cable drum guard [67] to the drum cable [27]. | | | | |
| (c) Remove the nut [60], washer [59], washer [58], and bolt [57] that attach the cable drum guard [67] to the support plate [62]. | | | | |
| (d) Remove the cable drum guard [67] and spacers [26]. | | | | |
| SUBTASK 27-41-81-480-005 | | | | |
| (3) Install the hoist adapter and hoist to the jackscrew gearbox [24] (Figure 3). | | | | |
| SUBTASK 27-41-81-480-006 | | | | |
| (4) Lift the stabilizer trim actuator [53] into the airplane (Figure 2). | | | | |
| SUBTASK 27-41-81-420-001 | | | | |
| (5) Install the stabilizer trim actuator [53]: | | | | |

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| | | | | MECH INSP |
| | | | (a) Loosely install spacers [35], washers [34] (under the bolts), bolts [33], washers [36] (under the nuts), and nuts [37]. (b) Install the jackscrew [23] through the jackscrew fitting assembly [21]. (c) Align the stabilizer trim actuator [53] with structure. (d) Apply grease, D00633 to the lower gimbal pins [25]. (e) Install the lower gimbal pins [25] with the grease fitting outboard, washers [50], nuts [51] to connect the stabilizer trim actuator [53] to the structure. (f) Tighten the nuts [51] by hand, then tighten them to nearest pin hole (g) Install the new pins [52] (h) Install the bolts [54] and washers [55] with bolt head outboard to connect the stabilizer trim actuator [53] to the safety traps [56]. (i) Install the bolts [68], washers [69], washers [70], and nuts [71] with bolt head outboard to connect the stabilizer trim actuator [53] to the safety traps [56]. (j) Install the bolts [72], washers [73], washers [74], and nuts [75] with bolt head outboard to connect the stabilizer trim actuator [53] to the safety traps [56]. (k) If removed, install the washers [55] and bolts [54] with bolt head outboard to connect the stabilizer trim actuator [53] to the safety traps [56]. (l) Connect the ballnut [28] to the jackscrew fitting assembly [21]: <ol style="list-style-type: none">1 Make sure the ballnut [28] is installed with the grease fitting toward the access door. If it is necessary, rotate the ballnut half a turn.2 Remove the bolts [29] and washers [30] from the upper gimbal pins [31].3 Remove the upper gimbal fittings [22] and yokes [32] from the ballnut [28].4 Lubricate the upper gimbal fittings [22] and yokes [32] with grease, D00633.5 Install the yokes [32] on the ballnut [28].6 Engage the upper gimbal fittings [22] on the yokes [32].7 Turn the jackscrew [23] to engage the upper gimbal fittings [22] with the jackscrew fitting assembly [21].8 Install the upper gimbal pins [31] to connect the ballnut [28] to the jackscrew fitting assembly [21].9 Install bolts [29] and washers [30] to the upper gimbal pins [31].10 Install the MS20995NC32 lockwire, G01912 to attach the two bolt heads together on each upper gimbal pin. | |

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| <u>WARNING:</u> USE NITRILE GLOVES FOR SKIN PROTECTION WHEN YOU USE COR-BAN 27L, G50237. IF IT GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER. GET MEDICAL AID. THIS MATERIAL CONTAINS FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONNEL. | | | | | | |
| 11) Apply Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) to all the bolt holes on the jackscrew fitting assembly [21]. | | | | | | |
| 12) Tighten the nuts [37] by hand, then loosen the nuts [37] to the nearest pin hole. | | | | | | |
| 13) Install the new pins [38]. | | | | | | |
| SUBTASK 27-41-81-420-002 | | | | | | |
| (6) Install the bonding jumper [41] to the jackscrew gearbox [24]: | | | | | | |
| (a) Remove the nut [42], washers [40], and bolt [39] from the jackscrew gearbox [24]. | | | | | | |
| (b) Clean the area around the bolt for electrical bonding. | | | | | | |
| (c) Install the bolt [39], bonding jumper [41] (below the bolt head), washers [40], and nut [42]. | | | | | | |
| (d) Fillet seal the bolt [39], washers [40], and nut [42] with sealant, A00247 or adhesive, A01076. | | | | | | |
| (e) Use intrinsically safe approved bonding meter, COM-1550 to make sure the resistance of the bonding jumper connection is less than 0.001 ohm. | | | | | | |
| SUBTASK 27-41-81-080-001 | | | | | | |
| (7) Remove the hoist adapter and equipment, SPL-1728 from the stabilizer trim actuator [53] (Figure 3): | | | | | | |
| (a) Remove the hoist adapter from the jackscrew. | | | | | | |
| (b) Remove the hoist bar and the hoist from the airplane. | | | | | | |
| SUBTASK 27-41-81-080-002 | | | | | | |
| (8) Remove the lock, SPL-1678. | | | | | | |
| (a) If it is necessary, install the wire bundle clamps. | | | | | | |
| SUBTASK 27-41-81-420-003 | | | | | | |
| (9) Connect the STA cable [66] to the drum cable [27] (Figure 2): | | | | | | |
| (a) With the ballnut against the upper stop, wind the cable STA [66] on the drum cable [27] approximately 1.8 turns. | | | | | | |
| (b) Install the cable terminal in the lower terminal slot of the drum cable [27]. | | | | | | |
| (c) Install the new pin [61] to connect the cable terminal to the drum cable [27]. | | | | | | |
| 1) Install the ends of the pin [61] in the terminal slot. | | | | | | |
| (d) Remove the control cable clamp, SPL-1569. | | | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-108-00-01 |
|--|-------------|---------|------------------|--|
| CAUTION: MAKE SURE THE CABLE WINDS ONTO THE DRUM GROOVES PROPERLY WITH EACH ROTATION OF THE DRUM. IF THE CABLE GETS JAMMED BETWEEN THE CABLE AND THE CABLE DRUM GUARD, DAMAGE TO THE CABLE WILL OCCUR. | | | | MECH INSP |
| (e) Operate the jackscrew to move the stabilizer leading edge to full down position to wind the cable on the cable drum approximately 50.3 turns. <u>NOTE:</u> Operate the jackscrew until it stops. | | | | |
| SUBTASK 27-41-81-420-004 | | | | |
| CAUTION: KEEP TENSION ON THE CABLE AT ALL TIMES. WHEN THE CABLE IS DISCONNECTED FROM THE CABLE DRUM, TENSION NEEDS TO BE KEPT ON THE CABLE SO THAT THE CABLE DOES NOT BECOME CAUGHT IN THE CABLE GUARDS ON THE OTHER CABLE DRUM. THIS CAN CAUSE DAMAGE TO THE CABLE AND THE CABLE MAY NEED TO BE REPLACED. | | | | |
| (10) Connect the STB cable [65] to the drum cable [27]: (a) Use the force gauge, COM-1557 on the stabilizer trim wheel handle to put a 50 lb (22.7 kg) load on the STA cable [66]. <u>NOTE:</u> This will keep the STA cable [66] on the drum, which will make the installation of the STB cable [65] easier. <u>NOTE:</u> All the grooves of the cable drum will be filled with cable except for 1/2 turn between the STA cable [66] and STB cable [65]. (b) Install the cable terminal in the top terminal slot of the drum cable [27]. (c) Install the new pin [61] to connect the cable terminal to the drum cable [27]. 1) Install the ends of the pin [61] in the terminal slot. | | | | |
| SUBTASK 27-41-81-420-005 | | | | |
| (11) Install the spacers [26] and cable drum guard [67]: (a) Install the bolts [48] and washers [49] to attach the cable drum guard [67] to the drum cable [27]. | | | | |
| CAUTION: MAKE SURE YOU INSTALL THE SUPPORT PLATE [62] CORRECTLY. IF THE SUPPORT PLATE [62] IS NOT INSTALLED CORRECTLY, THE AMOUNT OF TORQUE NECESSARY TO DISENGAGE THE MANUAL CLUTCH CAN EXCEED THE LIMITS. | | | | |
| (b) Install the support plate [62] correctly. (c) Install the bolts [63] and washers [64] to attach the spacers [26] to the support plate [62]. <u>NOTE:</u> The bearing assembly of the support plate [62] must be on the same side as the drum cable [27]. | | | | |
| (d) Install the bolt [57], washer [58], washer [59], and nut [60] to attach the cable drum guard [67] to the support plate [62]. | | | | |
| SUBTASK 27-41-81-420-010 | | | | |
| (12) Do this task: Stabilizer Trim Motor Installation, AMM TASK 27-41-71-400-801. | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-108-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-41-81-820-002 | | | | |
| (13) Adjust the STA cable [66], STB cable [65] and reconnect the upper turnbuckle [4]. To adjust the cables and reconnect the turnbuckle, do this task: Stabilizer Control Cable and Chain Adjustment, AMM TASK 27-41-00-820-801. | | | | |
| SUBTASK 27-41-81-640-001 | | | | |
| (14) Lubricate the upper gimbal and lower gimbal at the grease fittings and jackscrew. To lubricate them, do this task: Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, AMM TASK 12-22-41-600-801. | | | | |
| AKS 001-013 | | | | |
| SUBTASK 27-41-81-420-009 | | | | |
| (15) Do these steps to install the drip shield [76] to the stabilizer forward control mechanism: | | | | |
| (a) Put the drip shield [76] under the stabilizer forward control mechanism. | | | | |
| (b) Install the nuts [79], washers [78], and bolts [77]. | | | | |
| (c) Install the clamp pad [81] and clamp [80] to the drip shield [76]. | | | | |
| AKS 014-999 | | | | |
| SUBTASK 27-41-81-420-011 | | | | |
| (16) Do these steps to install the drip shield [76] to the stabilizer forward control mechanism: | | | | |
| (a) If the spacer has not been installed, do these steps: | | | | |
| 1) Clean the mating surfaces of the spacer and the guard. | | | | |
| 2) Apply the adhesive, A00028 to the mating surfaces of the spacer and the guard. | | | | |
| 3) Place the spacer on to the guard. | | | | |
| a) It may be necessary to use the bolt [77] to align the spacer to the guard. | | | | |
| <u>NOTE:</u> The spacer is permanently installed and not to be removed during regular maintenance. | | | | |
| (b) Put the drip shield [76] under the stabilizer forward control mechanism. | | | | |
| (c) Install but do not tighten the two new adjustable plastic straps, G50218 to the drip shield [76]. | | | | |
| (d) Install but do not tighten the nuts [79], washers [78], and bolts [77]. | | | | |
| (e) Do these steps to adjust the drip shield [76]: | | | | |
| 1) Move the drip shield [76] forward but keep a 0.25 in. (6.35 mm) clearance with the structure and equipment. | | | | |
| 2) Tighten the two adjustable plastic straps, G50218 to the drip shield [76]. | | | | |
| 3) Tighten the nuts [79] to the drip shield [76]. | | | | |
| AKS ALL | | | | |
| SUBTASK 27-41-81-080-004 | | | | |
| (17) Remove the pinion gear wrench assembly, SPL-10319 from the jackscrew gearbox [24]. | | | | |
| SUBTASK 27-41-81-730-001 | | | | |
| (18) Do this task: Stabilizer Clutch Friction System Test, AMM TASK 27-41-00-700-806. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-108-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-41-81-420-006 | | | | |
| (19) Install the electrical connectors [47] to the jackscrew gearbox [24]: | | | | |
| (a) Remove the nuts [46], washers [45], and bolts [43] from the jackscrew gearbox [24]. | | | | |
| (b) Put the clamps [44] for the electrical connectors [47] on the jackscrew gearbox [24]. | | | | |
| (c) Install the bolts [43], washers [45], and nuts [46] to install theclamps [44] to the jackscrew gearbox [24]. | | | | |
| SUBTASK 27-41-81-860-003 | | | | |
| (20) Remove the safety tags and close these circuit breakers: | | | | |
| CAPT Electrical System Panel, P18-1 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| C 2 C00849 AFCS STABILIZER TRIM | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| SUBTASK 27-41-81-730-002 | | | | |
| (21) Do this task: Stabilizer Manual Trim and Trim Indicator Test, AMM TASK 27-41-00-700-801. | | | | |
| SUBTASK 27-41-81-730-003 | | | | |
| (22) Do this task: Horizontal Stabilizer Trim Control System Friction Test, AMM TASK 27-41-00-700-802. | | | | |
| SUBTASK 27-41-81-610-001 | | | | |
| (23) Do this task: Horizontal Stabilizer Actuator Brake - Servicing, AMM TASK 12-22-41-610-802. | | | | |
| <u>NOTE:</u> This lubrication procedure must be performed after the installation of any new stabilizer trim actuator. | | | | |
| SUBTASK 27-41-81-730-004 | | | | |
| (24) Do this task: Stabilizer Trim Secondary Brake System Test, AMM TASK 27-41-00-700-808. | | | | |
| SUBTASK 27-41-81-730-005 | | | | |
| (25) Do this task: Stabilizer Trim Wheel Free Movement Test, AMM TASK 27-41-00-700-804. | | | | |
| SUBTASK 27-41-81-730-006 | | | | |
| (26) Do this task: Stabilizer Electric Trim System Test, AMM TASK 27-41-00-700-803. | | | | |

D. Put the Airplane Back To Its Usual Condition

SUBTASK 27-41-81-410-001

- (1) Close this access panel:

Number Name/Location

112A Forward Access Door

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-108-00-01 |
|---|-------------|----------------------|--------------------------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-41-81-410-002 | | | | |
| (2) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-41-81-480-008 | | | | |
| (3) Remove the DO-NOT-OPERATE tags from the stabilizer trim control wheels. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | STABILIZER TRIM RESTORATION | |
| | | | D633A109-AKS 27-108-00-01 | |
| | | | | Page 14 of 26 Jun 15/2015 |

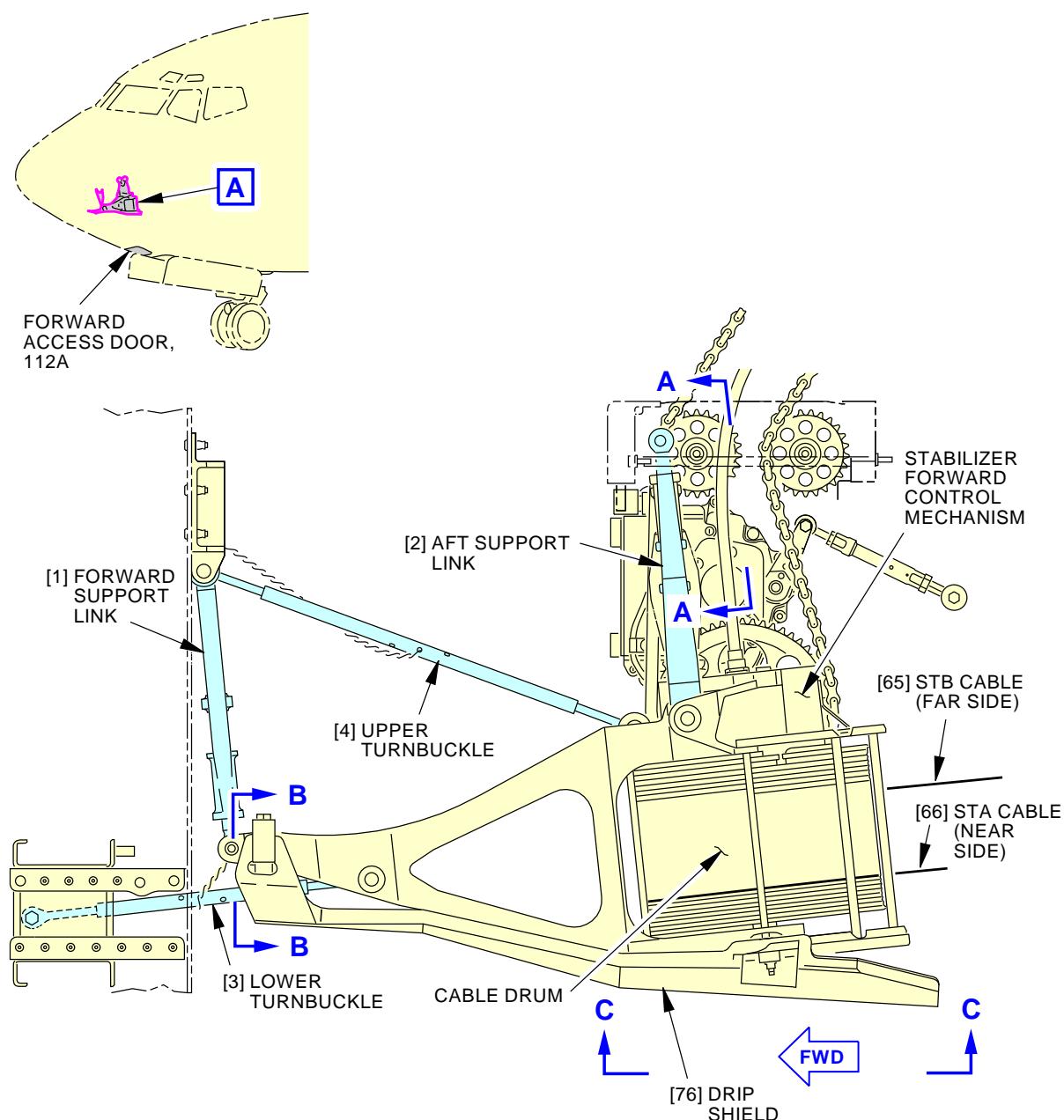
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01

(VIEW IN THE INBOARD DIRECTION)

A

G09807 S0006569764_V3

**Stabilizer Forward Control Mechanism Adjustment
Figure 1 (Sheet 1 of 5)**EFFECTIVITY
AKS 001-013SOURCE
MRB**STABILIZER TRIM RESTORATION****D633A109-AKS
27-108-00-01****Page 15 of 26
Oct 15/2015**

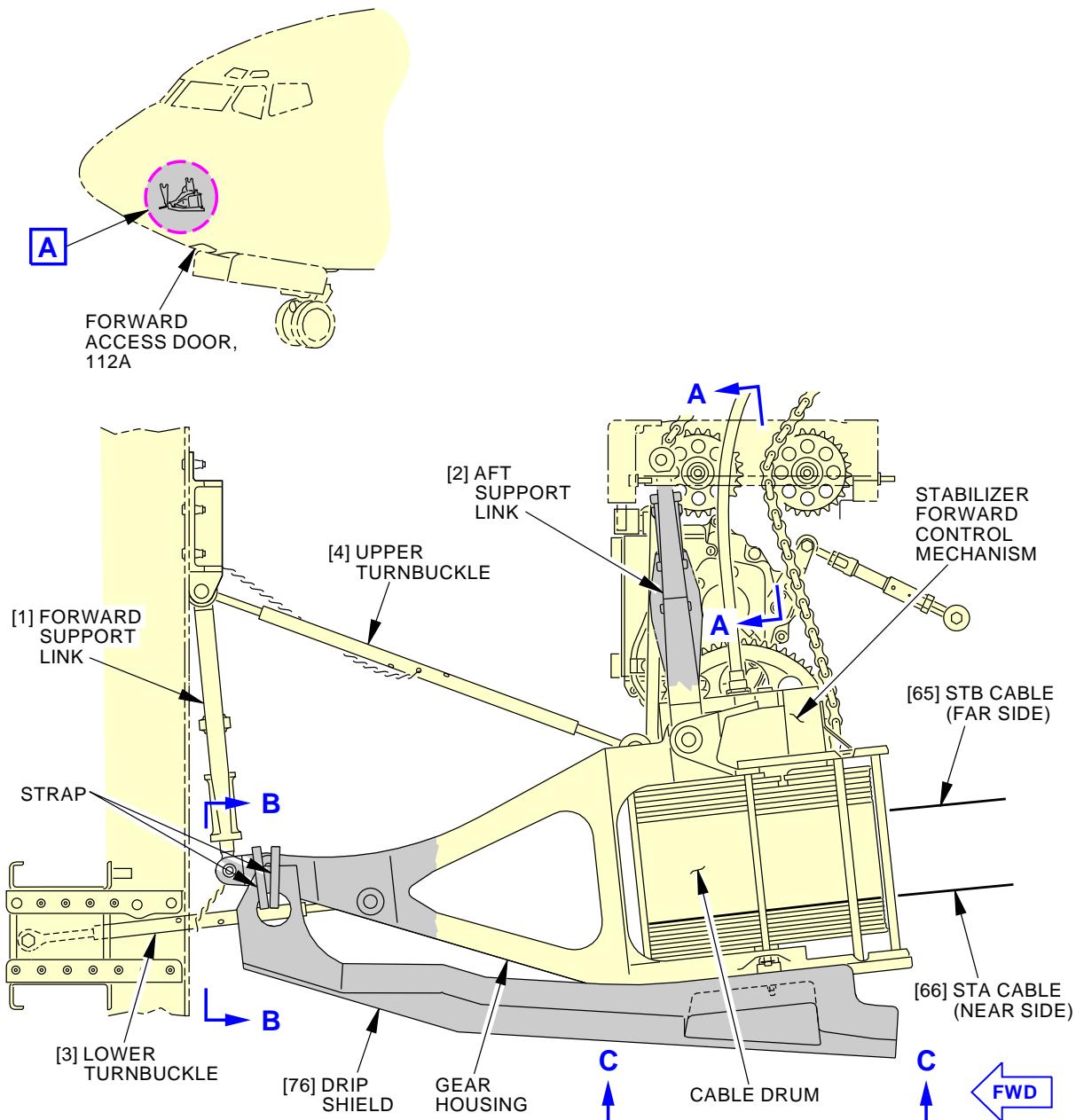
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01

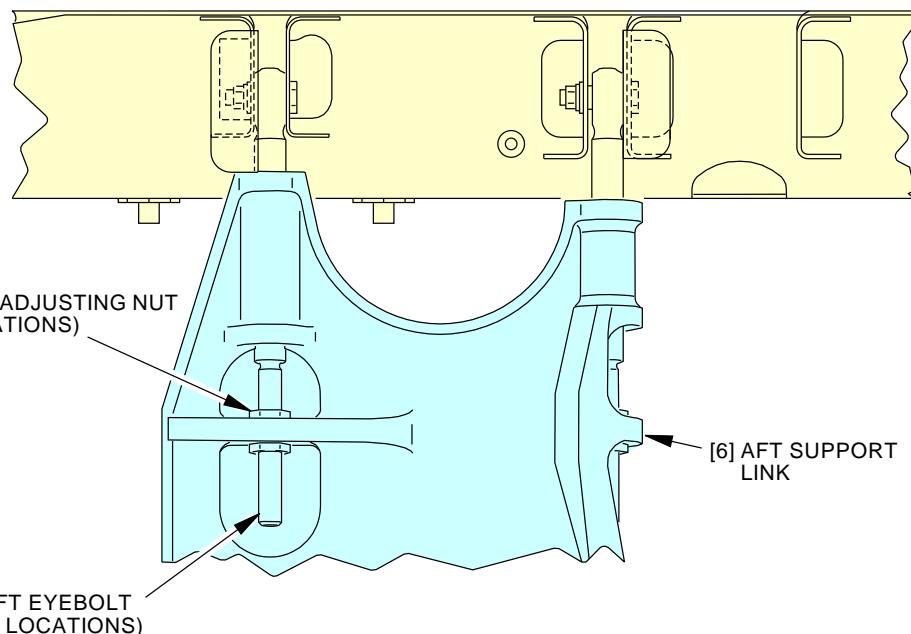
Stabilizer Forward Control Mechanism Adjustment
Figure 1 (Sheet 2 of 5)

2403144 S0000555127_V1

EFFECTIVITY
AKS 014-999SOURCE
MRB**STABILIZER TRIM RESTORATION****D633A109-AKS
27-108-00-01****Page 16 of 26
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-108-00-01 |



(VIEW IN THE FORWARD DIRECTION)

A-A

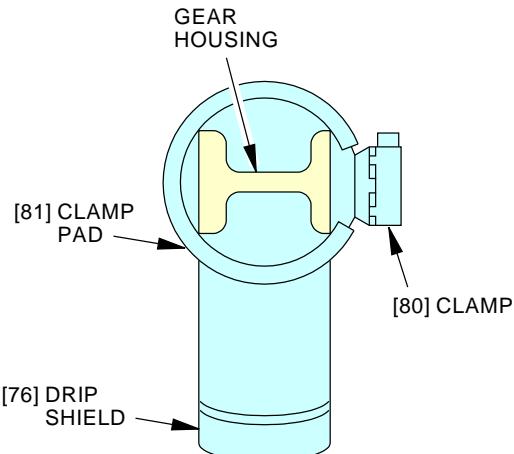
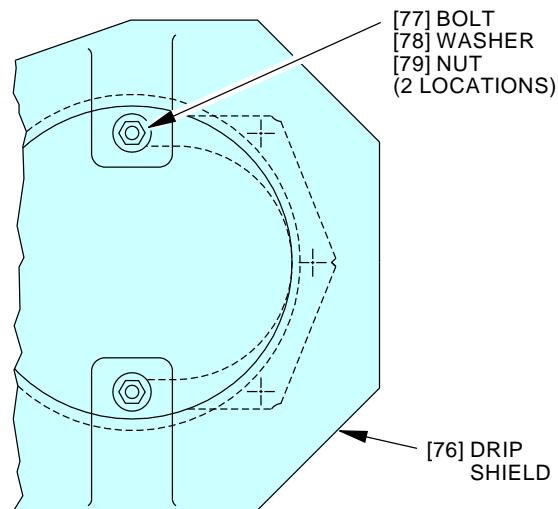
G14171 S0006569765_V2

**Stabilizer Forward Control Mechanism Adjustment
Figure 1 (Sheet 3 of 5)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-108-00-01 |

**B-B****C-C**

2190802 S0000486676_V2

**Stabilizer Forward Control Mechanism Adjustment
Figure 1 (Sheet 4 of 5)**

| | | |
|-----------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS 001-013 | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

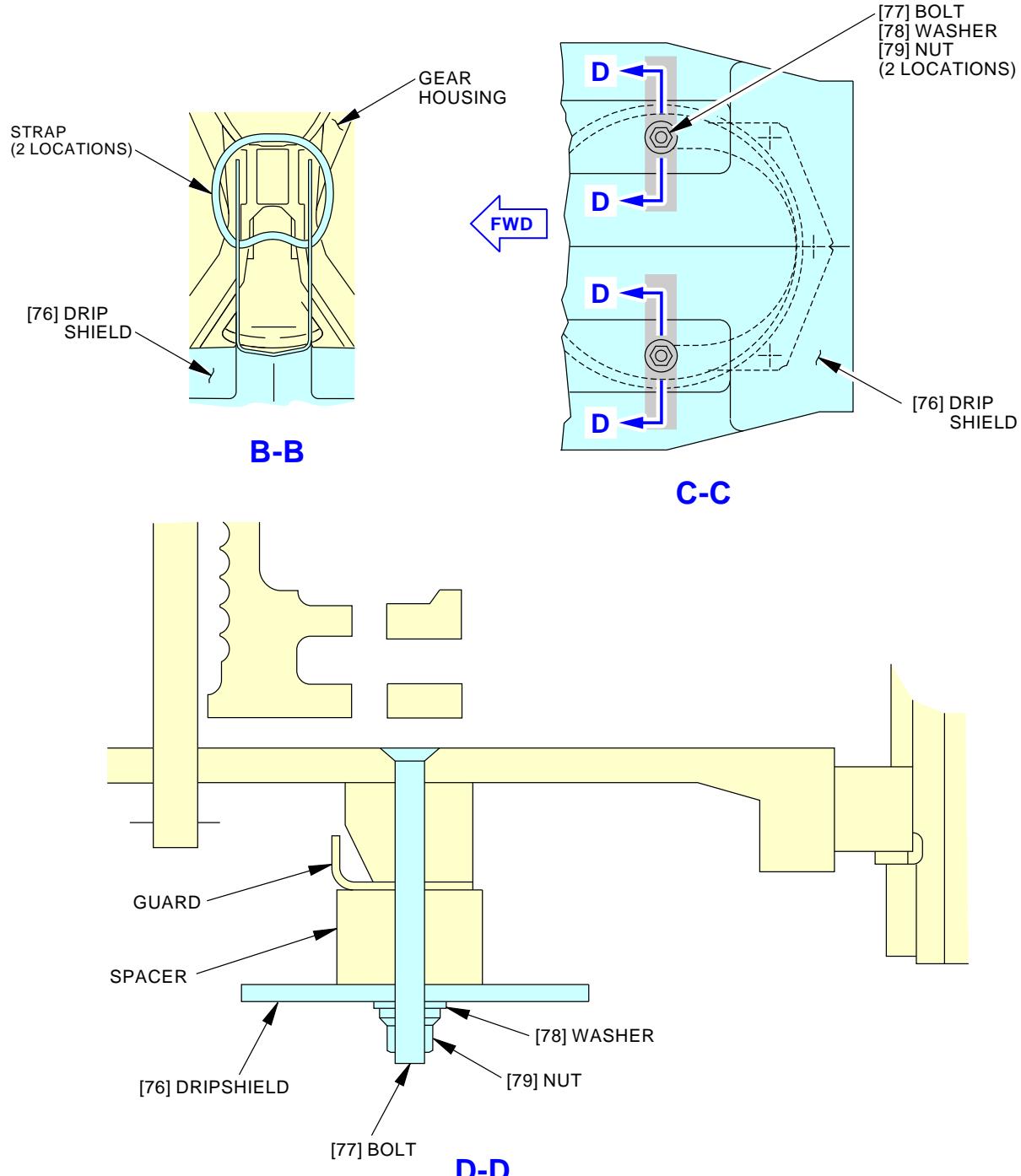
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01

2403776 S0000555133_V1

**Stabilizer Forward Control Mechanism Adjustment
Figure 1 (Sheet 5 of 5)**EFFECTIVITY
AKS 014-999SOURCE
MRB**STABILIZER TRIM RESTORATION****D633A109-AKS
27-108-00-01****Page 19 of 26
Jun 15/2015**

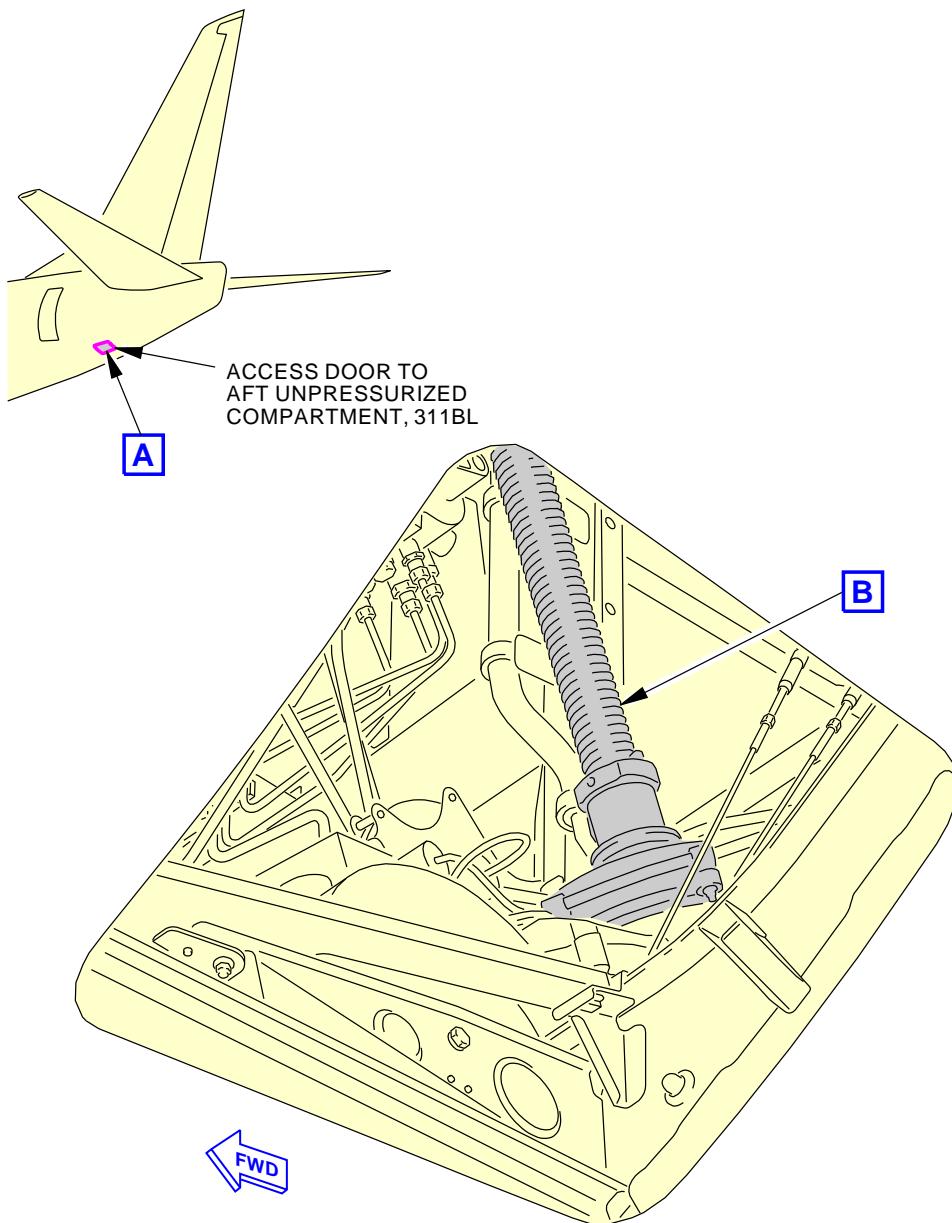
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01**VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL**

G14196 S0006569766_V2

**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 1 of 6)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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Oct 15/2015

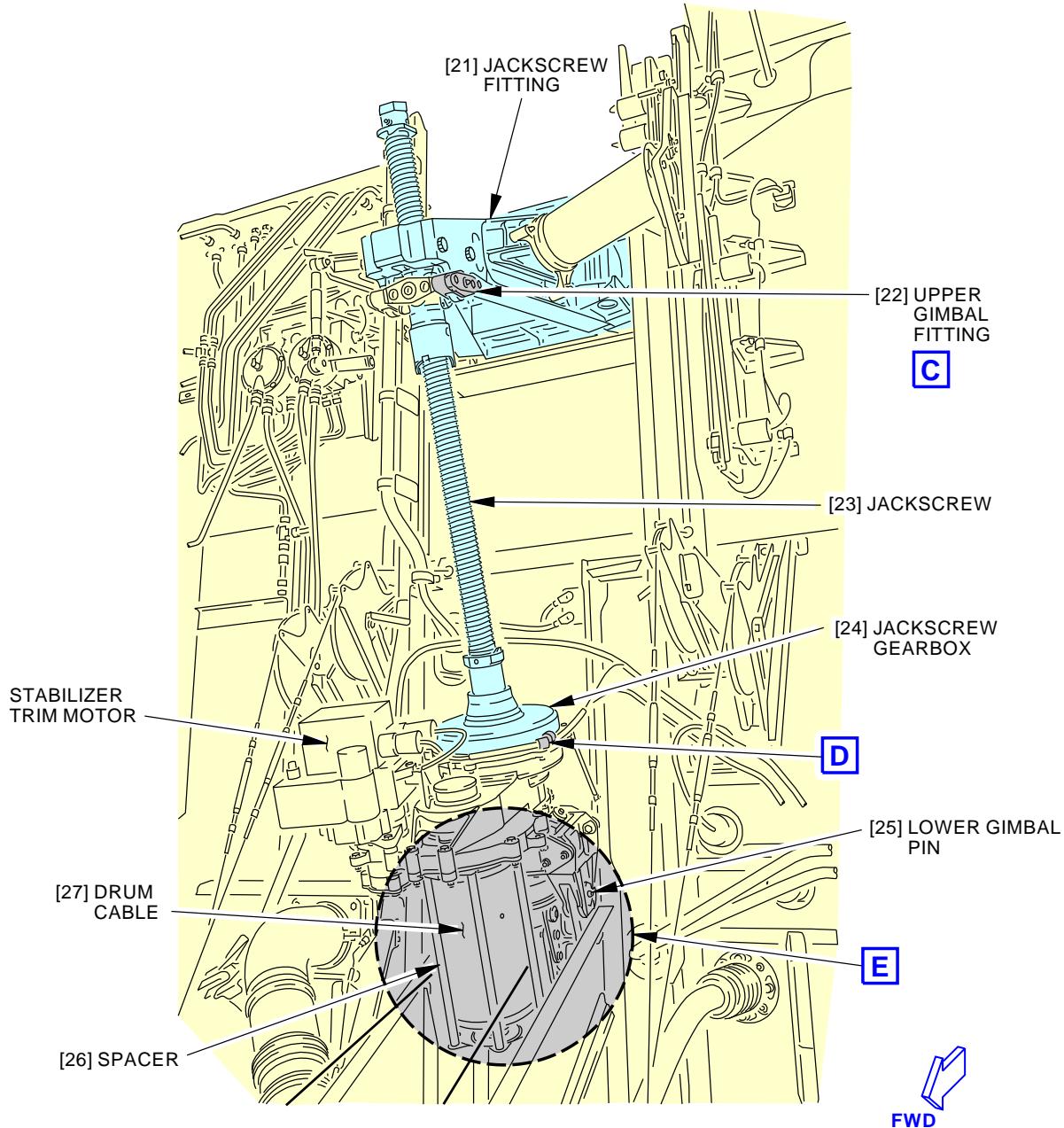
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01**STABILIZER TRIM ACTUATOR****B**

G14203 S0006569767_V3

**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 2 of 6)**EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM RESTORATION****D633A109-AKS
27-108-00-01****Page 21 of 26
Oct 15/2015**

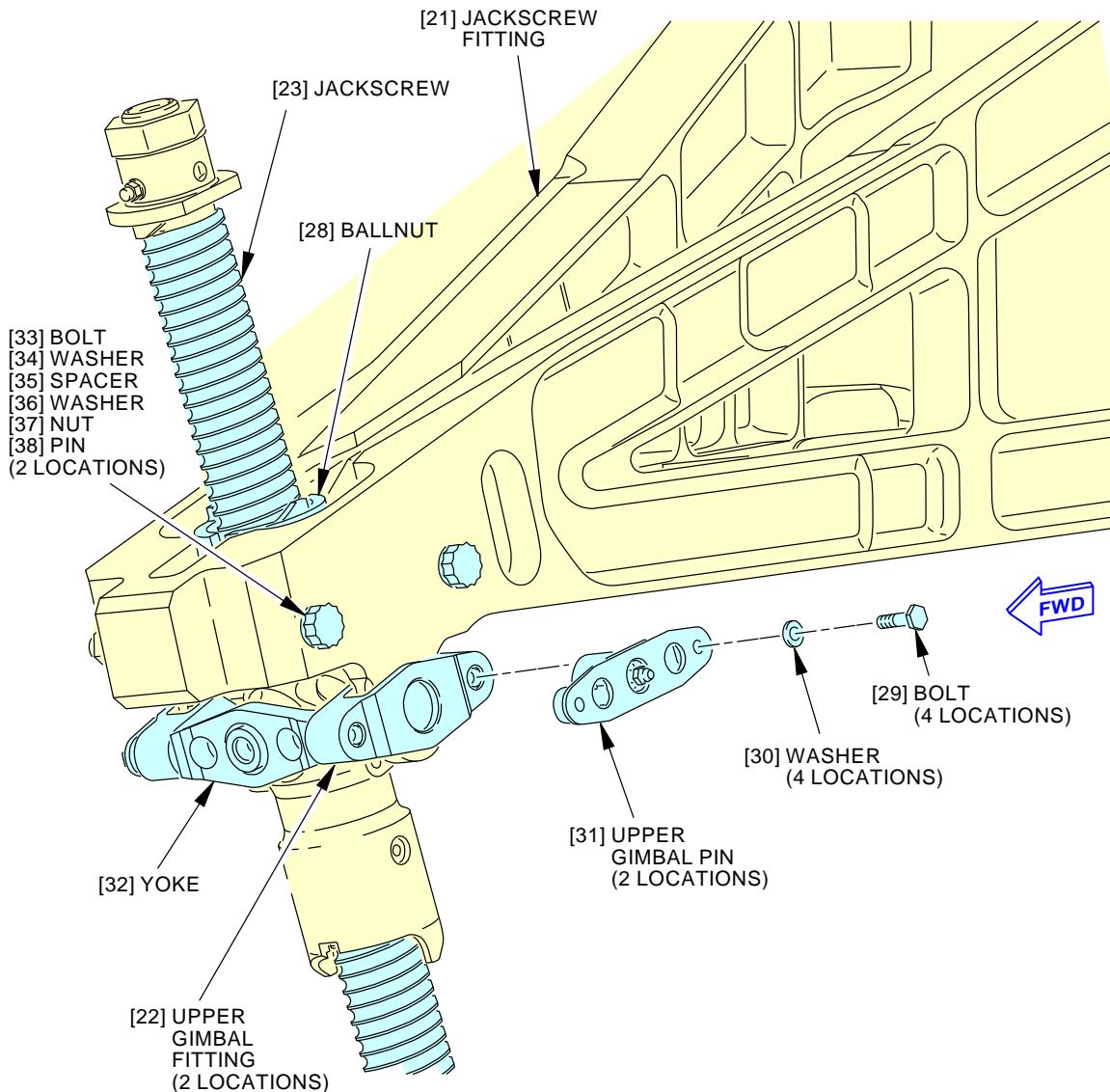
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-108-00-01**UPPER GIMBAL FITTING**

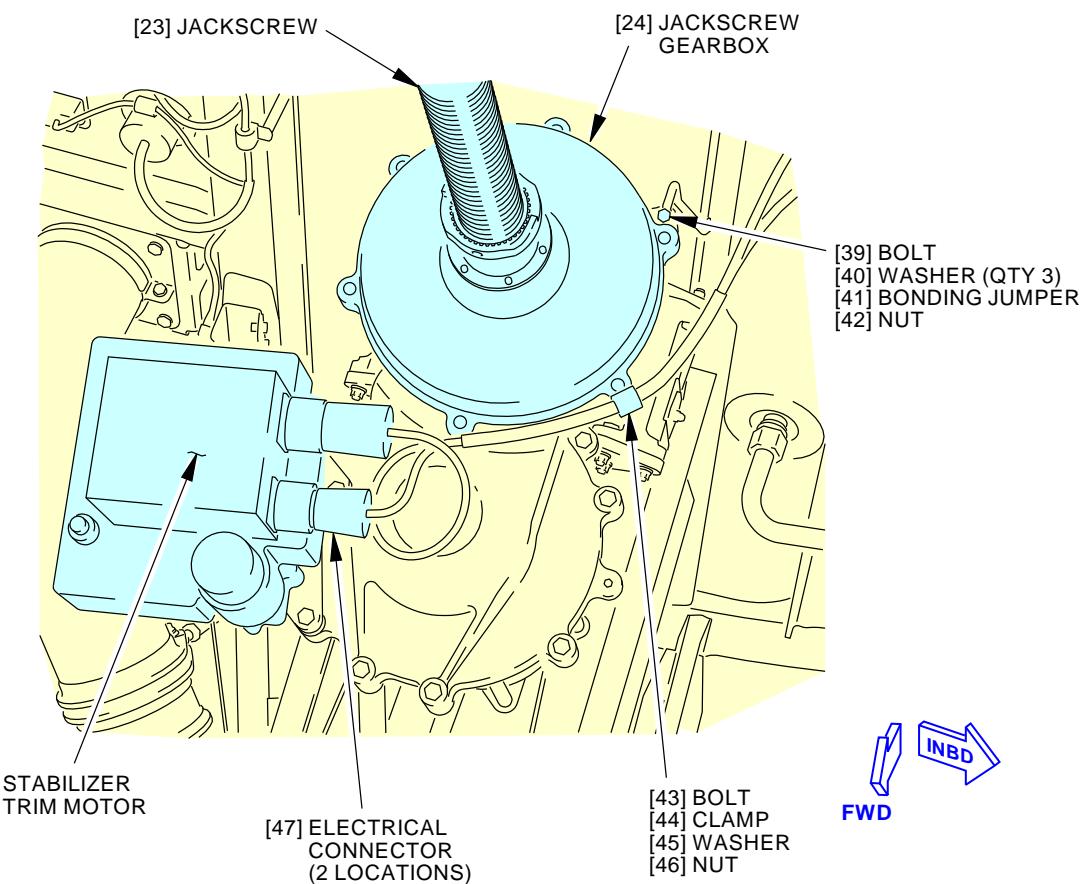
G14985 S0006569768_V2

**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 3 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-108-00-01 |



G14170 S0006569769_V3

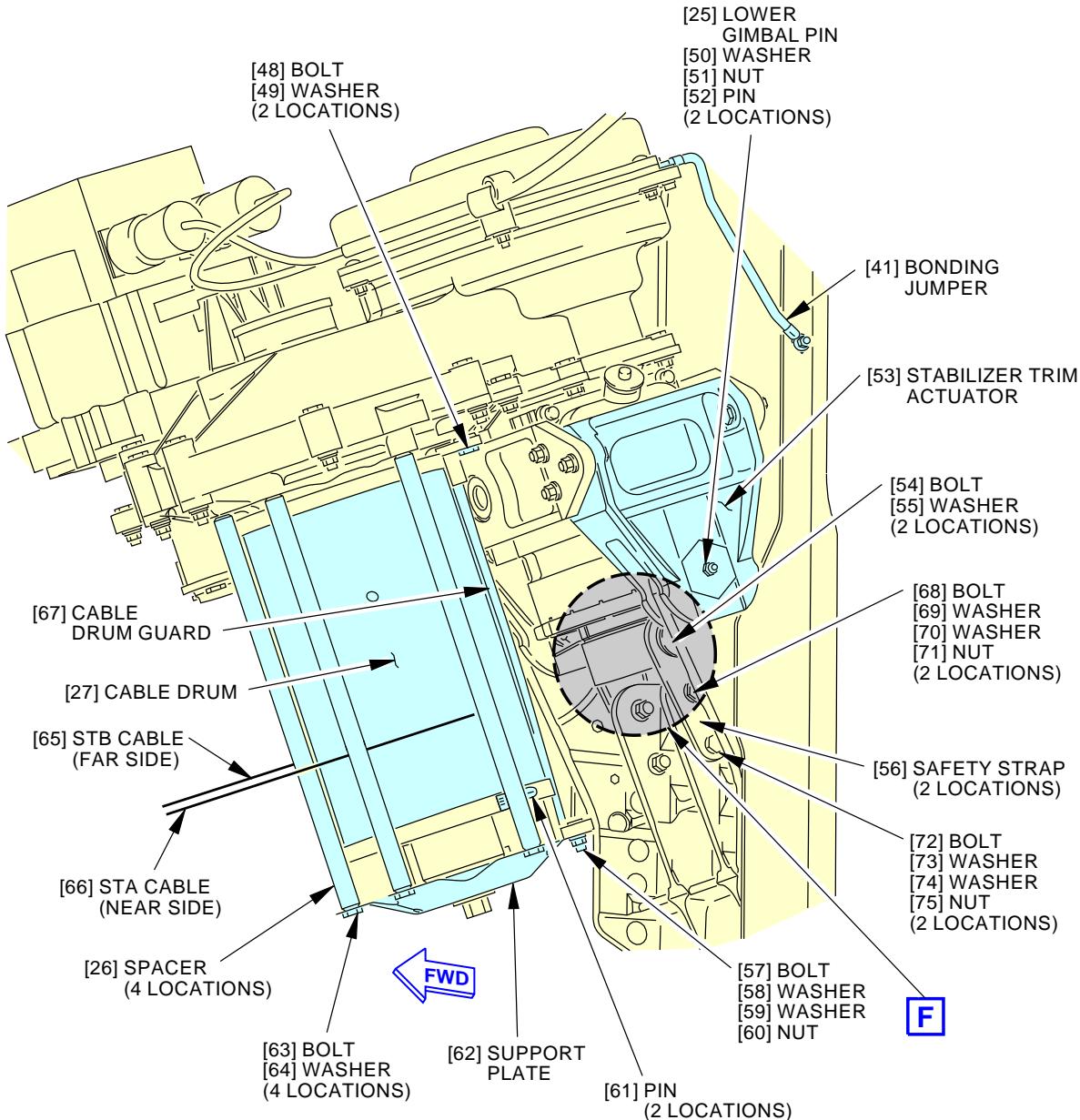
**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 4 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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Oct 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-108-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



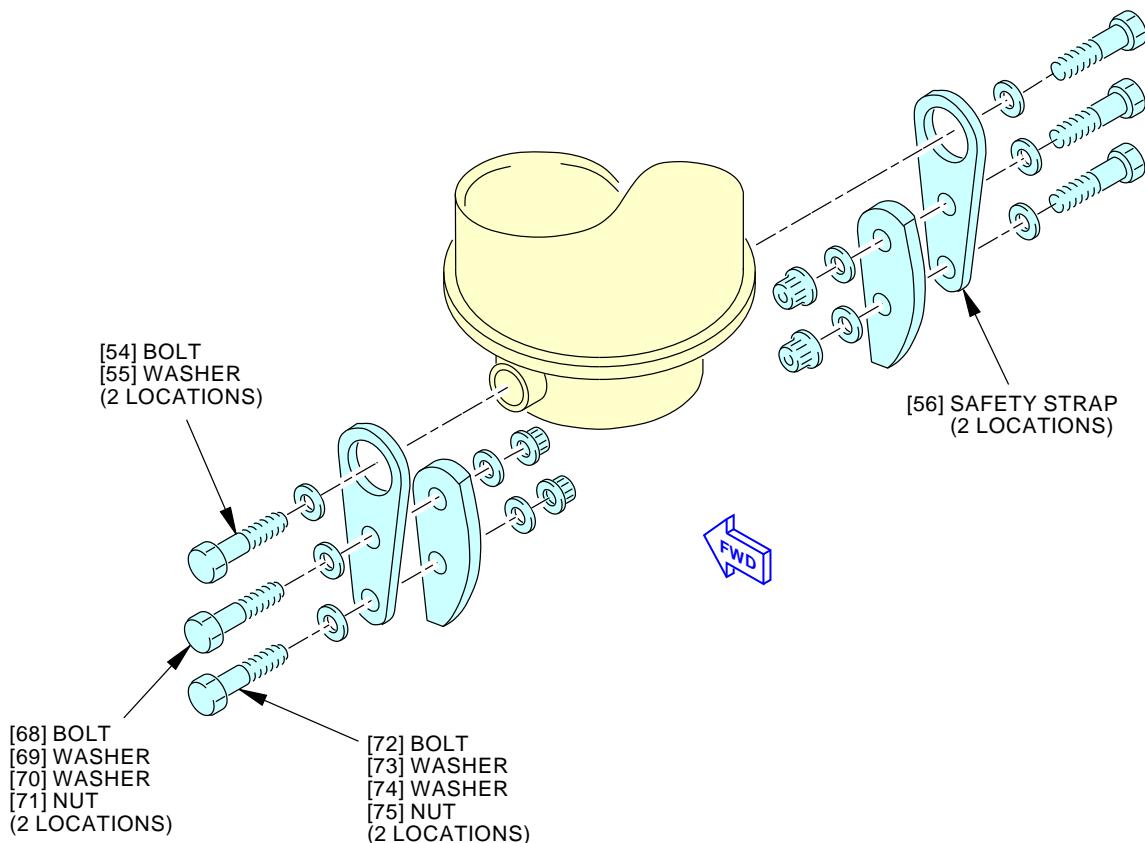
G14919 S0006569770_V5

**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 5 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-108-00-01 |

**F**

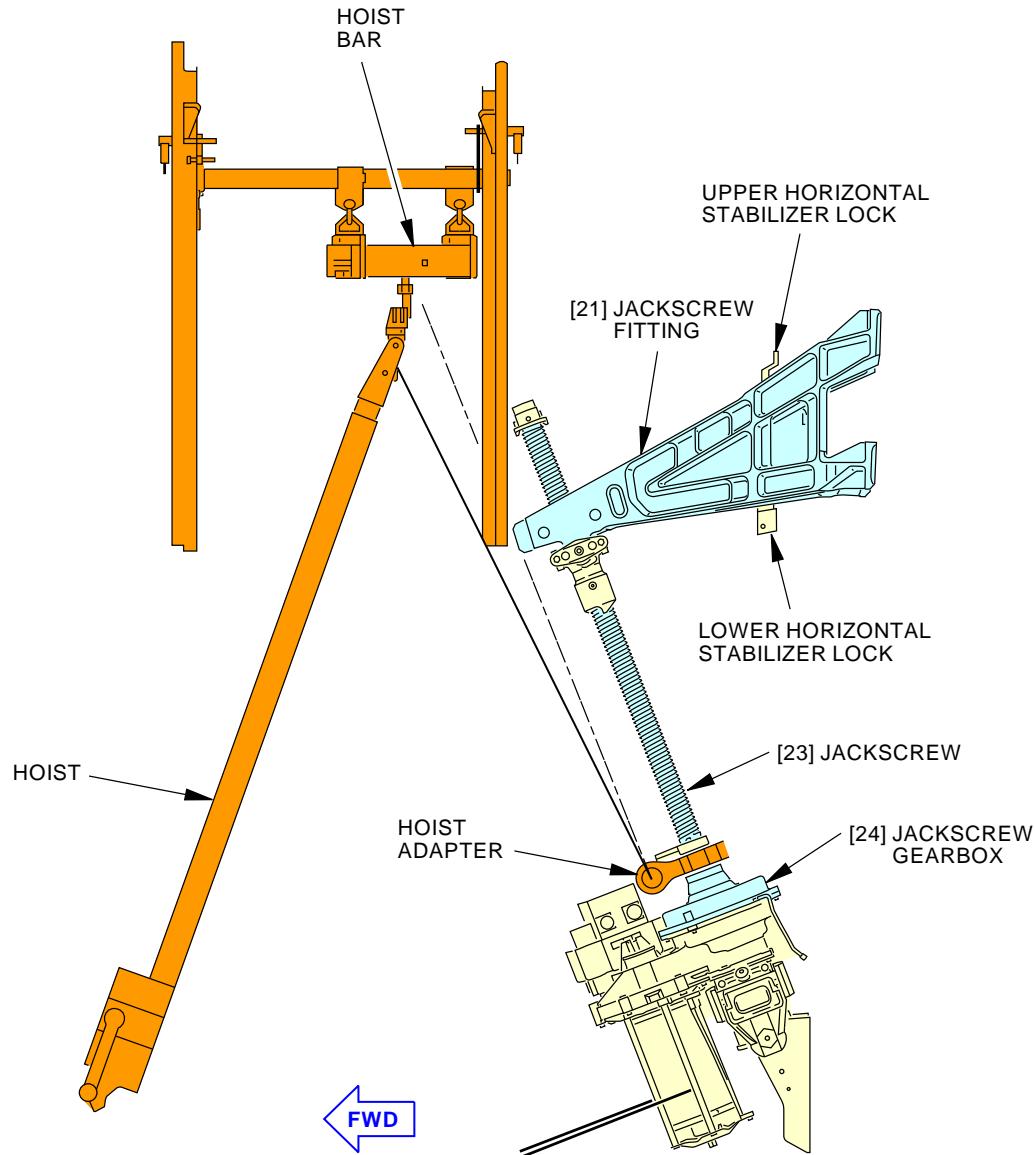
2119706 S0000455413_V2

**Stabilizer Ball Nut and Jackscrew Gearbox Installation
Figure 2 (Sheet 6 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-108-00-01 |



G14204 S0006569771_V2
**Stabilizer Lock and Jackscrew Handling Equipment Installation
Figure 3**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM RESTORATION |
| | | D633A109-AKS 27-108-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM JACKSCREW INSPECTION | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-110-00-01 |
| TAIL NUMBER | WORK AREA EMPENNAGE | VERSION 1.1 | THRESHOLD 6400 FH | REPEAT 6400 FH | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 2 YR | 2 YR | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL | | | ZONE 313 314 |

Perform detail visual inspection of the stabilizer trim jackscrew, ballnut, ballnut return tubes, and the upper and lower gimbal pins.

INTERVAL NOTE: Whichever comes first.

A. References

| Reference | Title |
|----------------------|--|
| AMM 12-22-41-600-801 | Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication (P/B 301) |
| AMM 27-41-81 P/B 401 | STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION |
| AMM 27-41-81-200-802 | Upper and Lower Gimbal Wear Limits Inspection (P/B 601) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| G50316 | Cloth - Clean, Dry, Lint-free, White, Cotton | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION |
| | | D633A109-AKS 27-110-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-110-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-41-81-210-801 | | | | |
| 1. Stabilizer Trim Ball Nut and Jackscrew Gearbox Detail Visual Inspection (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-41-81-040-001 | | | | |
| (1) Set the Main Cutout switch, S272, located on the aft area of the control stand, to the CUTOUT position. | | | | |
| (a) Attach DO-NOT-OPERATE tags to the switches. | | | | |
| SUBTASK 27-41-81-010-003 | | | | |
| (2) Open this access door: | | | | |
| Number Name/Location | | | | |
| 311BL Stabilizer Trim Access Door | | | | |
| SUBTASK 27-41-81-210-001 | | | | |
| (3) Do these Stabilizer Trim Actuator inspections: | | | | |
| NOTE: If you replace a damaged Stabilizer Trim Actuator with a serviceable Stabilizer Trim Actuator that is not new or not overhauled, then you must do the Detailed Inspection for the replacement Stabilizer Trim Actuator, and the Horizontal Stabilizer Gearbox Backlash Inspection. | | | | |
| (a) Do a detailed inspection of all attachment points to make sure they are secure and do not have damage. | | | | |
| 1) Make sure that the Stabilizer Trim Actuator is correctly attached to the airplane structure. | | | | |
| 2) If damage parts are found, remove, inspect, repair or replace the damage parts. | | | | |
| (b) Do a general visual inspection of the area under, on, and around the Stabilizer Trim Actuator to see if grease is escaping from ballnut. | | | | |
| 1) Large amounts of grease present around the stabilizer trim actuator, may indicate that grease is escaping from the ballnut due to a faulty seal or raised/leaking return tube. | | | | |
| a) Do a detailed inspection of the ballnut tube retainers for deformation, corrosion, or lifted return tubes. | | | | |
| b) If the ballnut tube retainers have deformation, corrosion, or are raised/leaking, remove and replace the actuator, STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401. | | | | |
| (c) Examine cable drum and cables for damage or binding. | | | | |
| (d) Examine the electrical connectors of the stabilizer trim motor for damage. | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION |
| | | D633A109-AKS 27-110-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-110-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (e) Do a detailed inspection of the grease on and around the Jackscrew and ballnut for metallic particles, other solid particles, and corrosion products in the grease. <u>NOTE:</u> Metallic particles in the grease can be an indication of degradation of the balls in the Ball Nut. If you find metallic particles in the grease, Repair/Replace the Stabilizer Trim Actuator. 1) If metallic particles, or other solid particles, or corrosion products are found in the grease, do this task: a) Repair/Replace the Stabilizer Trim Actuator: STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401. (f) Check if any of the ballnut bearings are found in the vicinity of the ballnut, on the Jackscrew, or directly below the Stabilizer Trim Actuator. <u>NOTE:</u> The ball bearings dimension are 0.21875 inch (5.55625 millimeters) diameter. 1) If ballnut bearings are found, do this task: a) Repair/Replace the Stabilizer Trim Actuator: STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401. (g) Remove all the old grease and dirt from the Jackscrew threads by wiping them with a clean, dry, non-abrasive cloth. (h) Do a detailed inspection of the upper and lower gimbal for cracks or damage, (Figure 1 (Sheet 2)). 1) Inspect the areas around the holes and bushings. 2) If you find parts with damage, remove, repair or replace the damaged parts. a) Do this task: (Upper and Lower Gimbal Wear Limits Inspection, AMM TASK 27-41-81-200-802). (i) Do a detailed inspection of the Jackscrew for these problems: 1) Inspect the Jackscrew threads for cross-threading, distortion, or stripping. 2) Check for metallic particles, pitting, gouging, corrosion, spalling, or brinelling in the Jackscrew threads. <u>NOTE:</u> If metallic particles are observed in the grease, there can be damage in the Jackscrew/Ball Nut assembly. Normal wear of the Jackscrew actuator can occur but this will not release visible metallic particles in the grease. 3) Check the Jackscrew for obvious differences in thread shape between thread grooves in the lower, middle, and upper portions of the jackscrew. 4) Check the Jackscrew for damage or cracking. 5) Remove the DO-NOT-OPERATE tags on the STAB TRIM switches. 6) Make sure that the STAB TRIM switch on the stab trim and cabin door panel, P8-47 module, is in the NORMAL position. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION | |
| | | D633A109-AKS 27-110-00-01 | 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. 27-110-00-01 |
|------|--|---------|------------------|--|
| | | | | MECH INSP |
| 7) | Set the Main Cutout switch, S272, located on the aft area of the control stand, to the NORMAL position. | | | |
| | <u>WARNING:</u> MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | |
| 8) | Push and hold the Stabilizer Trim Control switches on the Captain's Control Wheel (NOSE UP or NOSE DOWN) to move the Jackscrew to another location other than the current setting. | | | |
| 9) | Set the Main Cutout switch, S272, located on the aft area of the control stand, to the CUTOUT position. | | | |
| 10) | Attach DO-NOT-OPERATE tags to the switches. | | | |
| 11) | With the stabilizer Jackscrew moved to another position: | | | |
| a) | Remove the old grease and dirt from the newly exposed Jackscrew threads by wiping them with a clean, dry, non-abrasive cloth (cotton cloth, G50316). | | | |
| b) | Inspect the Jackscrew newly exposed area threads for cross-threading, distortion, or stripping. | | | |
| c) | Check the newly exposed area of the Jackscrew for metallic particles, pitting, gouging, corrosion, spalling, or brinelling in the Jackscrew threads. | | | |
| | <u>NOTE:</u> If metallic particles are observed in the grease, there can be damage in the Jackscrew/Ball Nut assembly. Normal wear of the Jackscrew actuator can happen but this will not release visible metallic particles in the grease. | | | |
| d) | Check the newly exposed Jackscrew for obvious differences in thread shape between thread grooves in the lower, middle, and upper portions of the jackscrew. | | | |
| e) | Check the newly exposed Jackscrew for damage or cracking. | | | |
| 12) | If you find a problem listed above, replace the stabilizer jackscrew actuator: | | | |
| a) | Do this task: STABILIZER BALL NUT AND JACKSCREW GEARBOX - REMOVAL/INSTALLATION, AMM 27-41-81/401. | | | |
| 13) | For the grease removed from the Jackscrew prior to examining the threads for damage, corrosion, and contamination, do this task: | | | |
| a) | Stabilizer Trim Jackscrew Lubrication, (Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, AMM TASK 12-22-41-600-801). | | | |

SUBTASK 27-41-81-410-003

- (4) Close this access door:

Number**Name/Location**

311BL

Stabilizer Trim Access Door

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION |
| | | D633A109-AKS 27-110-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-110-00-01 | |
|---|----------------------|---|------------------|--|------|
| | | | | MECH | INSP |
| SUBTASK 27-41-81-741-001 | | | | | |
| (5) Put the airplane back to a serviceable condition. | | | | | |
| — END OF TASK — | | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION | | | |
| | | D633A109-AKS | | | |
| | | 27-110-00-01 | | | |
| Page 5 of 7 Oct 15/2014 | | | | | |

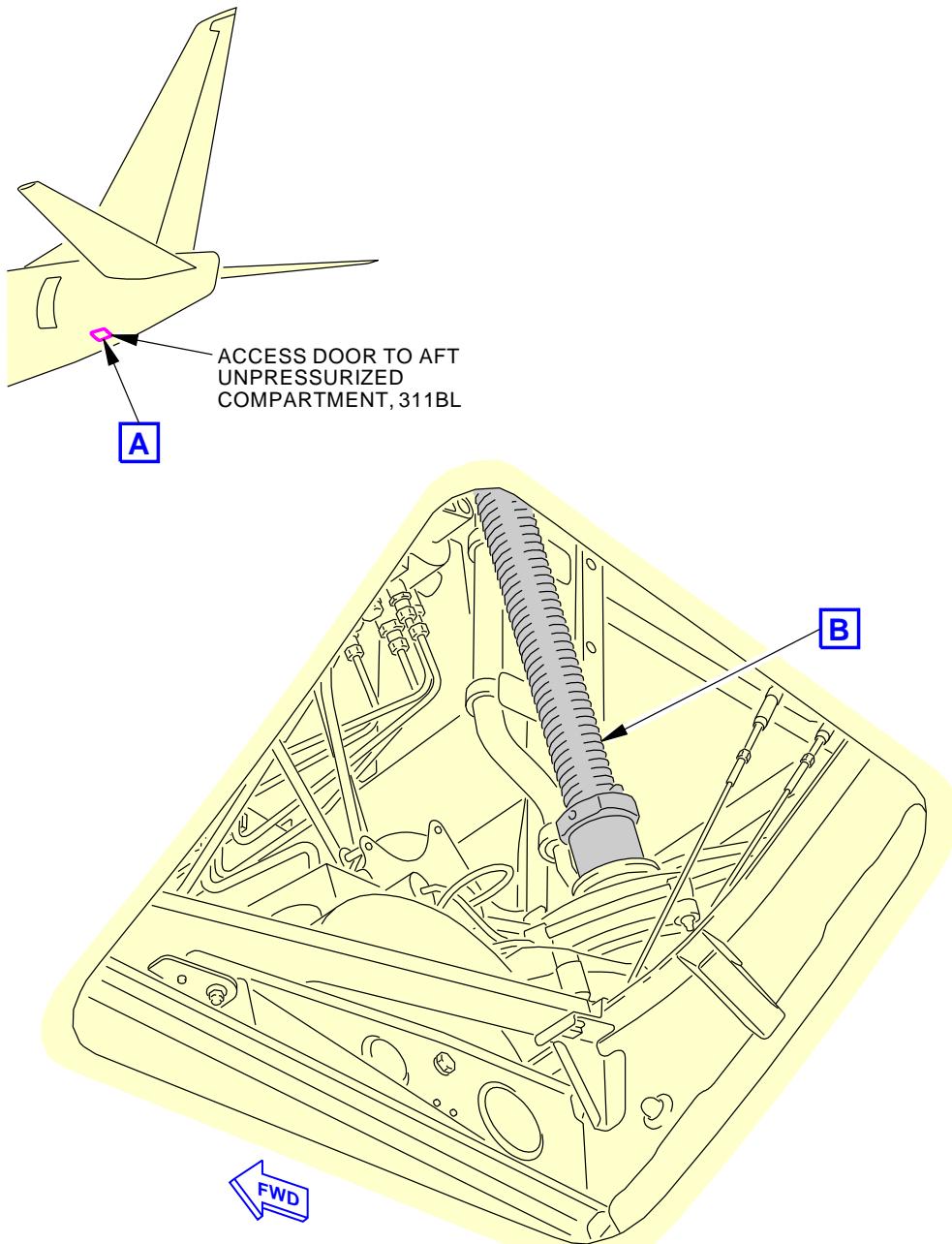
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-110-00-01**VIEW THROUGH THE ACCESS DOOR TO AFT
UNPRESSURIZED COMPARTMENT, 311BL****A**

G99048 S0006569775_V2

**Stabilizer Ball Nut and Jackscrew Gearbox Visual Inspection
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM JACKSCREW INSPECTION****D633A109-AKS
27-110-00-01****Page 6 of 7
Jun 15/2015**

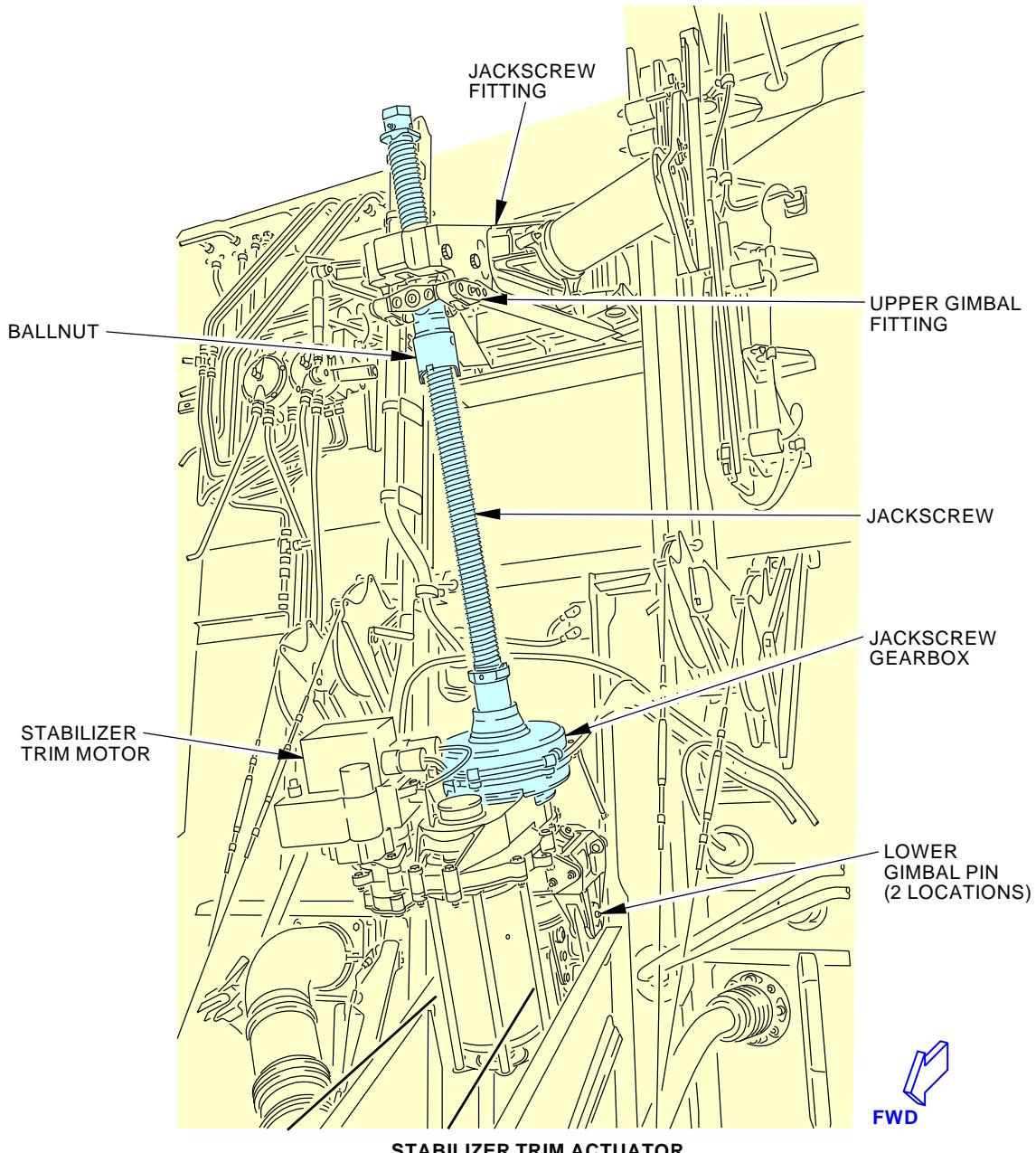
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-110-00-01**B**

G99053 S0006569776_V3

**Stabilizer Ball Nut and Jackscrew Gearbox Visual Inspection
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM JACKSCREW INSPECTION |
| | | D633A109-AKS 27-110-00-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|----------------------------|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM LIMIT SWITCHES | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-112-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 311BL | | | ZONE 211 311 312 |
| | | | | | |

Operationally check the stabilizer trim limit switches (flaps up and flaps down).

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

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-1677 | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES |
| | | D633A109-AKS 27-112-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-112-00-01 | | | | | | | | | | | | | | | | | |
|--|-----------------------------|---------------|-----------------------------------|--|--|------------|------------|---------------|-------------|---|----|--------|-------------------------------|---|----|--------|-----------------------------------|---------------|----------------------|-------|-----------------------------|
| TASK 27-41-00-700-805 | | | | MECH INSP | | | | | | | | | | | | | | | | | |
| 1. Stabilizer Trim Limit Switches Test (Figure 1) | | | | | | | | | | | | | | | | | | | | | |
| A. General <ol style="list-style-type: none">(1) Use this test to make sure the stabilizer trim limit switches operate correctly.(2) The trim system can move the stabilizer to a position more than the limits that were set during the adjustment of the limit switches. This condition is usual. Thus the "B" dimension tolerances for the test are larger than the tolerance for the adjustment.(3) This test is applicable only for limit switches S145, S844, S144. | | | | | | | | | | | | | | | | | | | | | |
| B. Prepare for the Test <p>SUBTASK 27-41-00-860-011</p> <ol style="list-style-type: none">(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. <p>SUBTASK 27-41-00-860-012</p> <ol style="list-style-type: none">(2) Make sure that these circuit breakers are closed:<table><thead><tr><th>F/O Electrical System Panel, P6-2</th></tr><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>B</td><td>10</td><td>C00207</td><td>FLIGHT CONTROL STAB TRIM CONT</td></tr><tr><td>D</td><td>10</td><td>C00840</td><td>FLIGHT CONTROL STAB TRIM ACTUATOR</td></tr></tbody></table> <p>SUBTASK 27-41-00-860-013</p> <ol style="list-style-type: none">(3) Make sure that the main cutout switch, S272 is in the NORMAL position. <p>SUBTASK 27-41-00-860-014</p> <ol style="list-style-type: none">(4) Make sure that the STAB TRIM switch on the stab trim and cabin door panel, P8-47 is in the NORMAL position. <p>SUBTASK 27-41-00-860-015</p> <ol style="list-style-type: none">(5) Make sure that the flaps are in the full up position. <p>SUBTASK 27-41-00-010-004</p> <ol style="list-style-type: none">(6) To get access to the limit switches, do this step: Open this access panel:<table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>311BL</td><td>Stabilizer Trim Access Door</td></tr></tbody></table> | | | | | F/O Electrical System Panel, P6-2 | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | <u>Number</u> | <u>Name/Location</u> | 311BL | Stabilizer Trim Access Door |
| F/O Electrical System Panel, P6-2 | | | | | | | | | | | | | | | | | | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | |
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | | | | | | | | | | | | | | | | | | |
| D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | | | | | | | | | | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | |
| 311BL | Stabilizer Trim Access Door | | | | | | | | | | | | | | | | | | | | |
| C. Procedure <p>SUBTASK 27-41-00-710-007</p> <ol style="list-style-type: none">(1) Do the test of the limit switch S844:<ol style="list-style-type: none">(a) Move the stabilizer to the maximum leading edge up (APL NOSE DOWN) position (the mechanical limits). This can be done using the STAB TRIM switches and then the stabilizer trim wheel.(b) Turn the captain's stabilizer trim wheel clockwise approximately 3 turns.(c) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position. | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES D633A109-AKS 27-112-00-01 | Page 2 of 7 Jun 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

AKS



737-600/700/800/900 TASK CARDS

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES |
| | | D633A109-AKS 27-112-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-112-00-01 |
|--|---|--|---|--|
| (c) Move the stabilizer to the maximum leading edge up (APL NOSE DOWN) position (mechanical limits). This can be done using the STAB TRIM switches and then the stabilizer trim wheel. | (d) Turn the captain's stabilizer trim wheel clockwise approximately 2.00 ± 0.25 turns. | (e) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position. <ol style="list-style-type: none">1) Make sure that the stabilizer leading edge does not move.2) Release the STAB TRIM switches. | (f) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position. <ol style="list-style-type: none">1) Make sure that stabilizer leading edge moves down (APL NOSE UP).2) Release the STAB TRIM switches. | MECH INSP |

NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires.

- 2) Make sure the "B" dimension is 45.48 ± 0.10 in. (1155.2 ± 2.5 mm).
 - a) Make sure that the STAB TRIM indicator on the control stand reads 0.05 units of trim.

NOTE: The STAB TRIM indicator gives approximate indications. Do not use the STAB TRIM indicator indications to adjust the stabilizer trim switches ("B" dimension).

- (i) Move the flap control lever or the alternate flap drive control switch to retract the flaps.
- (j) Do this task: Hydraulic System A or B Power Removal, AMM
TASK 29-11-00-860-805.

SUBTASK 27-41-00-710-014

- (3) Do the test of the limit switch S144:

- (a) Move the stabilizer to the maximum leading edge down (APL NOSE UP) position (mechanical limits). This can be done using the STAB TRIM switches and then the stabilizer trim wheel.
- (b) Turn the captain's stabilizer trim wheel counterclockwise approximately 3 turns.
- (c) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.
 - 1) Make sure that the stabilizer leading edge does not move.
 - 2) Release the STAB TRIM switches.
- (d) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position.

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES D633A109-AKS 27-112-00-01 | Page 4 of 7 Oct 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-112-00-01 |
|------|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | <ol style="list-style-type: none">1) Make sure that stabilizer leading edge moves up (APL NOSE DOWN).2) Release the STAB TRIM switches.(e) Move the stabilizer to approximately 12 units of trim.(f) Move the STAB TRIM switches on the captain's control wheel to the NOSE UP position until the stabilizer stops automatically.<ol style="list-style-type: none">1) Use the bar, SPL-1677 to measure the "B" dimension.<p><u>NOTE:</u> Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires.</p>2) Make sure the "B" dimension is 24.80 ± 0.10 in. (629.9 ± 2.6 mm).<ol style="list-style-type: none">a) Make sure that the STAB TRIM indicator on the control stand reads 14.5 units of trim.<p><u>NOTE:</u> The STAB TRIM indicator gives approximate indications. Do not use the STAB TRIM indicator indications to adjust the stabilizer trim switches ("B" dimension).</p> |

SUBTASK 27-41-00-410-004

- (4) Close this access panel:

Number Name/Location

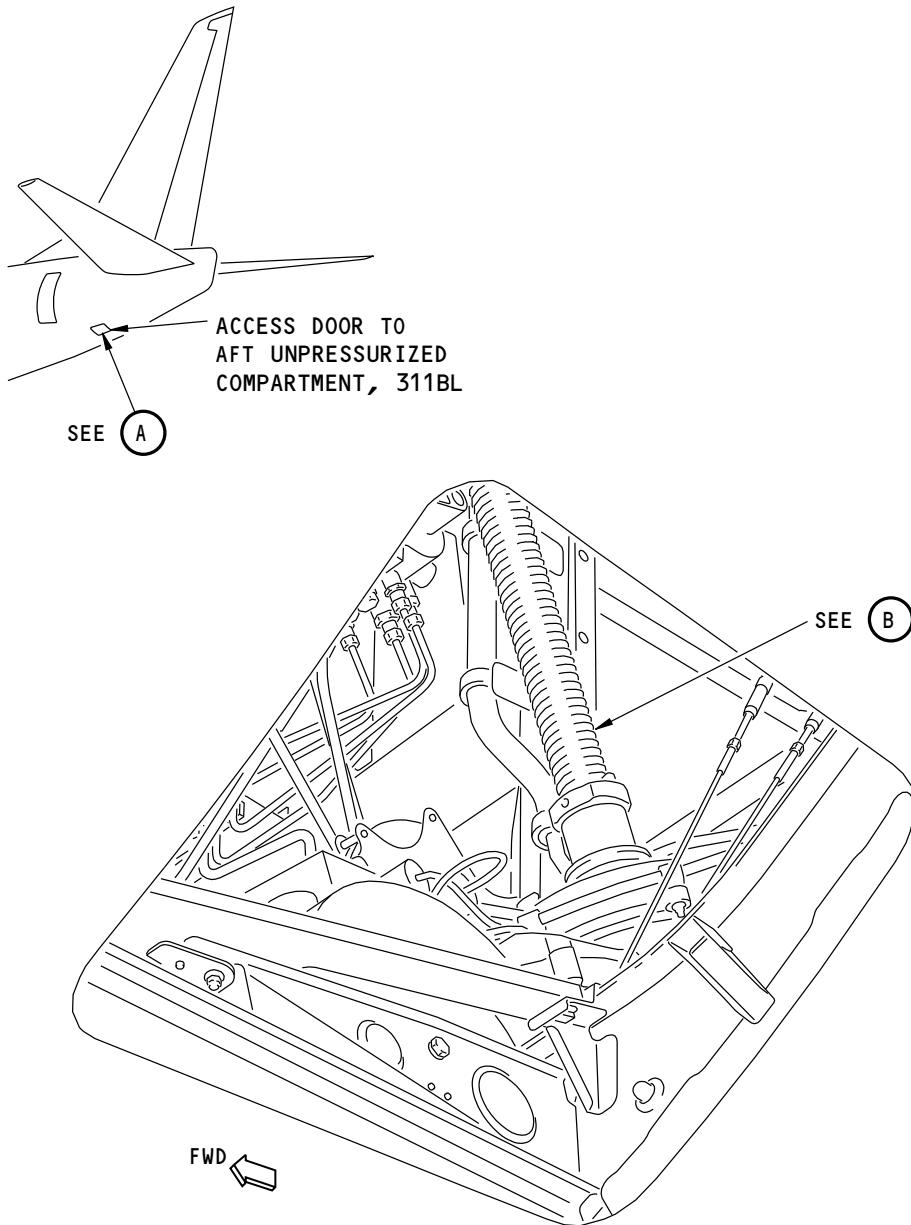
311BL Stabilizer Trim Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES |
| | | D633A109-AKS 27-112-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-112-00-01 |



**VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL**



F98381 S0006569662_V1

**Stabilizer Trim Limit Switches Test
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM LIMIT SWITCHES |
| | | D633A109-AKS 27-112-00-01 |

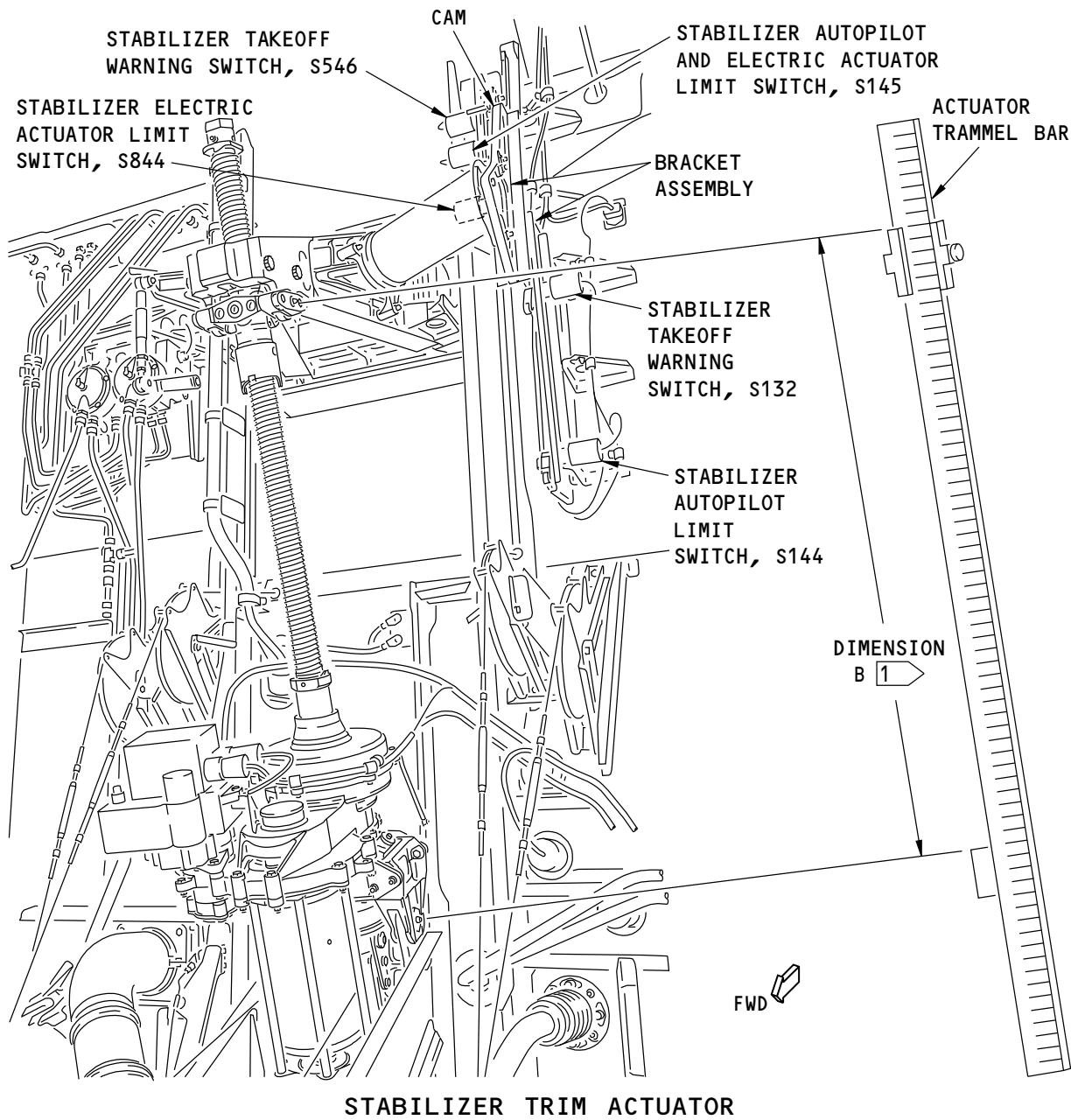
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-112-00-01

1 THE DIMENSION B IS MEASURED BETWEEN THE CENTER OF THE UPPER AND LOWER GIMBAL PINS, (CENTER OF GREASE FITTINGS).

F98385 S0006569663_V1

**Stabilizer Trim Limit Switches Test
Figure 1 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM LIMIT SWITCHES****D633A109-AKS
27-112-00-01****Page 7 of 7
Oct 15/2014**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE CONTROL COLUMN SWITCHING MODULE | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-114-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS 112A | | | ZONE 112 210 |
| | | | | | |

Operationally check the stabilizer trim control column switching module.

A. References

| Reference | Title |
|----------------------|---------------------------------------|
| AMM 27-41-00-700-809 | Stabilizer Trim Cutout Test (P/B 501) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| COM-1691 | Protractor - Digital, Vertical or Horizontal (accurate to 0.1 degree, resolution of 0.1 degree, repeatability of 0.1 degree) Part #: KS5549 Supplier: 75245 Part #: KS6005 Supplier: 75245 |
| SPL-1685 | Box - Test, Cutout Switch, Stab Trim Control (737-300 thru -900) Part #: C27007-31 Supplier: 81205 |
| STD-686 | Power Supply - 28 VDC |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

TASK 27-41-00-710-801

MECH

INSP

1. Column Cutout Switches Test

Figure 1

A. General

- (1) Use this test to make sure the captain's and first officer column cutout switches operate correctly.

B. Procedure

SUBTASK 27-41-00-010-007

- (1) Open this access panel:

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

| | |
|------|---------------------|
| 112A | Forward Access Door |
|------|---------------------|

SUBTASK 27-41-00-730-003

- (2) Do the test of the captain's column cutout switch:

- (a) Install the protractor, COM-1691 on the captain's control column.
- (b) Disconnect the electrical connector D12156 from the captain's column cutout switch.
- (c) Install the test box, SPL-1685:
 - 1) Connect the test box, SPL-1685 connector to the captain's column cutout switch.
 - 2) Connect the input jack on the test box, test box, SPL-1685 to 28 VDC power supply, STD-686.
 - 3) Set the stabilizer to 4 units of trim (B dimension equal to 39.89 ± 0.03 in. (1013.2 ± 0.8 mm)).
- (d) Set the POWER and MAIN CLUTCH CUTOUT switches on the test box to the ON position.
 - 1) Move the captain's control column to the neutral position, which is 6.9 ± 0.8 degrees forward of the vertical position.
 - 2) Make sure the lights on the test box agree with Table 1 below:

NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 1

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | ON |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

- 3) Move the captain's control column more than 6 degrees aft of the neutral position.

- 4) Make sure the lights on the test box agree with the Table 2 below:

NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 2

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |

- 5) Move the captain's control column to the neutral position.

- 6) Make sure the lights on the test box agree with Table 3 below:

NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 3

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | ON |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |

- 7) Move the captain's control column more than 4 degrees forward of the neutral position.

- 8) Make sure the lights on the test box agree with Table 4 below:

NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 4

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |

EFFECTIVITY
AKS ALLSOURCE
MRB**CONTROL COLUMN SWITCHING MODULE**D633A109-AKS
27-114-00-01Page 3 of 13
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

- (e) Set the POWER and MAIN CLUTCH CUTOUT switches on the test box to the OFF position.
- (f) Set the POWER and MAIN MOTOR CUTOUT switches on the test box to the ON position.
- 1) Move the captain's control column to the neutral position.
 - 2) Make sure the lights on the test box agree with the Table 5 below:
NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 5

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | ON |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | ON |
| MAIN CLUTCH CUTOUT | OFF |

- 3) Move the captain's control column more than 6 degrees aft of the neutral position.
- 4) Make sure the lights on the test box agree with the Table 6 below:
NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 6

| LIGHT | STATUS |
|--------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | ON |
| MAIN CLUTCH CUTOUT | OFF |

- 5) Move the captain's control column to the neutral position.
- 6) Make sure the lights on the test box agree with the Table 7 below:
NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 7

| LIGHT | STATUS |
|------------|--------|
| POWER | ON |
| MAIN MOTOR | ON |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

Table 7 (Continued)

| LIGHT | STATUS | MECH | INSP |
|--------------------|--------|------|------|
| MAIN CLUTCH | OFF | | |
| MAIN MOTOR CUTOUT | ON | | |
| MAIN CLUTCH CUTOUT | OFF | | |

- 7) Move the captain's control column more than 4 degrees forward of the neutral position.

- 8) Make sure lights on the test box agree with Table 8 below:

NOTE: Ignore the lights on the AUTOPILOT STABILIZER TRIM side of the test box (right side).

Table 8

| LIGHT | STATUS | MECH | INSP |
|--------------------|--------|------|------|
| POWER | ON | | |
| MAIN MOTOR | OFF | | |
| MAIN CLUTCH | OFF | | |
| MAIN MOTOR CUTOUT | ON | | |
| MAIN CLUTCH CUTOUT | OFF | | |

- 9) Set the control column to the neutral position.

- (g) Set the POWER and MAIN MOTOR CUTOUT switches on the test box to the OFF position.
- (h) Disconnect the test box connectors from captain's cutout switch connectors.
- (i) Connect the electrical connector D12156 to the captain's cutout switch.
- (j) Remove the test box, SPL-1685 from the captain's control column.
- (k) Remove the protractor, COM-1691 from the captain's control column.

SUBTASK 27-41-00-730-004

- (3) Do the test of the first officer's column cutout switch:
 - (a) Install the protractor, COM-1691 on the first officer's control column.
 - (b) Disconnect the electrical connectors D3124 and D2257 from the first officer's column cutout switch.
 - (c) Install the test box, SPL-1685:
 - 1) Connect the test box, SPL-1685 to the first officer's column cutout switch.
 - 2) Connect the input jack on the test box, SPL-1685 to 28 VDC power supply, STD-686.
 - (d) Set the POWER, MAIN CLUTCH CUTOUT, AUTOPILOT MOTOR CUTOUT switches on the test box to the ON position.
 - 1) Move the first officer's control column to the neutral position, which is 6.9 ± 0.8 degrees forward of the vertical position.

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE | |
| | | D633A109-AKS 27-114-00-01 | Page 5 of 13 Oct 15/2014 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

- 2) Make sure the lights on the test box agree with the Table 9 below:

Table 9

| LIGHT | STATUS |
|-------------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | ON |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |
| AUTOPILOT MOTOR | ON |
| AUTOPILOT CLUTCH | OFF |
| AUTOPILOT MOTOR CUTOUT | ON |
| AUTOPILOT CLUTCH CUTOUT | OFF |

- 3) Move the first officer's control column more than 6 degrees aft of the neutral position.
 4) Make sure the lights on the test box agree with the Table 10 below:

Table 10

| LIGHT | STATUS |
|-------------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |
| AUTOPILOT MOTOR | OFF |
| AUTOPILOT CLUTCH | OFF |
| AUTOPILOT MOTOR CUTOUT | ON |
| AUTOPILOT CLUTCH CUTOUT | OFF |

- 5) Move the first officer's control column to the neutral position.
 6) Make sure the lights on the test box agree with the Table 11 below:

Table 11

| LIGHT | STATUS |
|-------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | ON |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

Table 11 (Continued)

| LIGHT | STATUS | MECH | INSP |
|-------------------------|--------|------|------|
| MAIN MOTOR CUTOUT | OFF | | |
| MAIN CLUTCH CUTOUT | ON | | |
| AUTOPILOT MOTOR | ON | | |
| AUTOPILOT CLUTCH | OFF | | |
| AUTOPILOT MOTOR CUTOUT | ON | | |
| AUTOPILOT CLUTCH CUTOUT | OFF | | |

- 7) Move the first officer's control column more than 4 degrees forward of the neutral position.
 8) Make sure the lights on the test box agree with the Table 12 below:

Table 12

| LIGHT | STATUS |
|-------------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | OFF |
| MAIN CLUTCH CUTOUT | ON |
| AUTOPILOT MOTOR | OFF |
| AUTOPILOT CLUTCH | OFF |
| AUTOPILOT MOTOR CUTOUT | ON |
| AUTOPILOT CLUTCH CUTOUT | OFF |

- (e) Set the POWER, MAIN CLUTCH CUTOUT, and AUTOPILOT MOTOR CUTOUT switches on the test box to the OFF position.
 (f) Set the POWER, MAIN MOTOR CUTOUT, and AUTOPILOT CLUTCH CUTOUT switches on the test box to the ON position.
 1) Move the first officer's control column to the neutral position.
 2) Make sure the lights on the test box agree with Table 13 below:

Table 13

| LIGHT | STATUS |
|-------------------|--------|
| POWER | ON |
| MAIN MOTOR | ON |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | ON |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|

Table 13 (Continued)

| LIGHT | STATUS | MECH | INSP |
|-------------------------|--------|------|------|
| MAIN CLUTCH CUTOUT | OFF | | |
| AUTOPilot MOTOR | OFF | | |
| AUTOPilot CLUTCH | ON | | |
| AUTOPilot MOTOR CUTOUT | OFF | | |
| AUTOPilot CLUTCH CUTOUT | ON | | |

- 3) Move the first officer's control column more than 6 degrees aft of the neutral position.
 4) Make sure the lights on the test box agree with the Table 14 below:

Table 14

| LIGHT | STATUS |
|-------------------------|--------|
| POWER | ON |
| MAIN MOTOR | OFF |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | ON |
| MAIN CLUTCH CUTOUT | OFF |
| AUTOPilot MOTOR | OFF |
| AUTOPilot CLUTCH | OFF |
| AUTOPilot MOTOR CUTOUT | OFF |
| AUTOPilot CLUTCH CUTOUT | ON |

- 5) Move the first officer's control column to the neutral position.
 6) Make sure the lights on the test box agree with the Table 15 below:

Table 15

| LIGHT | STATUS |
|-------------------------|--------|
| POWER | ON |
| MAIN MOTOR | ON |
| MAIN CLUTCH | OFF |
| MAIN MOTOR CUTOUT | ON |
| MAIN CLUTCH CUTOUT | OFF |
| AUTOPilot MOTOR | OFF |
| AUTOPilot CLUTCH | ON |
| AUTOPilot MOTOR CUTOUT | OFF |
| AUTOPilot CLUTCH CUTOUT | ON |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE | |
| | | D633A109-AKS 27-114-00-01 | Page 8 of 13 Oct 15/2014 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 | | | | |
|--|---------------------|---------------|------------------|--|--------|---------------|------|---------------------|
| | | | | MECH INSP | | | | |
| 7) Move the first officer's control column more than 4 degrees forward of the neutral position. | | | | | | | | |
| 8) Make sure the lights on the test box agree with the Table 16 below: | | | | | | | | |
| Table 16 | | | | | | | | |
| LIGHT | | STATUS | | | | | | |
| POWER | | ON | | | | | | |
| MAIN MOTOR | | OFF | | | | | | |
| MAIN CLUTCH | | OFF | | | | | | |
| MAIN MOTOR CUTOUT | | ON | | | | | | |
| MAIN CLUTCH CUTOUT | | OFF | | | | | | |
| AUTOPILOT MOTOR | | OFF | | | | | | |
| AUTOPILOT CLUTCH | | OFF | | | | | | |
| AUTOPILOT MOTOR CUTOUT | | OFF | | | | | | |
| AUTOPILOT CLUTCH CUTOUT | | ON | | | | | | |
| 9) Set the control column to the neutral position. (g) Set the POWER, MAIN MOTOR CUTOUT, and AUTOPILOT CLUTCH CUTOUT switches on the test box to the OFF position. (h) Disconnect the test box connectors from the first officer's cutout switch. (i) Connect the electrical connectors D3124 and D2257 to the first officer's cutout switch. (j) Remove the test box, SPL-1685 from the first officer's control column. (k) Remove the protractor, COM-1691 from the first officer's column. | | | | | | | | |
| <small>SUBTASK 27-41-00-410-007</small> (4) Close this access panel: <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; width: 15%;">Number</th> <th style="text-align: left;">Name/Location</th> </tr> <tr> <td style="text-align: left;">112A</td> <td style="text-align: left;">Forward Access Door</td> </tr> </table> <small>SUBTASK 27-41-00-710-016</small> (5) Do this task: Stabilizer Trim Cutout Test, AMM TASK 27-41-00-700-809. | | | | | Number | Name/Location | 112A | Forward Access Door |
| Number | Name/Location | | | | | | | |
| 112A | Forward Access Door | | | | | | | |
| — END OF TASK — | | | | | | | | |

| | | | |
|---|-----------------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE D633A109-AKS 27-114-00-01 | |
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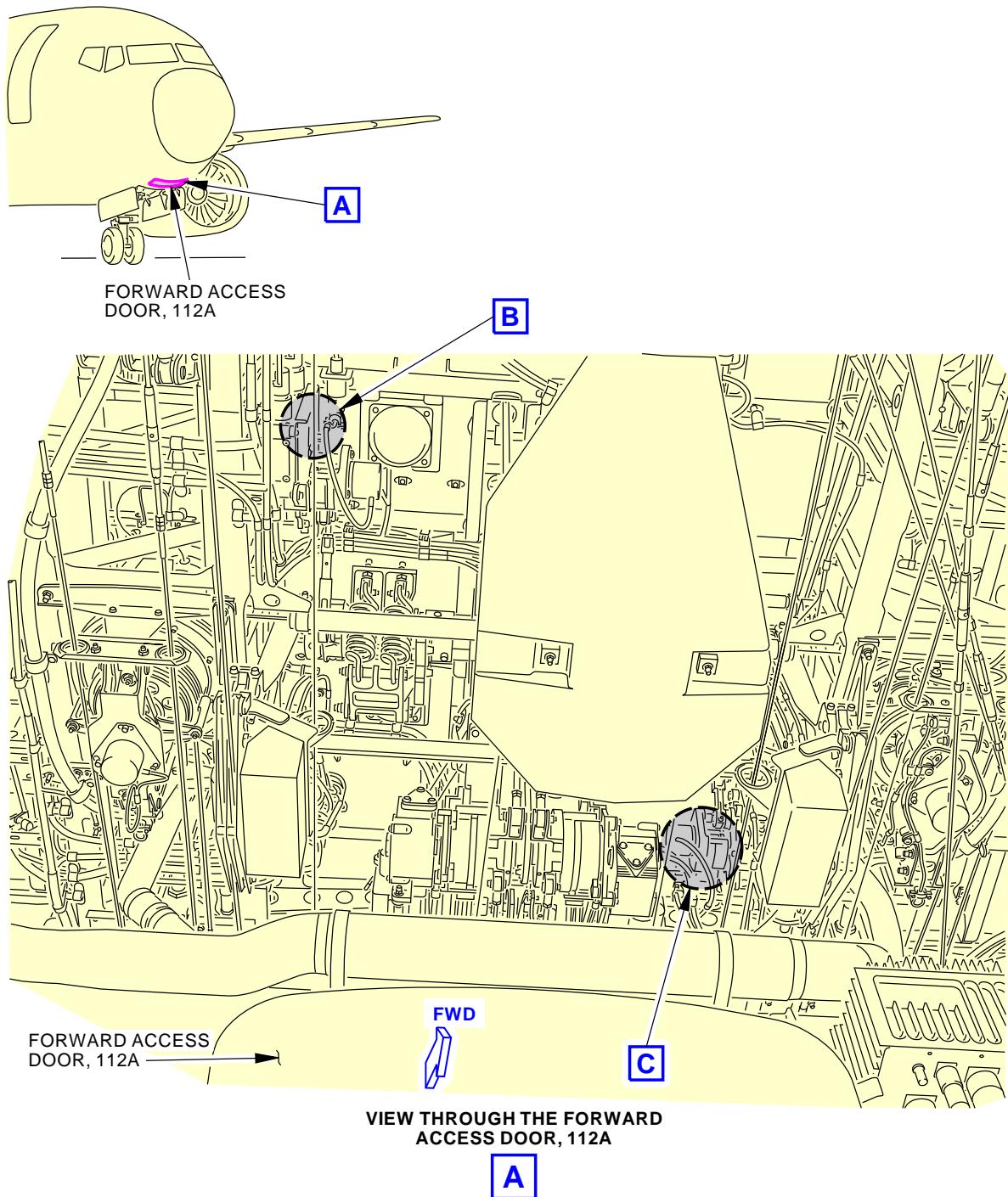
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-114-00-01

Column Cutout Switch Test
Figure 1 (Sheet 1 of 4)

F99130 S0006569691_V2

| | | |
|-----------------------------------|----------------------|--|
| EFFECTIVITY AKS 001-013 | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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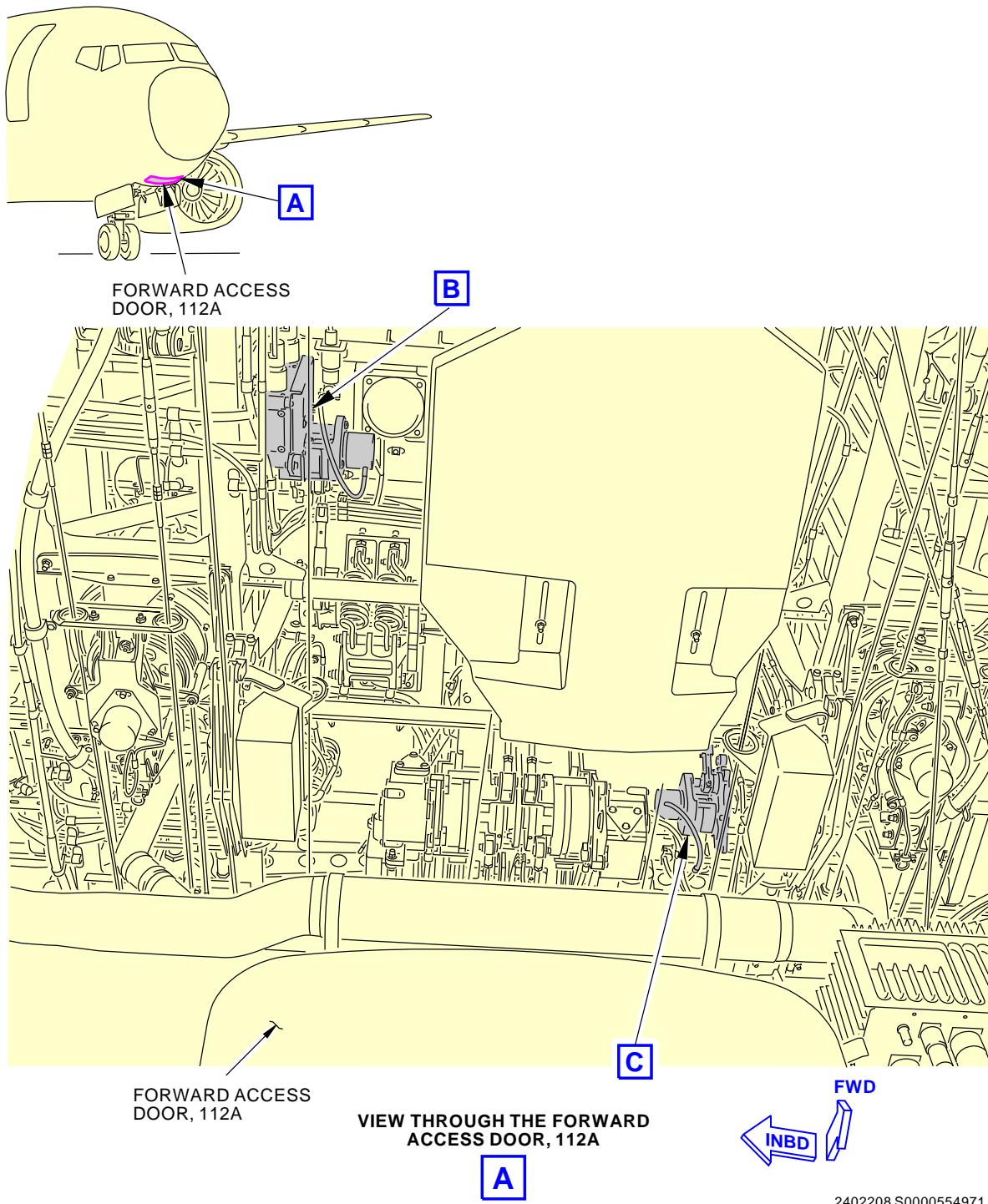
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-114-00-01

Column Cutout Switch Test
Figure 1 (Sheet 2 of 4)

2402208 S0000554971_V1

| | | |
|-----------------------------------|----------------------|--|
| EFFECTIVITY AKS 014-999 | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

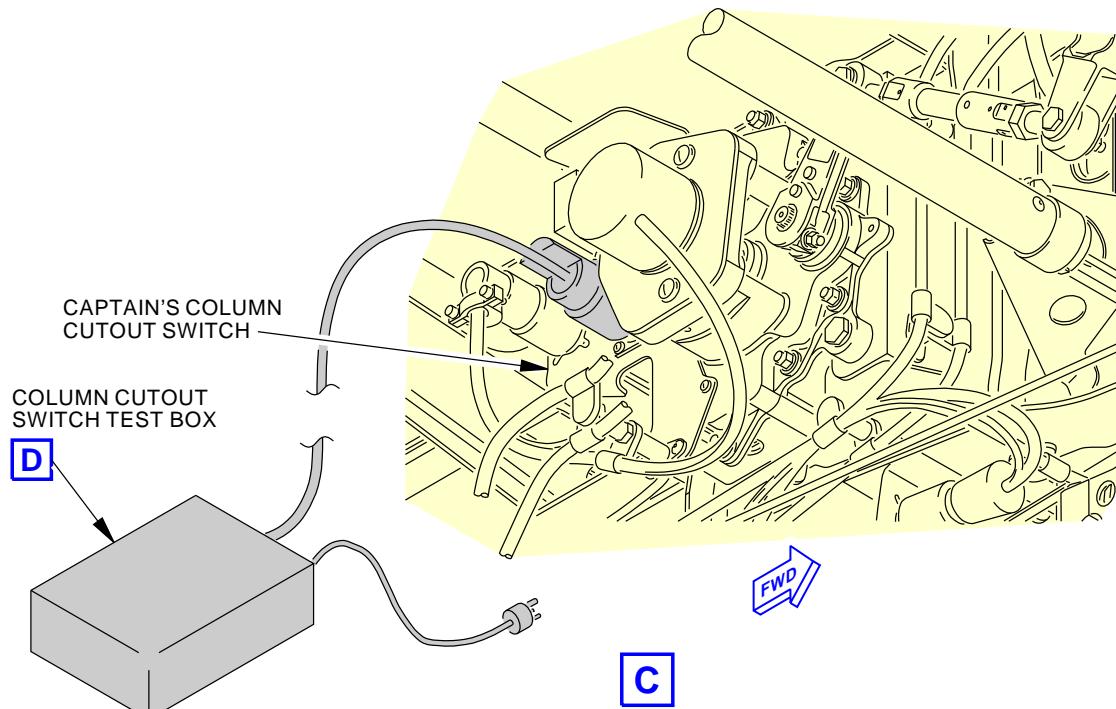
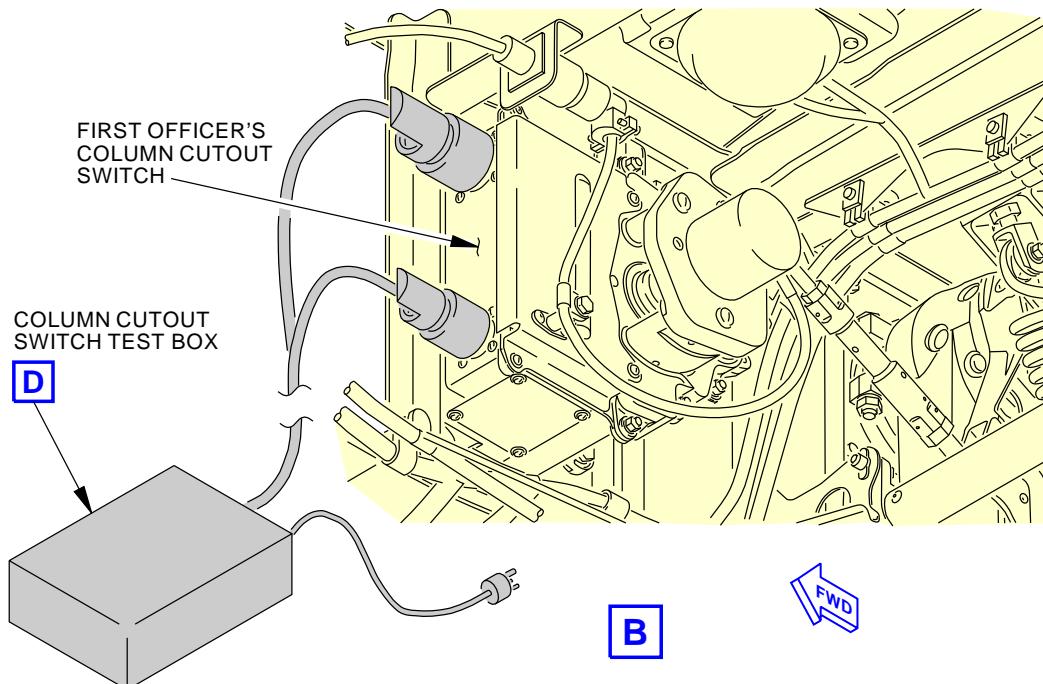
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-114-00-01

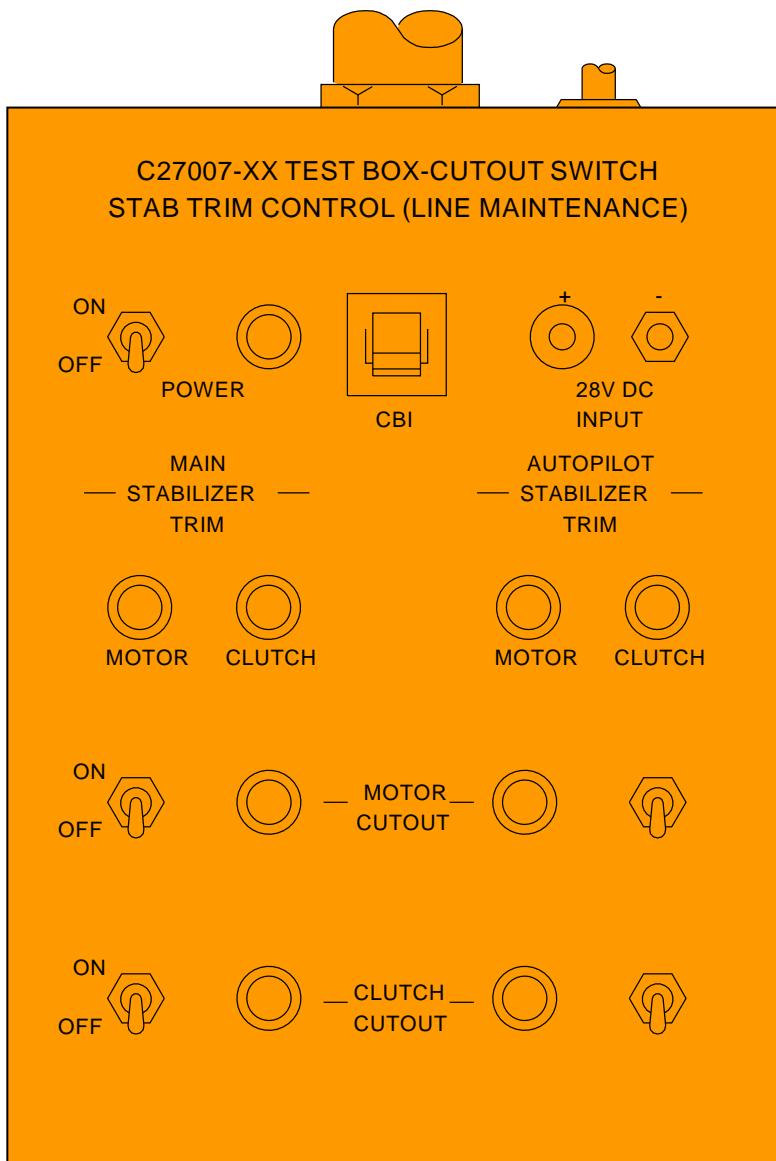
Column Cutout Switch Test
Figure 1 (Sheet 3 of 4)

F99132 S0006569692_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE |
| | | D633A109-AKS 27-114-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-114-00-01 |
|------|-------------|---------|------------------|--|



COLUMN CUTOUT SWITCH TEST BOX

D

F99259 S0006569693_V2

**Column Cutout Switch Test
Figure 1 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN SWITCHING MODULE D633A109-AKS 27-114-00-01 |
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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE CONTROL COLUMN CUTOUT SWITCHES | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-116-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 211 212 |
| | | | | | |

Operationally check the Main Electric Horizontal Stabilizer Trim Cutout Switch (Control Stand).

A. References

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

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN CUTOUT SWITCHES |
| | | D633A109-AKS 27-116-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-116-00-01 | | | | | | | | | | | | |
|--|-------------|---------------|-----------------------------------|--|------------|------------|---------------|-------------|---|----|--------|-------------------------------|---|----|--------|-----------------------------------|
| TASK 27-41-91-700-801 | | | | MECH INSP | | | | | | | | | | | | |
| 1. Main Cutout Switch Test | | | | | | | | | | | | | | | | |
| A. Prepare for the Test | | | | | | | | | | | | | | | | |
| SUBTASK 27-41-91-860-001 | | | | | | | | | | | | | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | | | | | | | | | | | |
| SUBTASK 27-41-91-860-002 | | | | | | | | | | | | | | | | |
| (2) Close these circuit breakers: | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-2 | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>B</td><td>10</td><td>C00207</td><td>FLIGHT CONTROL STAB TRIM CONT</td></tr><tr><td>D</td><td>10</td><td>C00840</td><td>FLIGHT CONTROL STAB TRIM ACTUATOR</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | | | | | | | | | | | | | |
| D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | | | | | | | | | | | | | |
| SUBTASK 27-41-91-860-003 | | | | | | | | | | | | | | | | |
| (3) Make sure that the STAB TRIM switch on the stab trim and cabin door panel, P8-47 is in the NORMAL position. | | | | | | | | | | | | | | | | |
| B. Main Cutout Switch Test | | | | | | | | | | | | | | | | |
| SUBTASK 27-41-91-710-001 | | | | | | | | | | | | | | | | |
| (1) Do the test of the main cutout switch, S272: | | | | | | | | | | | | | | | | |
| (a) Set the main cutout switch to the NORMAL position. | | | | | | | | | | | | | | | | |
| 1) Push and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position. | | | | | | | | | | | | | | | | |
| 2) Make sure the stabilizer leading edge moves down. | | | | | | | | | | | | | | | | |
| 3) Set the main cutout switch to the CUTOUT position. | | | | | | | | | | | | | | | | |
| 4) Make sure that the movement of the stabilizer stops immediately. | | | | | | | | | | | | | | | | |
| 5) Release the STAB TRIM switches. | | | | | | | | | | | | | | | | |
| (b) Set the main cutout switch to the NORMAL position. | | | | | | | | | | | | | | | | |
| 1) Push and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position. | | | | | | | | | | | | | | | | |
| 2) Make sure the stabilizer leading edge moves up. | | | | | | | | | | | | | | | | |
| 3) Set the main cutout switch to the CUTOUT position. | | | | | | | | | | | | | | | | |
| 4) Make sure that the movement of the stabilizer stops immediately. | | | | | | | | | | | | | | | | |
| 5) Release the STAB TRIM switches. | | | | | | | | | | | | | | | | |
| (c) Set the main cutout switch back to the NORMAL position. | | | | | | | | | | | | | | | | |
| ———— END OF TASK ——— | | | | | | | | | | | | | | | | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL COLUMN CUTOUT SWITCHES |
| | | D633A109-AKS 27-116-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM OVERRIDE SWITCH | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-118-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 211 212 |

Operationally check the aisle stand stabilizer trim override switch.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-31-00-800-801 | Elevator Hydraulic System A and B - Pressurization (P/B 201) |
| AMM 27-31-00-800-802 | Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201) |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM OVERRIDE SWITCH |
| | | D633A109-AKS 27-118-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-118-00-01 | | | | | | | | |
|--|-------------|---------------|-----------------------------------|--|---|----|--------|-------------------------------|---|----|--------|-----------------------------------|
| | | | | MECH INSP | | | | | | | | |
| TASK 27-41-00-700-807 | | | | | | | | | | | | |
| <p>1. Column Actuated Stabilizer Trim Cutout Switch Override Test</p> <p>A. General</p> <p>(1) Use this test to make sure the horizontal stabilizer follows the commands from the STAB TRIM switches, even though the column actuated STAB TRIM cutout switches give the opposite command.</p> <p>B. Prepare for the Test</p> <p>SUBTASK 27-41-00-860-016</p> <p>(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.</p> <p>SUBTASK 27-41-00-860-017</p> <p>(2) Make sure that these circuit breakers are closed:</p> <p style="text-align: center;">F/O Electrical System Panel, P6-2</p> <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>B</td> <td>10</td> <td>C00207</td> <td>FLIGHT CONTROL STAB TRIM CONT</td> </tr> <tr> <td>D</td> <td>10</td> <td>C00840</td> <td>FLIGHT CONTROL STAB TRIM ACTUATOR</td> </tr> </tbody> </table> <p>SUBTASK 27-41-00-780-001</p> <p>(3) Do this task: Elevator Hydraulic System A and B - Pressurization, AMM TASK 27-31-00-800-801.</p> <p>C. Procedure</p> <p>SUBTASK 27-41-00-710-010</p> <p>(1) Do the column actuated stabilizer trim cutout switch override test:</p> <ul style="list-style-type: none"> (a) Make sure that the main cutout switch, S272 on the control stand is in the NORMAL position. (b) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the OVERRIDE position. (c) Turn the stabilizer trim wheel to set the stabilizer to approximately 8 units of trim. (d) Pull the captain's control column full aft. (e) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position. <ul style="list-style-type: none"> 1) Make sure that the stabilizer leading edge moves up (STAB TRIM indicator movement in the APL NOSE DOWN direction). 2) Release the STAB TRIM switches. (f) Put the captain's control column to the neutral detent. (g) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the NORM position. (h) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position. <ul style="list-style-type: none"> 1) Make sure that the stabilizer leading edge moves up (STAB TRIM indicator movement in the APL NOSE DOWN direction). 2) Pull the captain's control column full aft. | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | |
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT | | | | | | | | | |
| D | 10 | C00840 | FLIGHT CONTROL STAB TRIM ACTUATOR | | | | | | | | | |

EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM OVERRIDE SWITCH**
**D633A109-AKS
27-118-00-01**
**Page 2 of 3
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-118-00-01 |
|------|-------------|--|------------------|--|
| | | | | MECH INSP |
| | | <ul style="list-style-type: none">3) Make sure the movement of the stabilizer stops.4) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.5) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).6) Release the STAB TRIM switches.<ul style="list-style-type: none">(i) Put the captain's control column to the neutral detent.(j) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the OVERRIDE position.(k) Push the captain's control column full forward.(l) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.<ul style="list-style-type: none">1) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).2) Release the STAB TRIM switches.(m) Put the captain's control column to the neutral detent.(n) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the NORM position.(o) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.<ul style="list-style-type: none">1) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).2) Push the captain's control column full forward.3) Make sure the movement of the stabilizer stops.4) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position.5) Make sure that the stabilizer leading edge moves up (STAB TRIM indicator movement in the APL NOSE DOWN direction).6) Release the STAB TRIM switches.(p) Put the captain's control column to the neutral detent. | | |

SUBTASK 27-41-00-780-002

- (2) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM
TASK 27-31-00-800-802.

———— END OF TASK ———

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM OVERRIDE SWITCH |
| | | D633A109-AKS 27-118-00-01 |

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

| | | | | | |
|-----------------|--------------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM FORWARD MECHANISM | | | BOEING CARD NO. 27-120-00-01 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 112A | | | |
| | | | | | |
| | | | | | |

Detail visual inspection of the upper and lower stabilizer trim forward mechanism retention turnbuckles and turnbuckle attachment points.

A. Consumable Materials

| Reference | Description | Specification |
|-----------|---|----------------------------------|
| A00028 | Adhesive - Modified Epoxy For Rigid PVC, Foam Cored Sandwiches | BAC5010 Type 70 (BMS5-92 Type 1) |
| G50218 | Strap - Plastic, Adjustable, Self-locking, 27.50 Inches (698.50MM) Long | BACS38K6 |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM FORWARD MECHANISM D633A109-AKS 27-120-00-01 | Page 1 of 12 Oct 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-120-00-01 | | | | |
|---|----------------------|---------|------------------|--|---------------|----------------------|------|---------------------|
| | | | | MECH INSP | | | | |
| TASK 27-41-41-210-801 | | | | | | | | |
| 1. Stabilizer Control Mechanism Detail Visual Inspection (Figure 2, Figure 1) | | | | | | | | |
| A. Procedure | | | | | | | | |
| SUBTASK 27-41-41-010-002 | | | | | | | | |
| (1) Open this access panel: | | | | | | | | |
| <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></tbody></table> | | | | | <u>Number</u> | <u>Name/Location</u> | 112A | Forward Access Door |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | |
| 112A | Forward Access Door | | | | | | | |
| AKS 001-013 | | | | | | | | |
| SUBTASK 27-41-41-020-015 | | | | | | | | |
| CAUTION: REMOVE THE HI-LOCK PINS AT THE AFT END BEFORE YOU REMOVE THE DRIP SHIELD. THE HI-LOCK PINS CAN CAUSE DAMAGE TO THE CABLE DRUM. | | | | | | | | |
| (2) If necessary, do these steps to remove the drip shield [44] from the stabilizer forward control mechanism [43] (Figure 2): | | | | | | | | |
| (a) Remove the nuts [47], washers [46], and bolts [45] from the drip shield [44]. | | | | | | | | |
| (b) Remove the clamp [48] and clamp pad [49] from the drip shield [44]. | | | | | | | | |
| (c) Remove the drip shield [44]. | | | | | | | | |
| AKS 014-999 | | | | | | | | |
| SUBTASK 27-41-41-020-016 | | | | | | | | |
| CAUTION: REMOVE THE HI-LOCK PINS AT THE AFT END BEFORE YOU REMOVE THE DRIP SHIELD. THE HI-LOCK PINS CAN CAUSE DAMAGE TO THE CABLE DRUM. | | | | | | | | |
| (3) If necessary, do these steps to remove the drip shield [44] from the stabilizer forward control mechanism [43] (Figure 2): | | | | | | | | |
| (a) Remove the nuts [47], washers [46], and bolts [45] from the drip shield [44]. | | | | | | | | |
| (b) Remove and discard the two adjustable plastic straps, G50218. | | | | | | | | |
| (c) Remove the drip shield [44]. | | | | | | | | |
| AKS ALL | | | | | | | | |
| SUBTASK 27-41-41-210-001 | | | | | | | | |
| (4) Do a detail visual inspection of the stabilizer forward control mechanism: | | | | | | | | |
| (a) Examine all attachment points for security and damage. | | | | | | | | |
| (b) Examine upper and lower turnbuckles for damage or binding. | | | | | | | | |
| AKS 001-013 | | | | | | | | |
| SUBTASK 27-41-41-420-009 | | | | | | | | |
| (5) If the drip shield [44] was removed, do these steps to install the drip shield [44] to the stabilizer forward control mechanism [43] (Figure 2): | | | | | | | | |
| (a) Place the drip shield [44] under the stabilizer forward control mechanism [43]. | | | | | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM FORWARD MECHANISM |
| | | D633A109-AKS 27-120-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-120-00-01 |
|---|-------------|---------|------------------|--|
| AKS 001-013 (Continued) | | | | MECH INSP |
| (b) Install the clamps [48] and the clamp pad [49] to the drip shield [44]. (c) Install the bolts [45], washers [46], and nuts [47] to the drip shield [44]. | | | | |
| AKS 014-999 | | | | |
| SUBTASK 27-41-41-420-010 | | | | |
| (6) If the drip shield [44] was removed, do these steps to install the drip shield [44] to the stabilizer forward control mechanism [43] (Figure 2): | | | | |
| (a) If the spacer has not been installed, do these steps: 1) Clean the mating surfaces of the spacer and the guard. 2) Apply the adhesive, A00028 to the mating surfaces of the spacer and the guard. 3) Place the spacer on to the guard. a) It may be necessary to use the bolt [45] to align the spacer to the guard. <u>NOTE:</u> The spacer is permanently installed and not to be removed during regular maintenance. | | | | |
| (b) Place the drip shield [44] under the stabilizer forward control mechanism [43]. (c) Install but do not tighten the two new adjustable plastic straps, G50218 to the drip shield [44]. (d) Install but do not tighten the bolts [45], washers [46], and nuts [47] to the drip shield [44]. (e) Do these steps to adjust the drip shield [44]: 1) Move the drip shield [44] forward but keep a 0.25 in. (6.35 mm) minimum clearance with the structure and equipment. 2) Tighten the two adjustable plastic straps, G50218 to the drip shield [44]. 3) Tighten the nuts [47] to the drip shield [44]. | | | | |
| AKS ALL | | | | |
| SUBTASK 27-41-41-410-003 | | | | |
| (7) Close this access panel: | | | | |
| <u>Number</u> <u>Name/Location</u> 112A Forward Access Door | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM FORWARD MECHANISM |
| | | D633A109-AKS 27-120-00-01 |

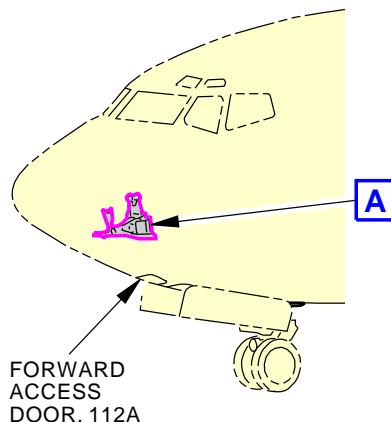
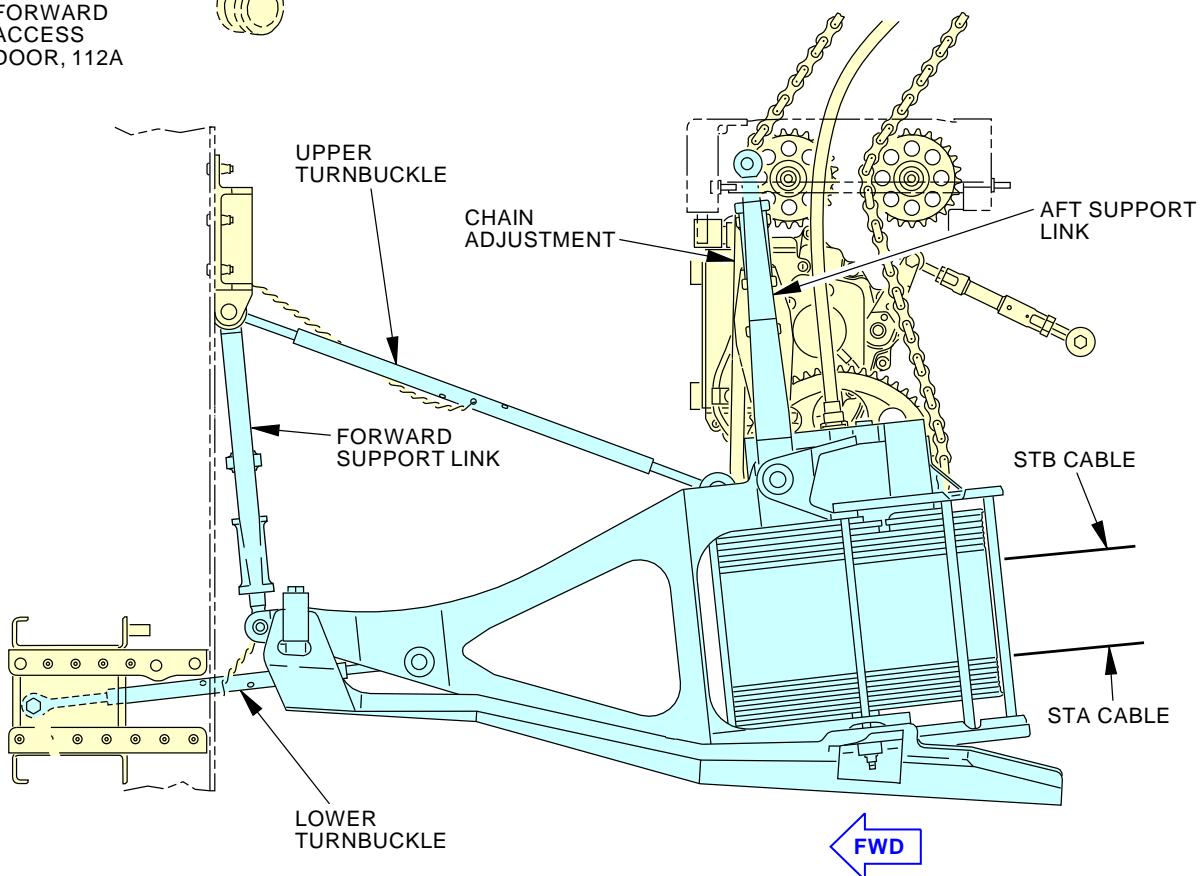
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01FORWARD
ACCESS
DOOR, 112A**STABILIZER FORWARD CONTROL MECHANISM
(VIEW IN THE INBOARD DIRECTION)****A**

G99047 S0006569740_V2

**Stabilizer Forward Control Mechanism
Figure 1 (Sheet 1 of 2)**EFFECTIVITY
AKS 001-013SOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS
27-120-00-01****Page 4 of 12
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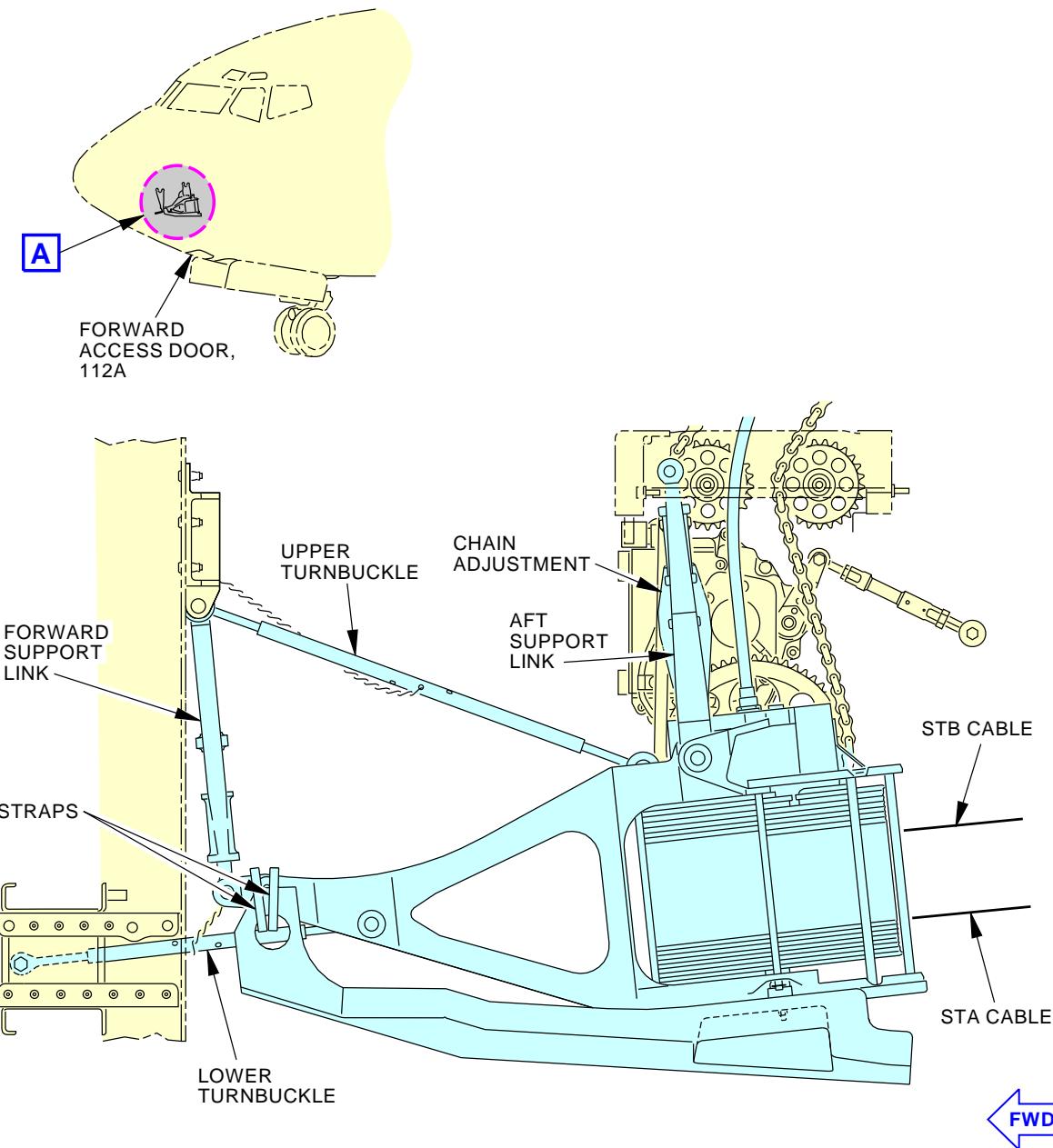
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01STABILIZER FORWARD CONTROL MECHANISM
(VIEW IN THE INBOARD DIRECTION)Stabilizer Forward Control Mechanism
Figure 1 (Sheet 2 of 2)

2407217 S0000555004_V1

EFFECTIVITY
AKS 014-999SOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS**
27-120-00-01**Page 5 of 12**
Jun 15/2015

AKS**BOEING**

737-600/700/800/900

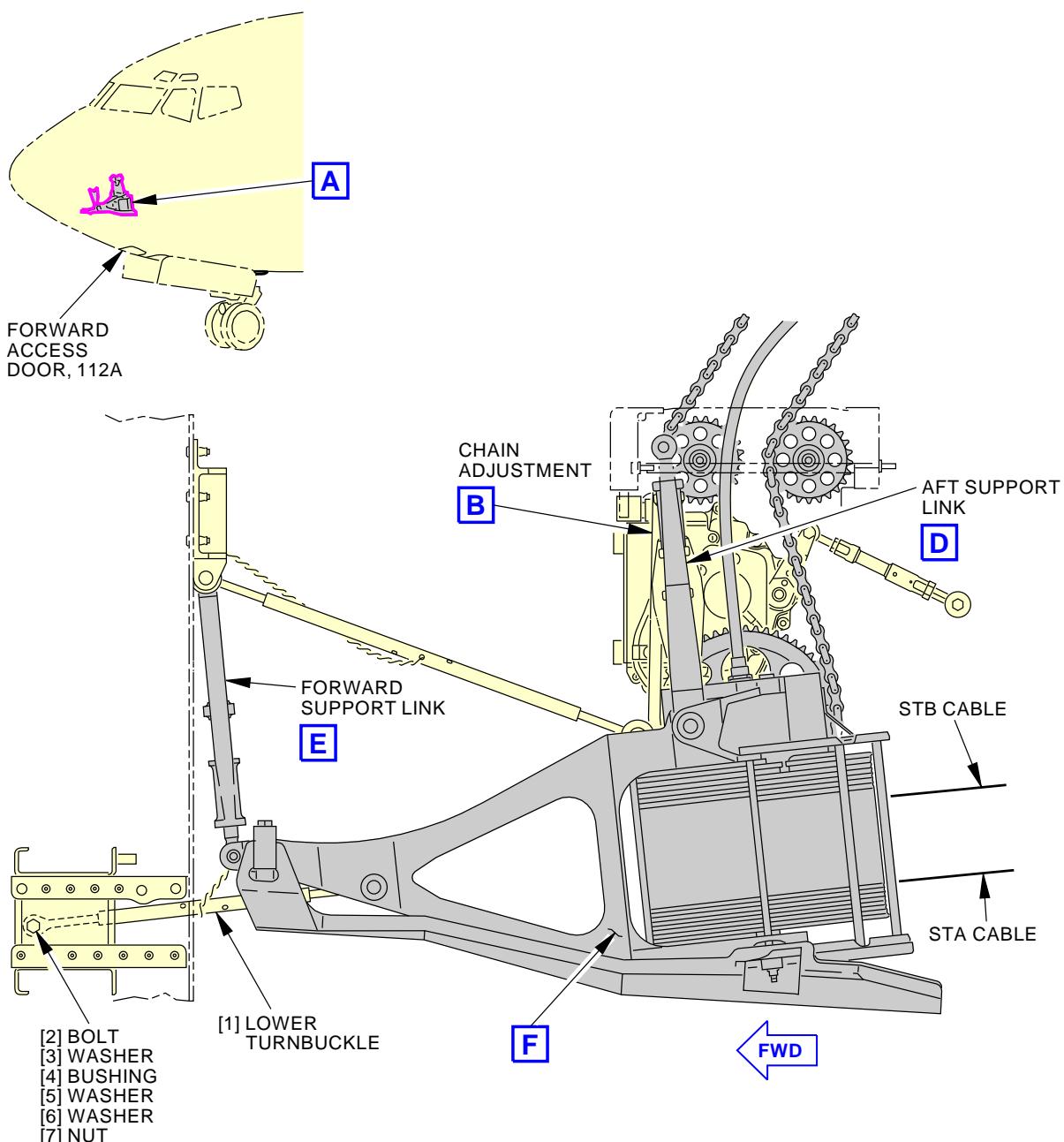
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01

**STABILIZER FORWARD CONTROL MECHANISM
(VIEW IN THE INBOARD DIRECTION)**

A

F83237 S0006569731_V2

**Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 1 of 7)**

EFFECTIVITY
AKS 001-013SOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS
27-120-00-01****Page 6 of 12
Jun 15/2015**

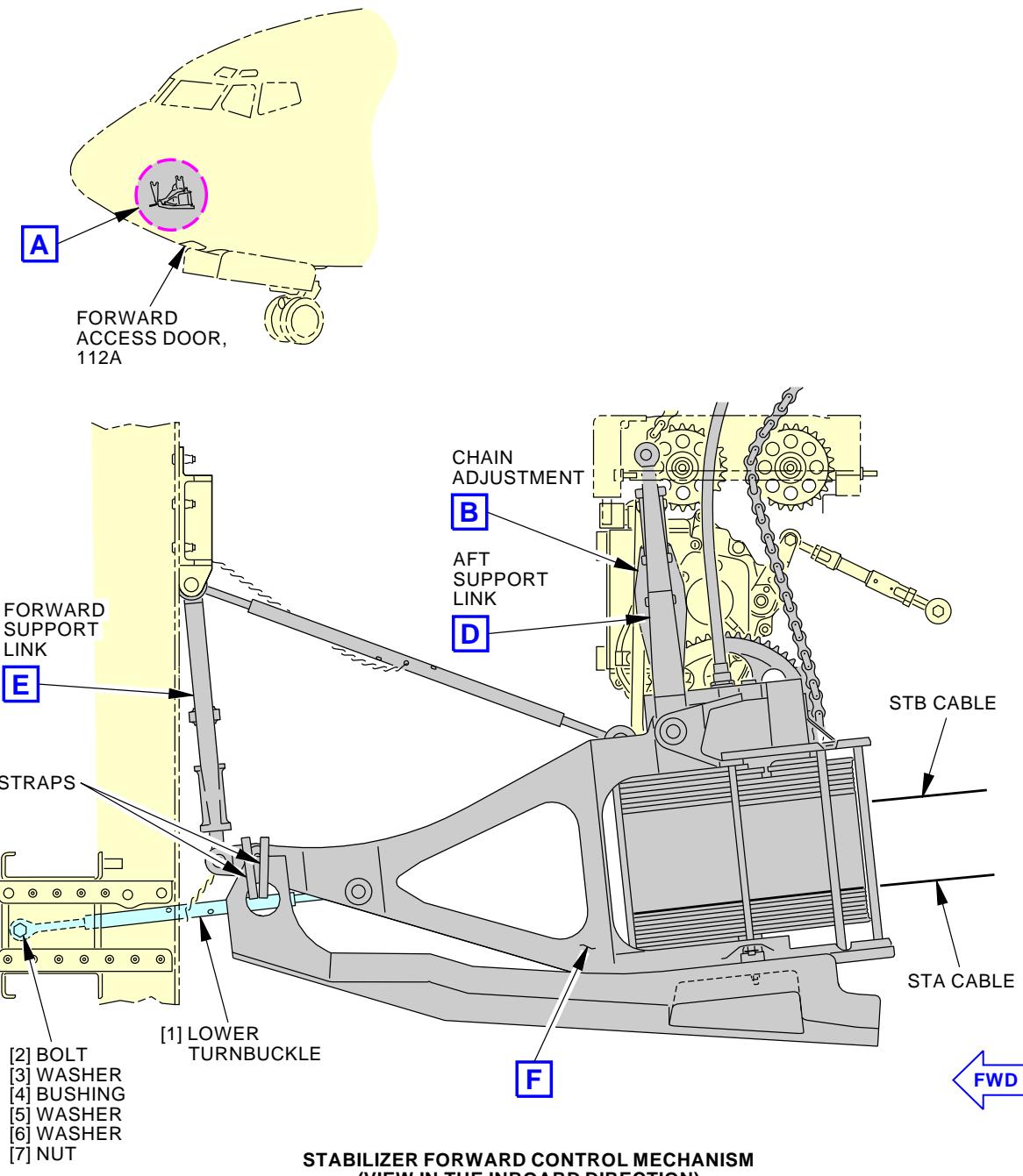
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01

Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 2 of 7)

2407147 S0000554986_V1

EFFECTIVITY
AKS 014-999SOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS**
27-120-00-01**Page 7 of 12**
Jun 15/2015

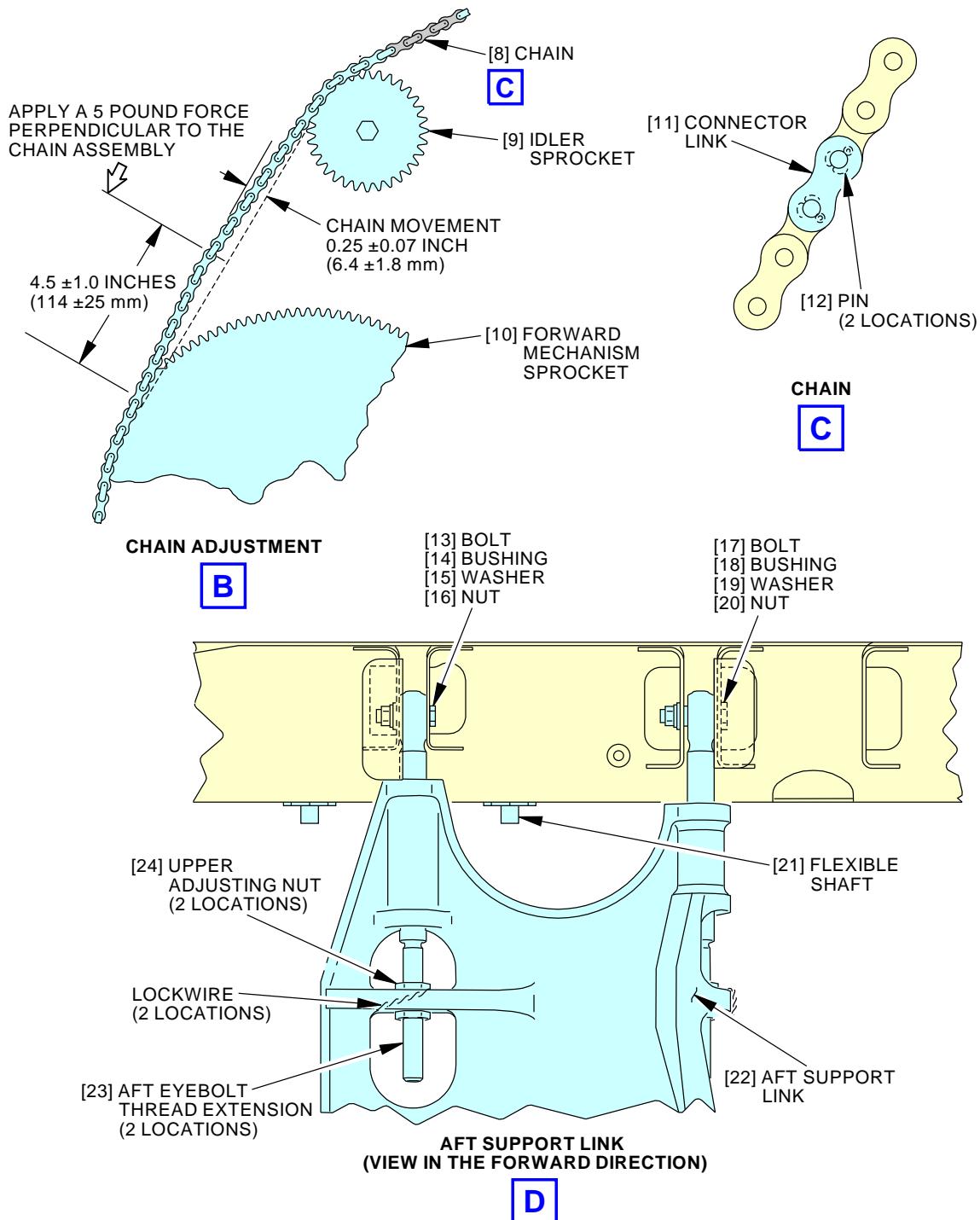
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01

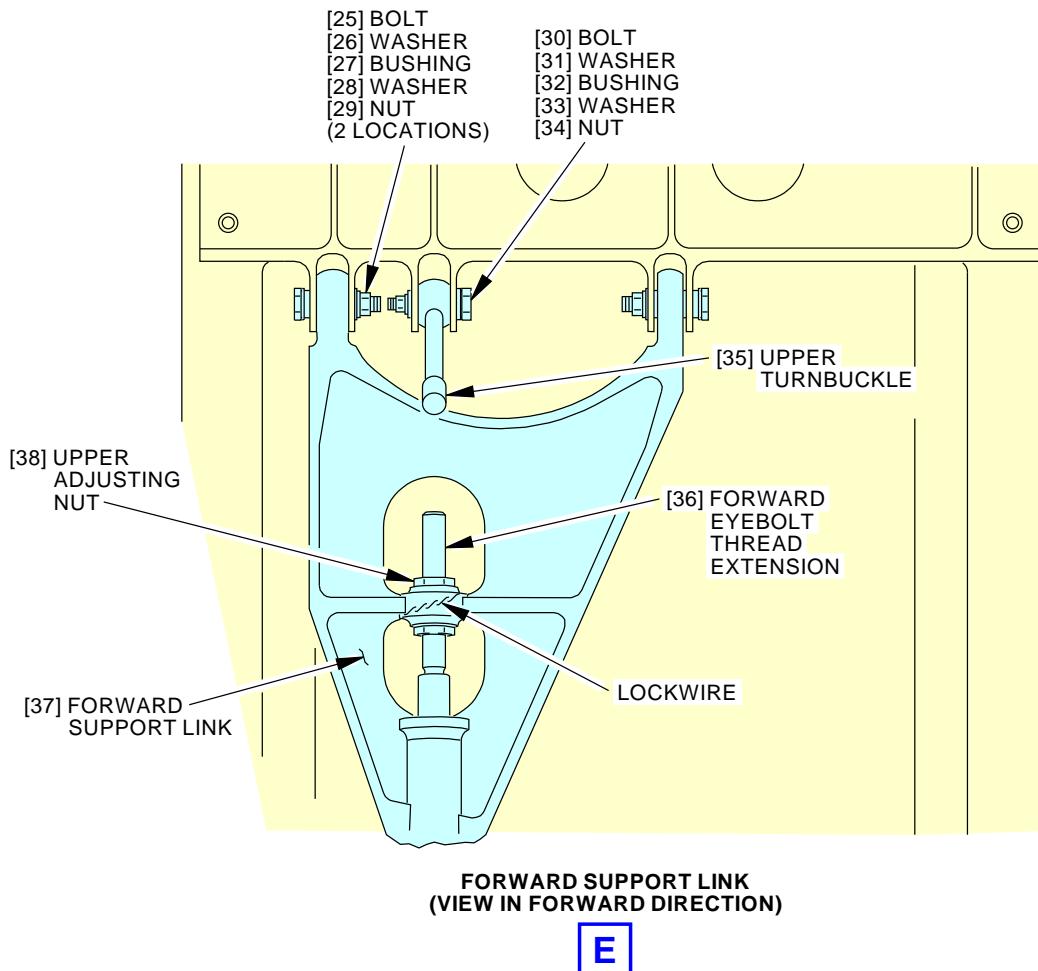
Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 3 of 7)

F83239 S0006569732_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS**
27-120-00-01**Page 8 of 12**
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-120-00-01 |



F83235 S0006569733_V2

**Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 4 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM FORWARD MECHANISM |
| | | D633A109-AKS 27-120-00-01 |

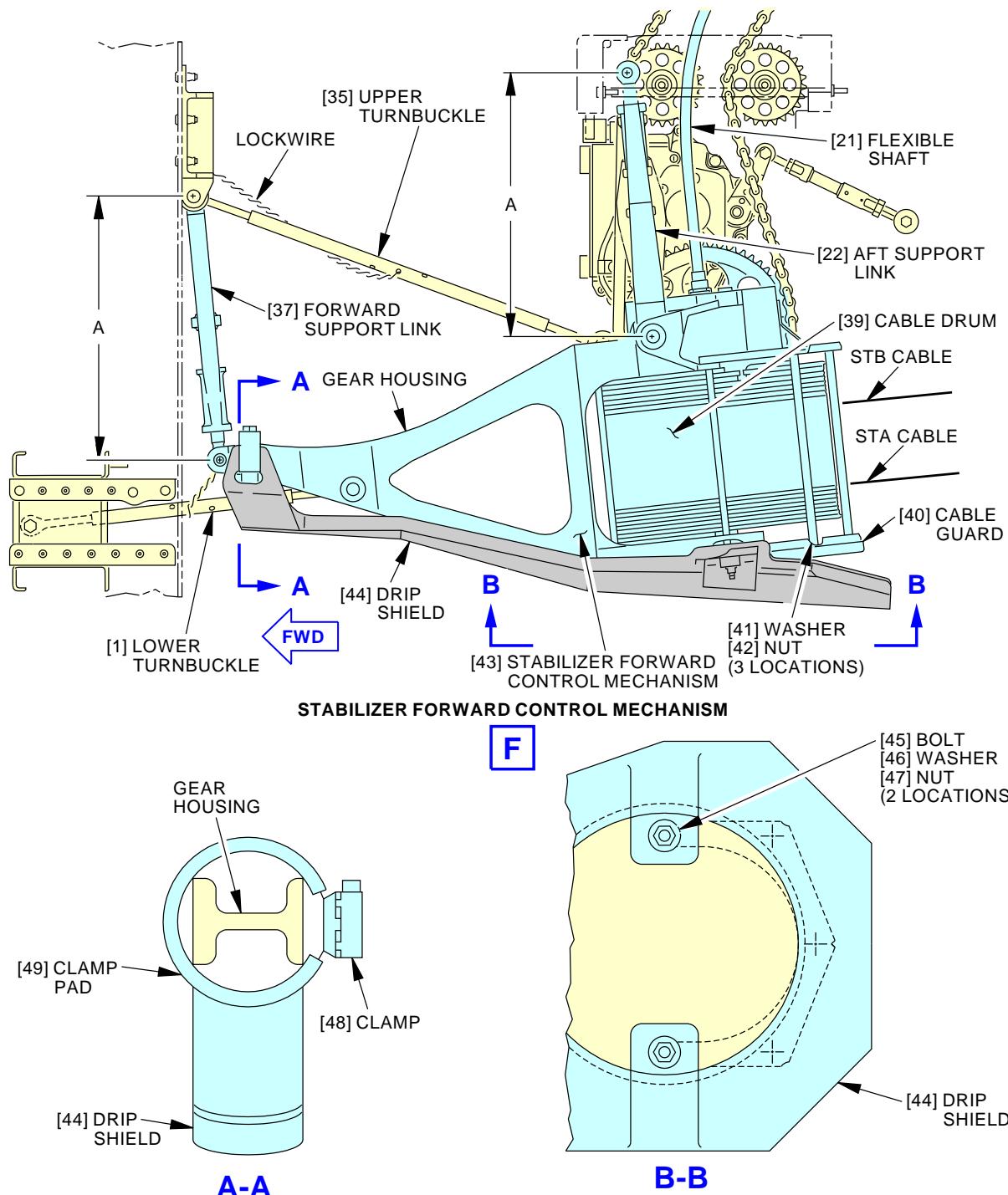
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-120-00-01

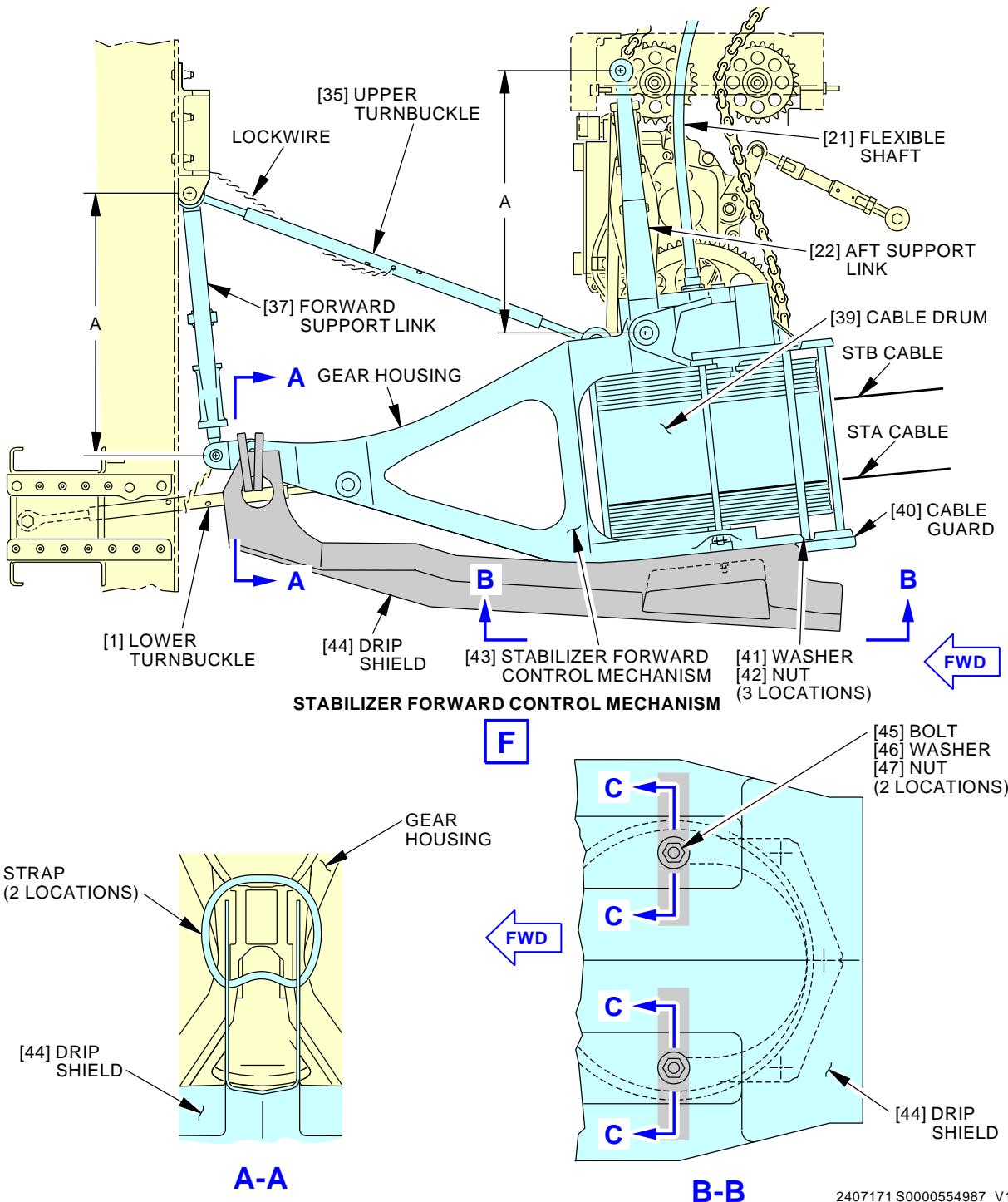
Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 5 of 7)

F83713 S0006569734_V2

EFFECTIVITY
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MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS**
27-120-00-01**Page 10 of 12**
Jun 15/2015

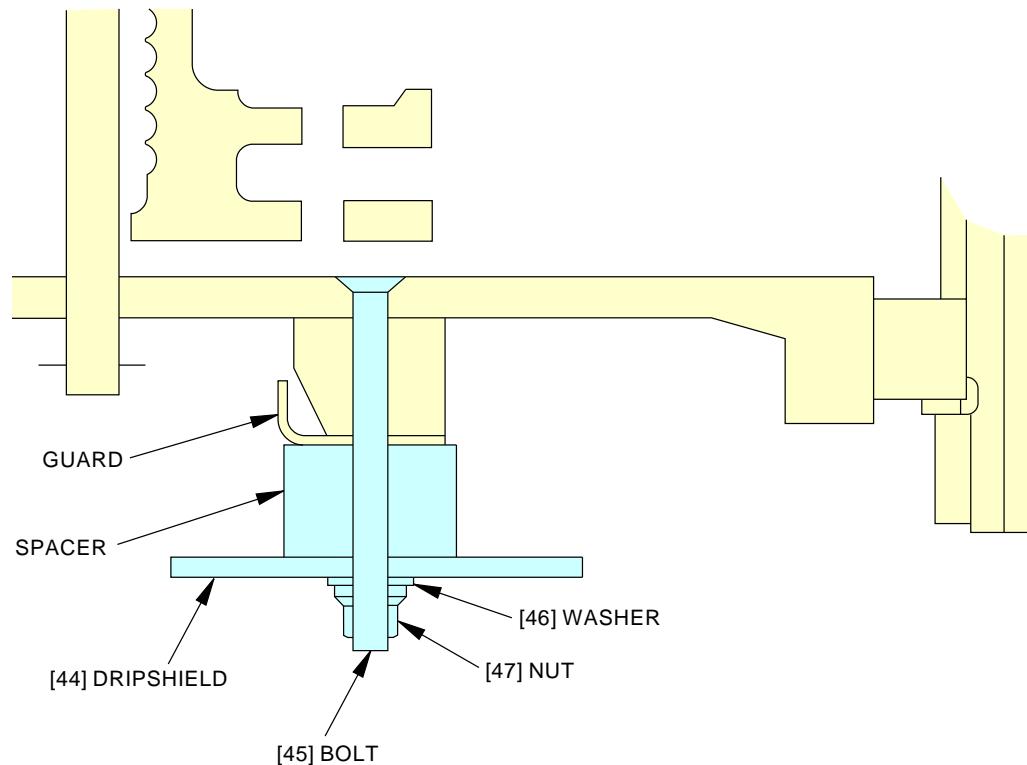
AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-120-00-01 |

EFFECTIVITY
AKS 014-999SOURCE
MRB**STABILIZER TRIM FORWARD MECHANISM****D633A109-AKS**
27-120-00-01**Page 11 of 12**
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-120-00-01 |



Stabilizer Forward Control Mechanism Installation
Figure 2 (Sheet 7 of 7)

2407210 S0000556628_V1

| | | |
|-----------------------------------|----------------------|--|
| EFFECTIVITY AKS 014-999 | SOURCE MRB | STABILIZER TRIM FORWARD MECHANISM |
| | | D633A109-AKS 27-120-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | | |
|-----------------|--|---|------------------------------|---------------------------|---|--|
| AIRLINE CARD NO | | TITLE FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY | | | BOEING CARD NO. 27-121-00-01 | |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD | |
| TAIL NUMBER | WORK AREA LWR FUSELAGE | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY AIRPLANE ALL | |
| STATION | SKILL AIRPL | | | | ENGINE ALL | |
| | | ACCESS 112A | | ZONE 112 | | |
| | | | | | | |

Perform a general visual inspection of the forward stabilizer trim mechanism and speedbrake lever assembly and auto speedbrake electric actuator, actuator rod end, and forward attachment point.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY |
| | | D633A109-AKS 27-121-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-121-00-01 |
|------|-------------|---------|------------------|--|

TASK 27-62-00-210-801

MECH

INSP

1. Speed Brake System Components Inspection

(Figure 1)

A. Procedure

SUBTASK 27-62-00-010-006

- (1) To get access to the speed brake control system components,
Open this access panel:

Number Name/Location

112A Forward Access Door

SUBTASK 27-62-00-210-003

- (2) Do a general visual inspection of these items:
- (a) Speed Brake Lever Assembly
 - (b) Auto Speed Brake Actuator
 - (c) Actuator Rod End
 - (d) Forward Attachment Point

SUBTASK 27-62-00-410-003

- (3) Close this access panel:

Number Name/Location

112A Forward Access Door

— END OF TASK —

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY |
| | | D633A109-AKS 27-121-00-01 |

**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. 27-121-00-01 |
|------|-------------|---------|------------------|--|

TASK 27-41-41-210-803

MECH

INSP

2. Stabilizer Forward Trim Control Mechanism Inspection**A. Procedure**

SUBTASK 27-41-41-010-004

- (1) To get access to the stabilizer forward trim control mechanism,
Open this access panel:

Number Name/Location

112A Forward Access Door

SUBTASK 27-41-41-210-002

- (2) Do a general visual inspection of the stabilizer forward trim control mechanism

SUBTASK 27-41-41-410-005

- (3) Close this access panel:

Number Name/Location

112A Forward Access Door

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY |
| | | D633A109-AKS 27-121-00-01 |

**Page 3 of 5
Oct 15/2015**

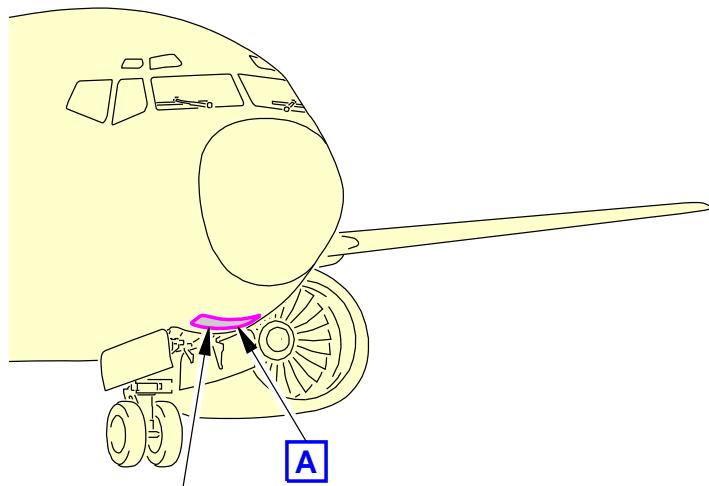
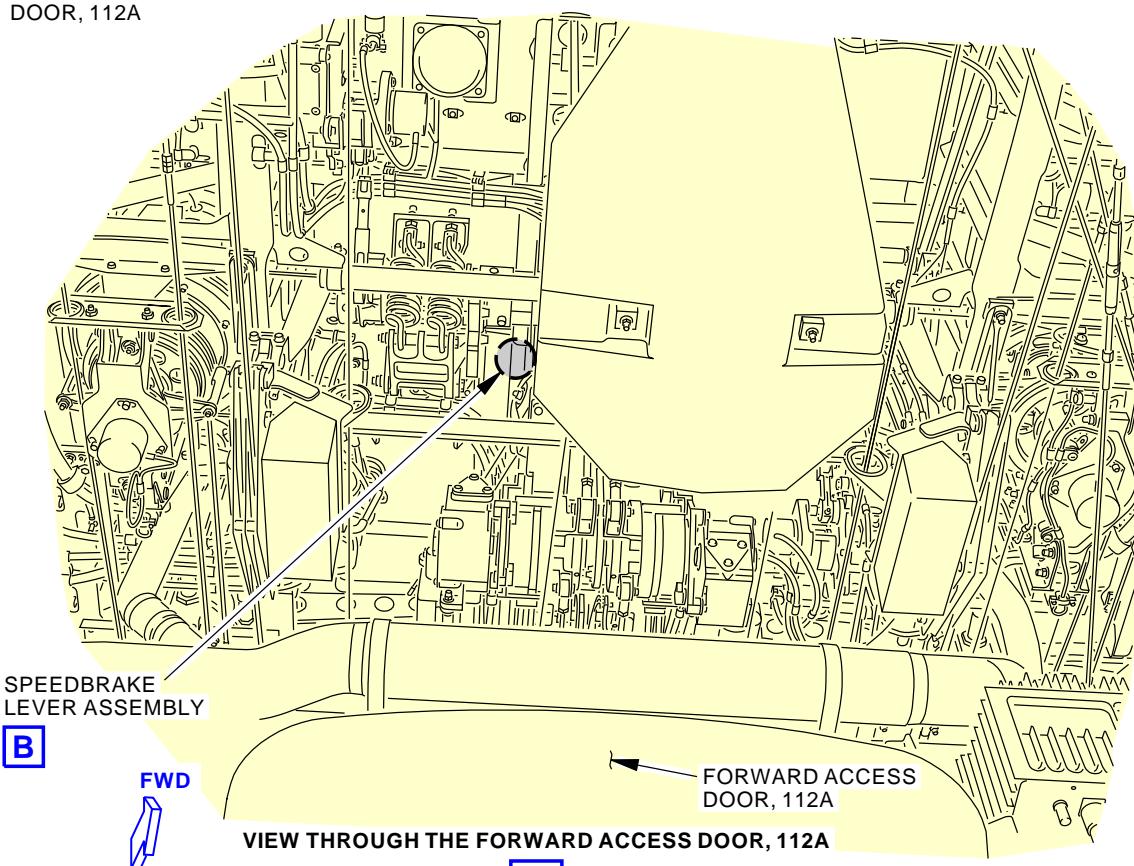
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-121-00-01FORWARD ACCESS
DOOR, 112A**Speedbrake System Components Inspection
Figure 1 (Sheet 1 of 2)**

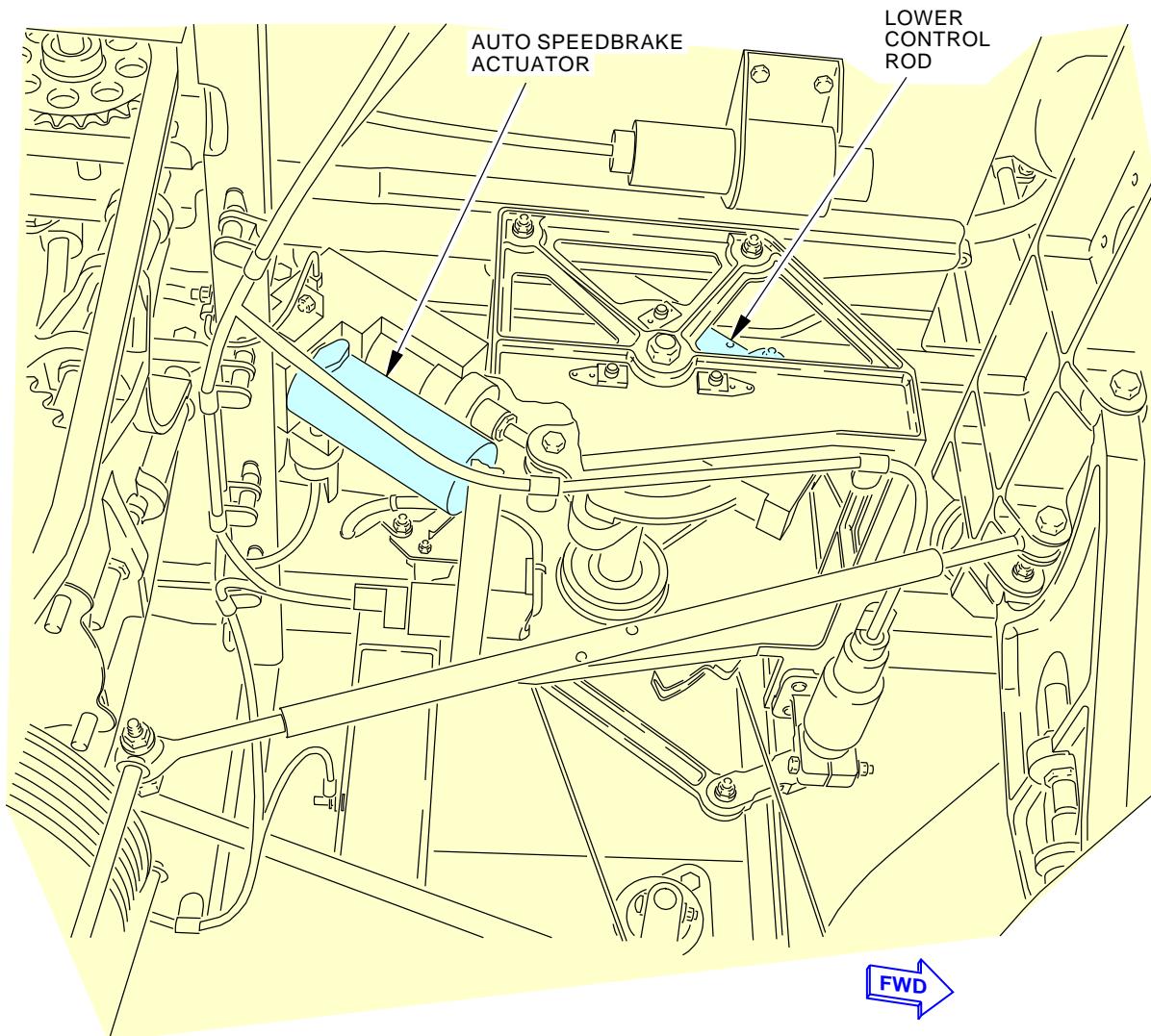
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY |
| | | D633A109-AKS 27-121-00-01 |

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Oct 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-121-00-01 |

**SPEEDBRAKE LEVER ASSEMBLY****B**

H40498 S0006570765_V2

**Speedbrake System Components Inspection
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FORWARD STABILIZER TRIM MECHANISM AND THE SPEEDBRAKE LEVER ASSEMBLY |
| | | D633A109-AKS 27-121-00-01 |

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

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

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE STABILIZER TRIM SWITCHES | | | BOEING CARD NO. 27-122-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 211 212 |
| | | | | | |

Operationally check the control column stabilizer trim arm and directional switches for movement of a single switch to cause stabilizer movement.

A. References

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

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM SWITCHES |
| | | D633A109-AKS 27-122-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-122-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-41-97-700-801 | | | | |
| 1. Stabilizer Trim Control Switch Test | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-41-97-860-001 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-41-97-860-002 | | | | |
| (2) Make sure that these circuit breakers are closed: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 10 C00207 FLIGHT CONTROL STAB TRIM CONT | | | | |
| D 10 C00840 FLIGHT CONTROL STAB TRIM ACTUATOR | | | | |
| SUBTASK 27-41-97-860-003 | | | | |
| (3) Make sure that the main cutout switch (S272) on the control stand is in the NORMAL position. | | | | |
| SUBTASK 27-41-97-860-004 | | | | |
| (4) Make sure that the column actuated stabilizer trim (override) switch on P8-47 module is in the NORM position. | | | | |
| B. Stabilizer Trim Control Switch Test | | | | |
| SUBTASK 27-41-97-710-001 | | | | |
| (1) Do a test of the stabilizer trim control switches on the applicable control wheel: | | | | |
| (a) Push and hold the two stabilizer trim control switches on the applicable control wheel to the NOSE DOWN position. | | | | |
| 1) Make sure the stabilizer leading edge moves up. | | | | |
| 2) Make sure the trim wheels turn in the nose down position. | | | | |
| 3) Make sure that the STAB TRIM indicator for the applicable control wheel moves in the NOSE DOWN position. | | | | |
| 4) Release the two stabilizer trim control switches. | | | | |
| (b) Push and hold the two stabilizer trim control switches on the applicable control wheel to the NOSE UP position. | | | | |
| 1) Make sure the stabilizer leading edge moves down. | | | | |
| 2) Make sure the trim wheels turn in the nose up position. | | | | |
| 3) Make sure that the STAB TRIM indicator for the applicable control wheel moves in the NOSE UP position. | | | | |
| 4) Release the two stabilizer trim control switches. | | | | |
| 5) Move the horizontal stabilizer to the neutral position. | | | | |
| (c) Push and hold the left stabilizer trim control switch on the applicable control wheel to the NOSE UP position. | | | | |
| 1) Make sure the stabilizer leading edge does not move. | | | | |
| 2) Release the left stabilizer trim control switch. | | | | |

| | | | |
|-------------------------------|----------------------|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM SWITCHES | |
| | | D633A109-AKS 27-122-00-01 | Page 2 of 3 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-122-00-01 |
|--|-------------|---------|------------------|--|
| (d) Push and hold the left stabilizer trim control switch on the applicable control wheel to the NOSE DOWN position. 1) Make sure the stabilizer leading edge does not move. 2) Release the left stabilizer trim control switch. (e) Push and hold the right stabilizer trim control switch on the applicable control wheel to the NOSE UP position. 1) Make sure the stabilizer leading edge does not move. 2) Release the right stabilizer trim control switch. (f) Push and hold the right stabilizer trim control switch on the applicable control wheel to the NOSE DOWN position. 1) Make sure the stabilizer leading edge does not move. 2) Release the right stabilizer trim control switch. | | | MECH | INSP |

— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STABILIZER TRIM SWITCHES |
| | | D633A109-AKS 27-122-00-01 |

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Feb 15/2015

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

| | | | | | |
|-----------------|--------------------------------|---------------------------------------|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE FLAP POWER DRIVE UNIT | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-132-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 5000 FC | REPEAT 5000 FC | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 133 134 |
| | | | | | |

Check flap power drive unit oil level and service as required.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|-----------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT D633A109-AKS 27-132-00-01 | Page 1 of 4 Oct 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-132-00-01 |
|------|-------------|---------|------------------|--|

| TASK 12-22-51-610-801 | | | | MECH | INSP | | | | | | | | | | |
|--|------------------|-----------------|-----------------------|---------------------|-------------|----------------|------------------|-----------|-----------------------|---------------------|---------|------------------|---------------|------|---|
| 1. Trailing Edge Flap Power Drive Unit Servicing (Figure 1) | | | | | | | | | | | | | | | |
| A. Expendables/Parts | | | | | | | | | | | | | | | |
| <table border="1"><thead><tr><th>AMM Item</th><th>Description</th><th>AIPC Reference</th><th>AIPC Effectivity</th></tr></thead><tbody><tr><td>102</td><td>Packing</td><td>27-51-55-02-440</td><td>AKS ALL</td></tr></tbody></table> | | | | AMM Item | Description | AIPC Reference | AIPC Effectivity | 102 | Packing | 27-51-55-02-440 | AKS ALL | | | | |
| AMM Item | Description | AIPC Reference | AIPC Effectivity | | | | | | | | | | | | |
| 102 | Packing | 27-51-55-02-440 | AKS ALL | | | | | | | | | | | | |
| B. Prepare for the Lubrication | | | | | | | | | | | | | | | |
| SUBTASK 12-22-51-040-017 | | | | | | | | | | | | | | | |
| (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | | | | | | | | | | | | |
| C. Trailing Edge Flap Power Drive Unit Servicing (Table 1) | | | | | | | | | | | | | | | |
| SUBTASK 12-22-51-640-052 | | | | | | | | | | | | | | | |
| (1) This table supplies data for the subsequent servicing steps: | | | | | | | | | | | | | | | |
| Table 1 Trailing Edge Flap Power Drive Unit Servicing | | | | | | | | | | | | | | | |
| <table border="1"><thead><tr><th>Item No.</th><th>Nomenclature</th><th>Lubricant</th><th>Method of Application</th><th>Number of Locations</th></tr></thead><tbody><tr><td>1</td><td>Power Drive Unit</td><td>fluid, D00467</td><td>Fill</td><td>1</td></tr></tbody></table> | | | | | | Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | 1 | Power Drive Unit | fluid, D00467 | Fill | 1 |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | | | | | | | | | | | |
| 1 | Power Drive Unit | fluid, D00467 | Fill | 1 | | | | | | | | | | | |
| SUBTASK 12-22-51-610-001 | | | | | | | | | | | | | | | |
| (2) Do a check of the fluid level in the Power Drive Unit (PDU): | | | | | | | | | | | | | | | |
| (a) Remove the fill plug [101] and new packing [102] from the fill port. | | | | | | | | | | | | | | | |
| (b) Make sure the fluid is at the level of the fill port. | | | | | | | | | | | | | | | |
| (c) If the fluid is not at the level of the fill port, fill the PDU with fluid, D00467 to the level of the fill port. | | | | | | | | | | | | | | | |
| (d) Lubricate the new packing [102] with fluid. | | | | | | | | | | | | | | | |
| (e) Install the fill plug [101] and new packing [102] in the fill port. | | | | | | | | | | | | | | | |
| (f) Tighten the fill plug [101] to 110-130 pound-inches (12.4-14.6 newton-meters) more than the run-on torque. | | | | | | | | | | | | | | | |
| (g) Install lockwire on the fill plug [101]. | | | | | | | | | | | | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | | | | | | | | | | | | |
| SUBTASK 12-22-51-440-017 | | | | | | | | | | | | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | | | | | | | | | | | | |
| ———— END OF TASK ———— | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT | |
| | | D633A109-AKS 27-132-00-01 | Page 2 of 4 Feb 15/2015 |

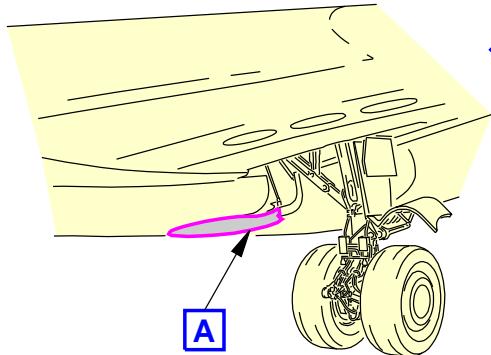
AKS**737-600/700/800/900
TASK CARDS**

DATE

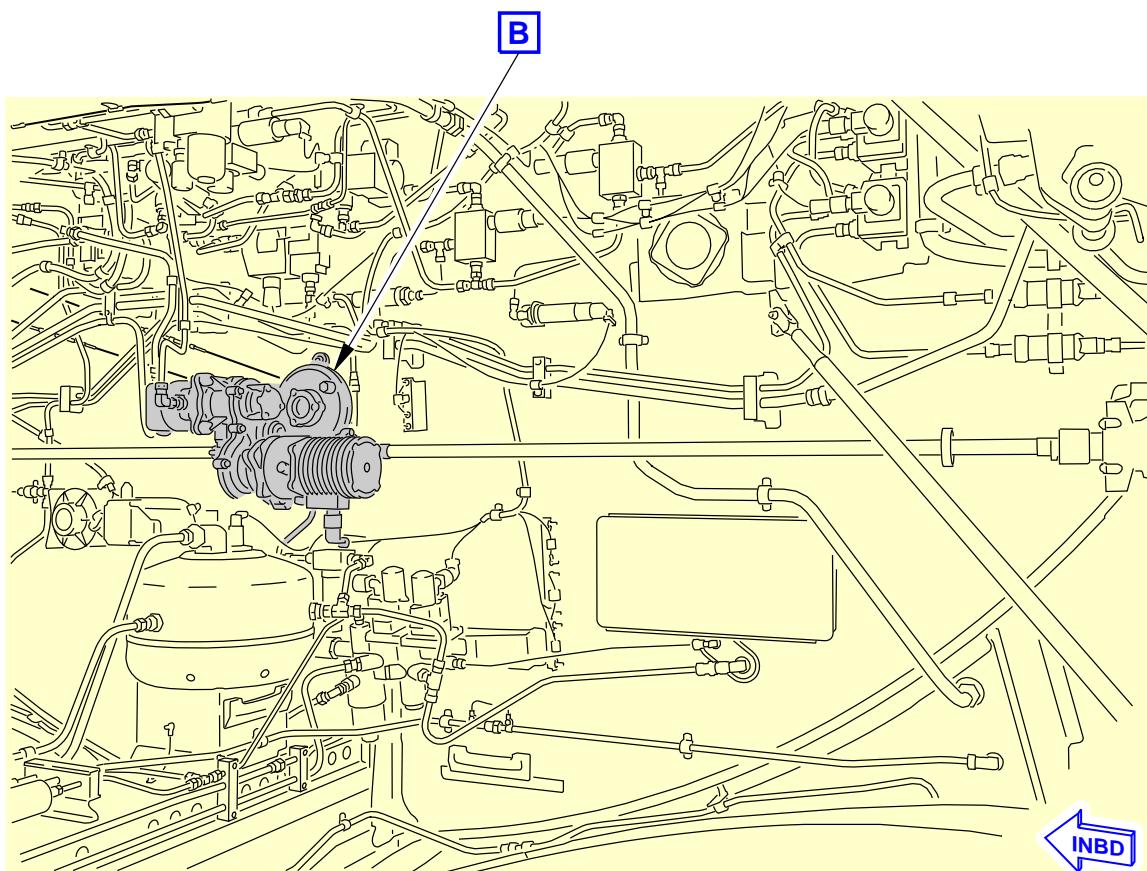
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-132-00-01

FWD



INBD

**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)**

A



FWD

G31239 S0006561586_V2

**Trailing Edge Flap Power Drive Unit Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-132-00-01 |

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Jun 15/2015

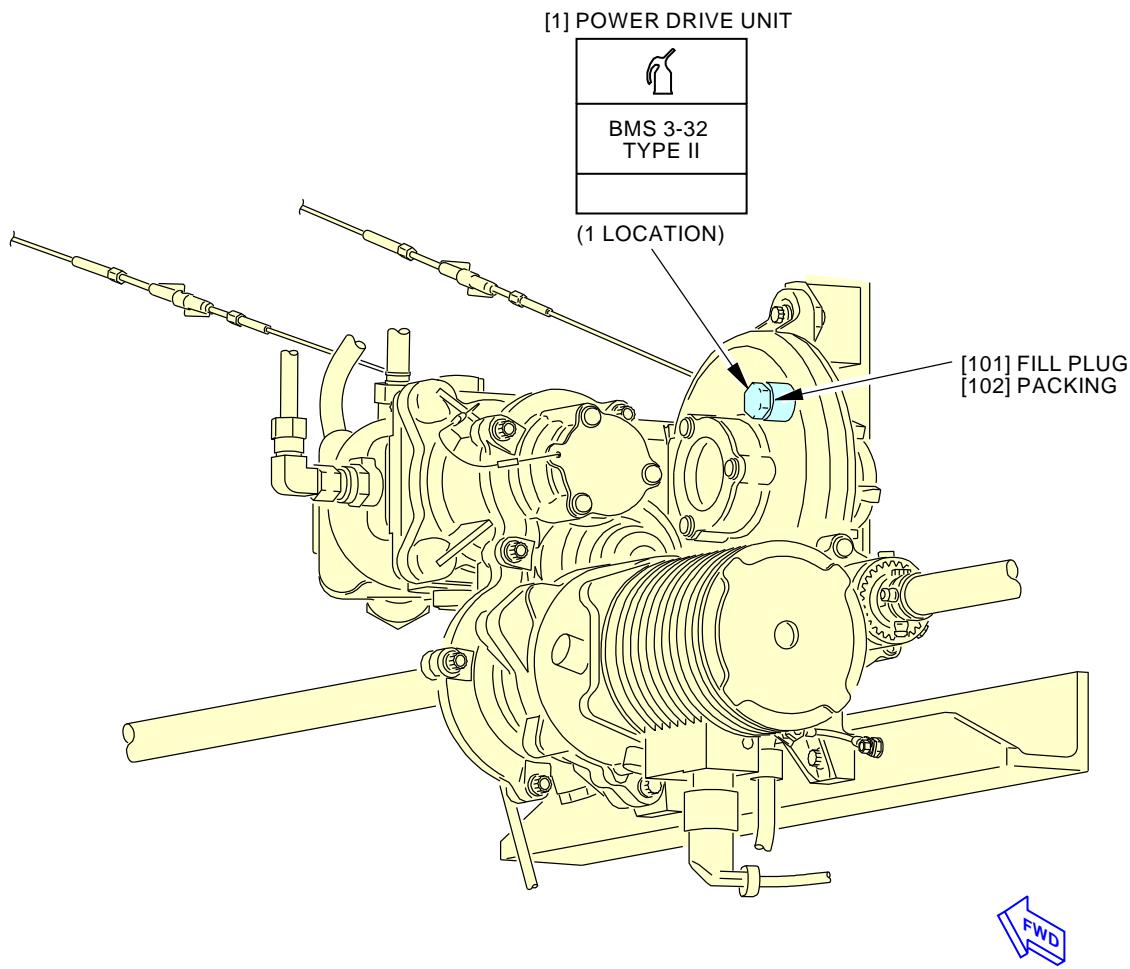
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-132-00-01

**Trailing Edge Flap Power Drive Unit Servicing
Figure 1 (Sheet 2 of 2)**

G31303 S0006561587_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-132-00-01 |

Page 4 of 4
Jun 15/2015

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

| | | | | | |
|-----------------|--------------------------------|---------------------------------------|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE FLAP POWER DRIVE UNIT | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-134-00-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 |
| | | | | | |

Replace the flap power drive unit oil.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|-----------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| STD-3938 | Container - Oil Resistant, 10 gallon (38 l) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-134-00-01 |

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 Oct 15/2015

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-134-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-610-802**1. Trailing Edge Flap Power Drive Unit Fluid Replacement**

(Figure 1)

A. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 122 | Packing | 27-51-55-02-440 | AKS ALL |
| 124 | Packing | 27-51-55-02-440 | AKS ALL |

B. Prepare for the Fluid Replacement

SUBTASK 12-22-51-040-018

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

C. Trailing Edge Flap Power Drive Unit Oil Replacement

(Table 1)

SUBTASK 12-22-51-640-053

- (1) This table supplies data for the subsequent fluid replacement steps:

Table 1 Trailing Edge Flap Power Drive Unit Fluid Replacement

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|------------------|---------------|-----------------------|---------------------|
| 1 | Power Drive Unit | fluid, D00467 | Fill | 1 |

SUBTASK 12-22-51-480-001

- (2) Put a 10 gallon (38 l) oil resistant container, STD-3938 below the power drive unit to catch the fluid.

SUBTASK 12-22-51-680-001

- (3) Drain the fluid from the Power Drive Unit (PDU):

- (a) Remove the drain plug [123] and packing [124] from the drain port.
- (b) Wait for the fluid, D00467 to drain from the drain port.
- (c) Lubricate the new packing [124] with fluid.
- (d) Install the drain plug [123] and new packing [124] in the fill port.
- (e) Tighten the drain plug [123] to 110-130 pound-inches (12.4-14.6 newton-meters) more than the run-on torque.
- (f) Install lockwire on the drain plug [123].

SUBTASK 12-22-51-610-002

- (4) Fill the PDU with fluid:

- (a) Remove the fill plug [121] and packing [122] from the fill port.
- (b) Add fluid, D00467 to the PDU until the fluid is at the level of the fill port.
- (c) Lubricate the new packing [122] with fluid.
- (d) Install the fill plug [121] and new packing [122] in the fill port.
- (e) Tighten the fill plug [121] to 110-130 pound-inches (12.4-14.6 newton-meters) more than the run-on torque.

| | | |
|-------------------------------|----------------------|------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-134-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-134-00-01 |
|--|-------------|---------|------------------|--|
| (f) Install lockwire on the fill plug [121]. | | | | MECH INSP |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-51-440-018 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-134-00-01 |

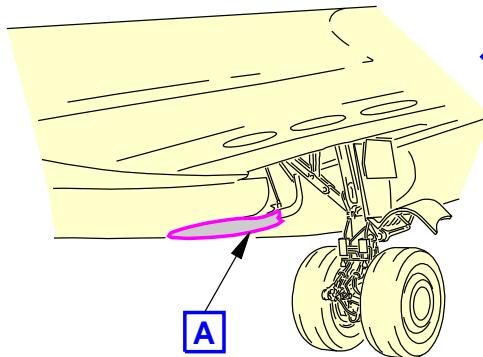
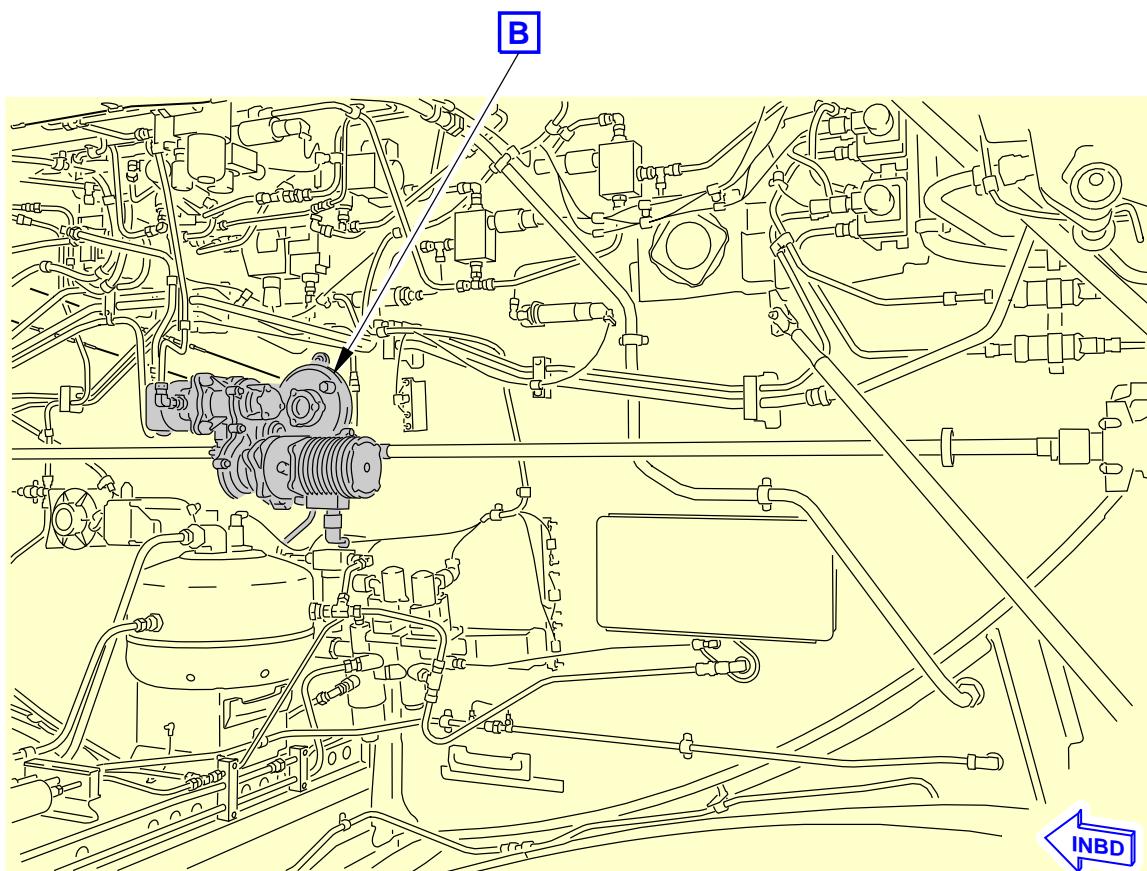
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-134-00-01**FWD****INBD****MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)****A**

G31381 S0006561590_V2

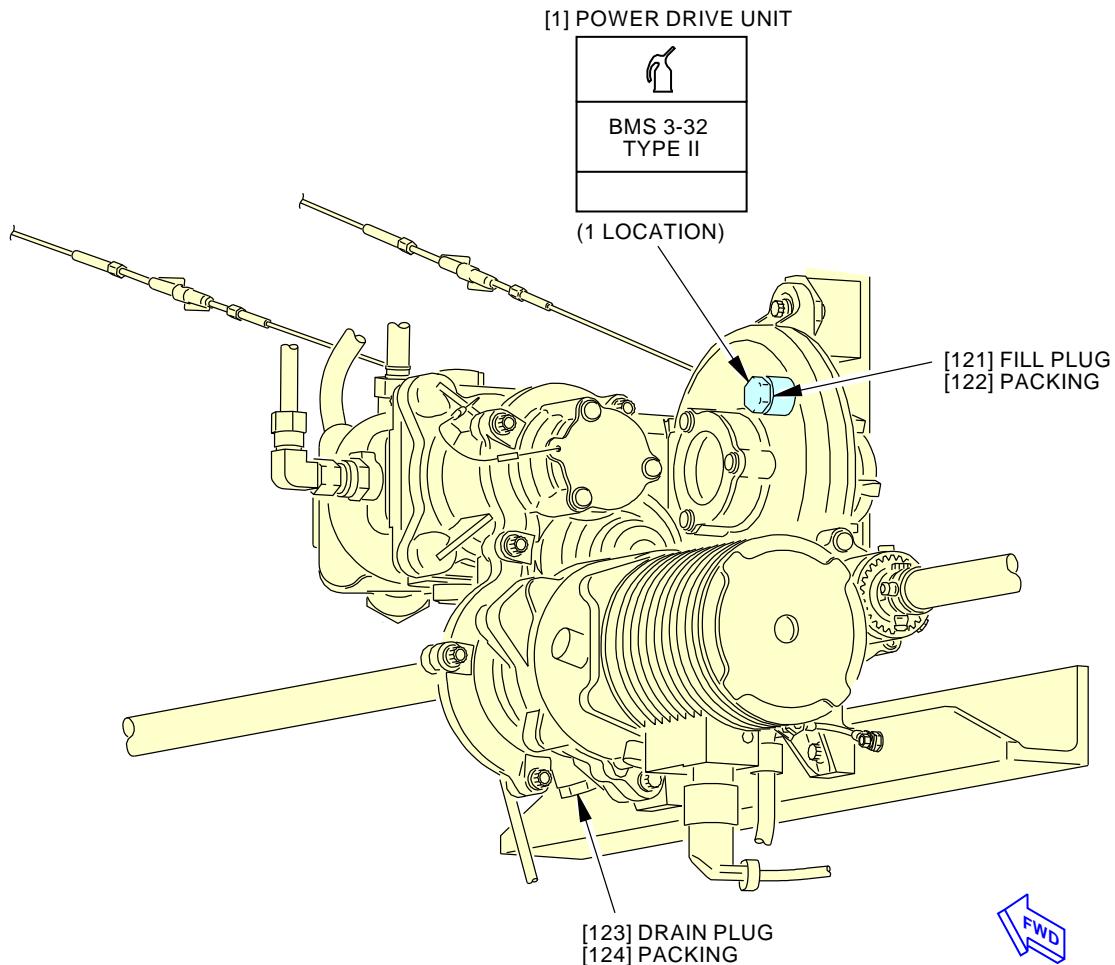
**Trailing Edge Flap Power Drive Unit Fluid Replacement
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-134-00-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-134-00-01 |



1 POINT

B

G31502 S0006561591_V2

**Trailing Edge Flap Power Drive Unit Fluid Replacement
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP POWER DRIVE UNIT |
| | | D633A109-AKS 27-134-00-01 |

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Jun 15/2015

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

| | | | | | |
|-----------------|-------------------------------|--|--------------------------------------|-----------------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION | | | BOEING CARD NO. 27-136-01-01 |
| DATE | TASK LUBRICATE | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 1.2 NOTE | THRESHOLD 4000 FH 24 MO | REPEAT 4000 FH 24 MO | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS NOTE | | | ZONE 553 567 |
| | | | | | |

Lubricate the left wing flap skew sensor mechanism.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-807

MECH

INSP

1. Inboard Flap Inboard Skew Mechanism Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-007

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

B. Inboard Flap Inboard Skew Mechanism Lubrication

(Table 1)

SUBTASK 12-22-51-640-044

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Inboard Flap Inboard Skew Mechanism Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------------|----------------|-----------------------|---------------------|
| 1 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| 2 | Skew Control Rod | grease, D00633 | Flush | 2 |

SUBTASK 12-22-51-640-016

- (2) Lubricate the flap skew input assembly with grease, D00633.

SUBTASK 12-22-51-640-017

- (3) Lubricate the rod ends on the skew control rod with grease, D00633.

NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-007

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-01-01 |
|---|----------------------|---|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-808 | | | | |
| 2. Inboard Flap Outboard Skew Mechanism Lubrication (Figure 2) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-009 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-008 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Outboard Skew Mechanism Lubrication (Table 2) | | | | |
| SUBTASK 12-22-51-640-057 | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 2 Inboard Flap Outboard Skew Mechanism Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| 2 | Skew Control Rod | grease, D00633 | Flush | 2 |
| SUBTASK 12-22-51-640-018 | | | | |
| (2) Lubricate the flap skew input assembly with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-019 | | | | |
| (3) Lubricate the rod ends on the skew control rod with grease, D00633. | | | | |
| NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-008 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-010 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ——— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION | | |
| | | D633A109-AKS 27-136-01-01 | | |
| | | | | Page 3 of 13 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-01-01 |
|---|----------------------|---|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-809 | | | | |
| 3. Outboard Flap Inboard Skew Mechanism Lubrication (Figure 3) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-011 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-009 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Outboard Flap Inboard Skew Mechanism Lubrication (Table 3) | | | | |
| SUBTASK 12-22-51-640-045 | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 3 Outboard Flap Inboard Skew Mechanism Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Control Rod | grease, D00633 | Flush | 2 |
| 2 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| SUBTASK 12-22-51-640-020 | | | | |
| (2) Lubricate the flap skew input assembly with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-021 | | | | |
| (3) Lubricate the rod ends on the skew control rod with grease, D00633. | | | | |
| NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-009 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-012 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION | | |
| | | D633A109-AKS 27-136-01-01 | | |
| | | | | Page 4 of 13 Feb 15/2015 |

AKS



737-600/700/800/900 TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-810

- #### **4. Outboard Flap Outboard Skew Mechanism Lubrication**

(Figure 4)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-013

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-010

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

B. Outboard Flap Outboard Skew Mechanism Lubrication

(Table 4)

SUBTASK 12-22-51-640-058

- (1) This table supplies data for the subsequent lubrication steps:

Table 4 Outboard Flap Outboard Skew Mechanism Servicing

| Table 1 - Cutaway & Flap Cutaway Gear Maintenance Chart | | | | |
|---|---------------------|----------------|-----------------------|---------------------|
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Control Rod | grease, D00633 | Flush | 2 |
| 2 | Skew Input Assembly | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-022

- (2) Lubricate the flap skew input assembly with grease, D00633.

SUBTASK 12-22-51-640-023

- (3) Lubricate the rod ends on the skew control rod with grease. D00633.

NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-010

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

SUBTASK 12-22-51-860-014

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps. AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

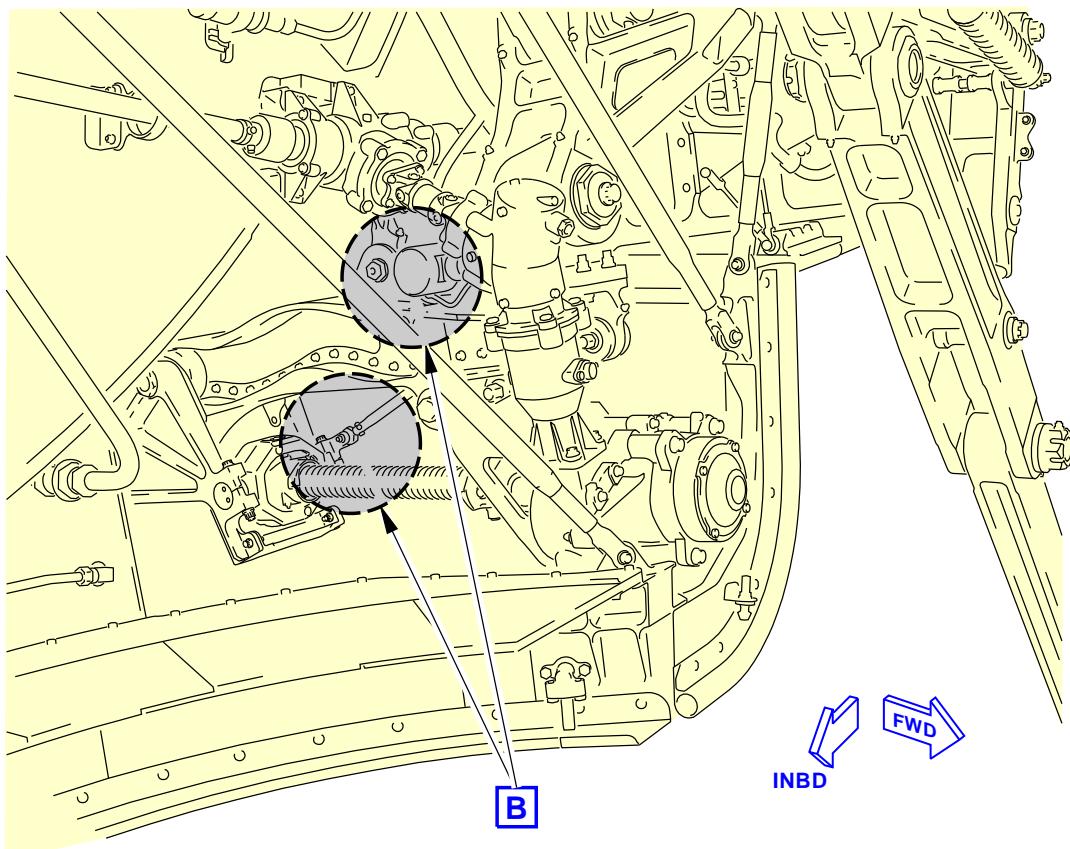
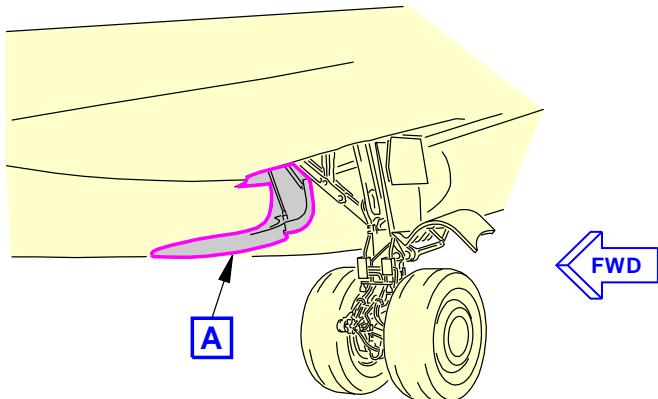
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-136-01-01

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

A

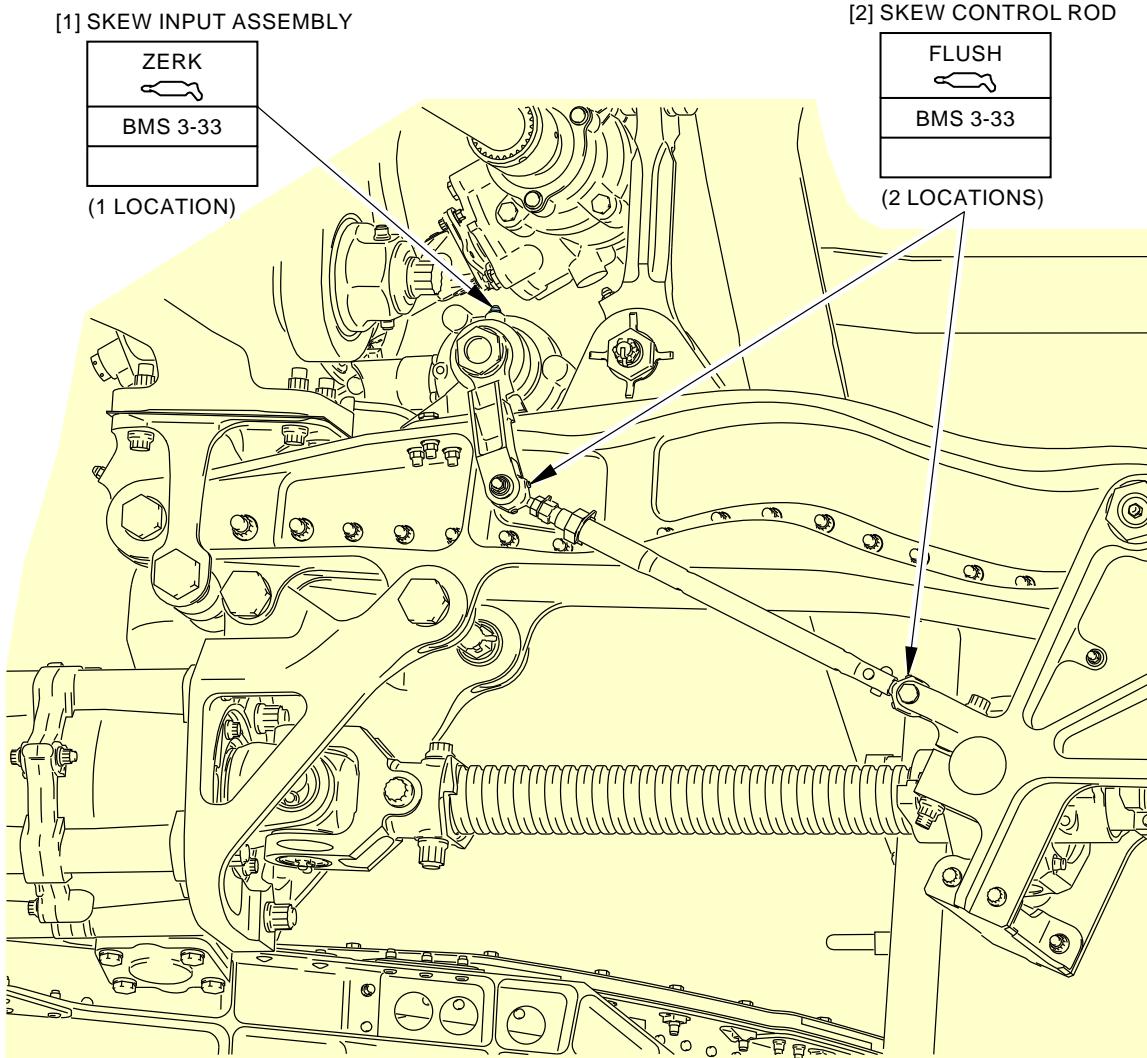
G29241 S0006561535_V2

**Inboard Flap Inboard Skew Mechanism Servicing
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION****D633A109-AKS
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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-01-01 |



**Inboard Flap Inboard Skew Mechanism Servicing
Figure 1 (Sheet 2 of 2)**

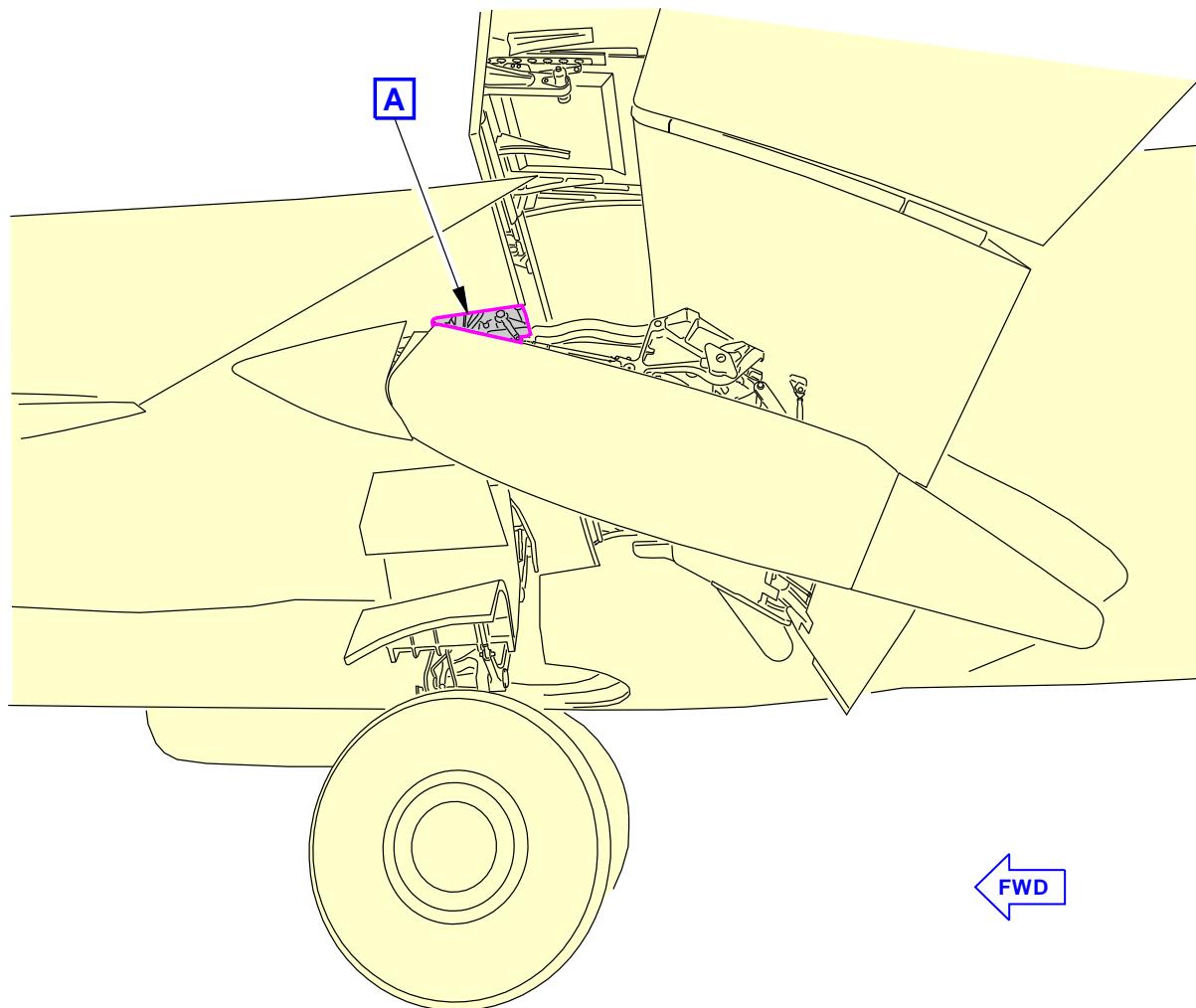
G29248 S0006561536_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-01-01 |



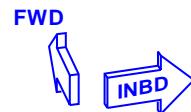
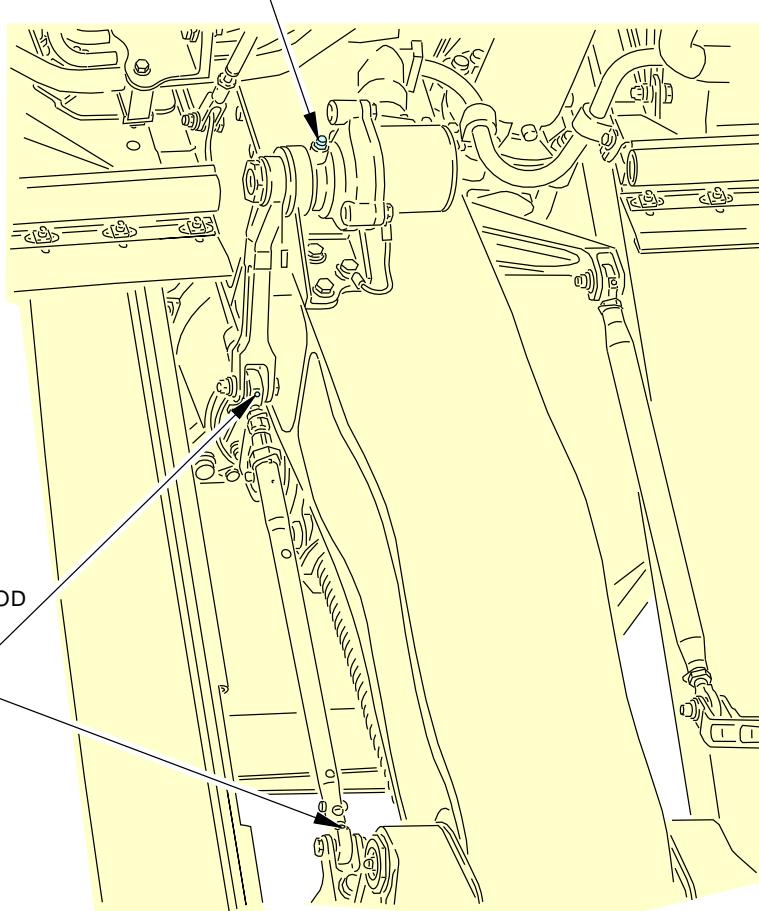
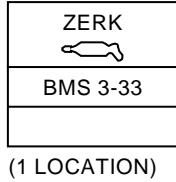
G29254 S0006561539_V2
Inboard Flap Outboard Skew Mechanism Servicing
Figure 2 (Sheet 1 of 2)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-01-01 |

[1] SKEW INPUT ASSEMBLY

3 POINTS

A

G29270 S0006561540_V2

**Inboard Flap Outboard Skew Mechanism Servicing
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

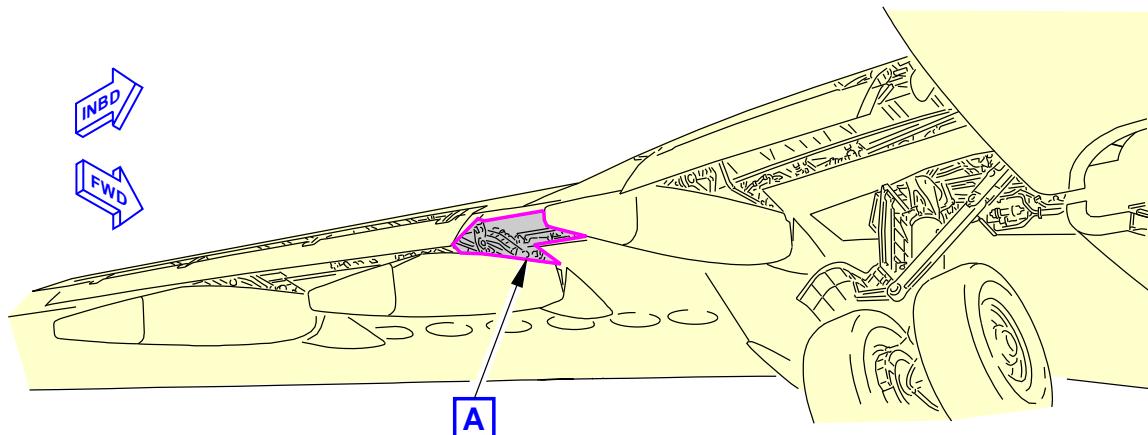
AKS**737-600/700/800/900
TASK CARDS**

DATE

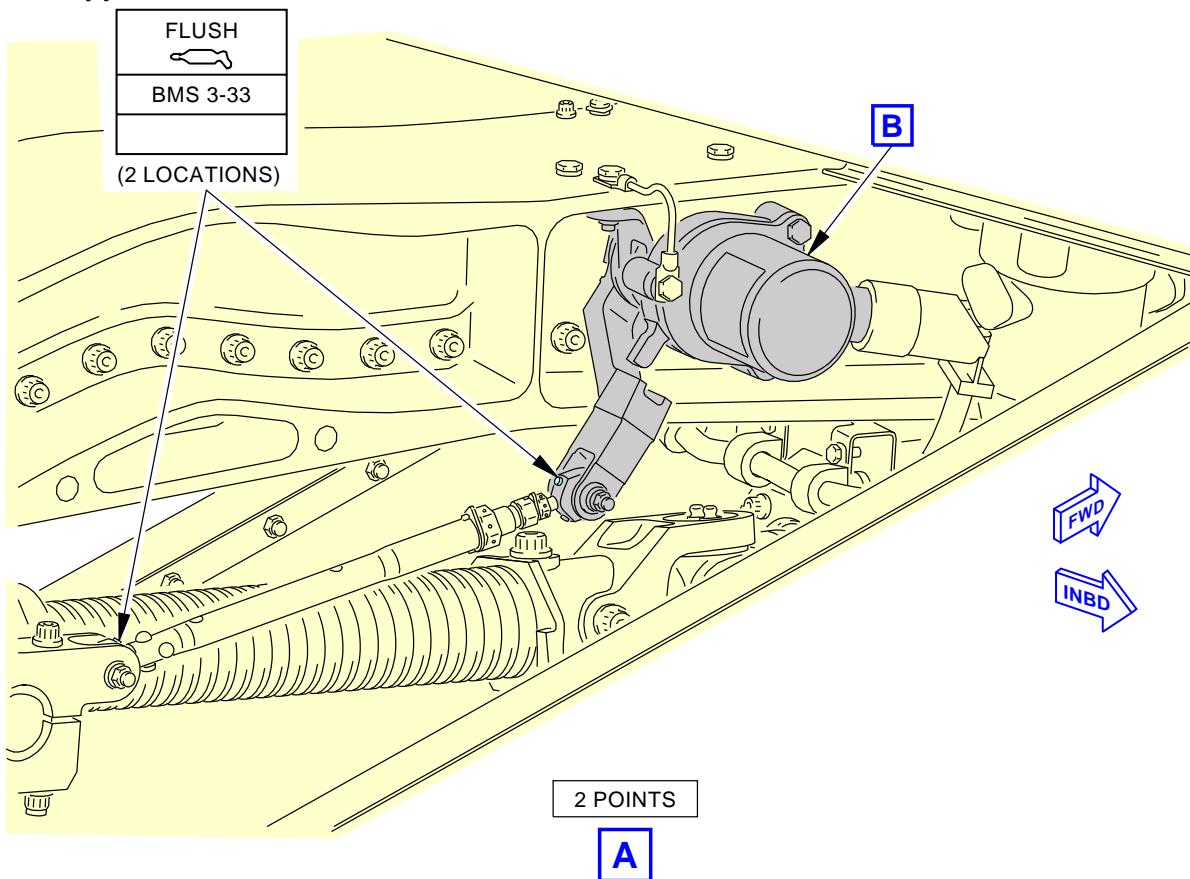
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-136-01-01

[1] SKEW CONTROL ROD

**Outboard Flap Inboard Skew Mechanism Servicing
Figure 3 (Sheet 1 of 2)**

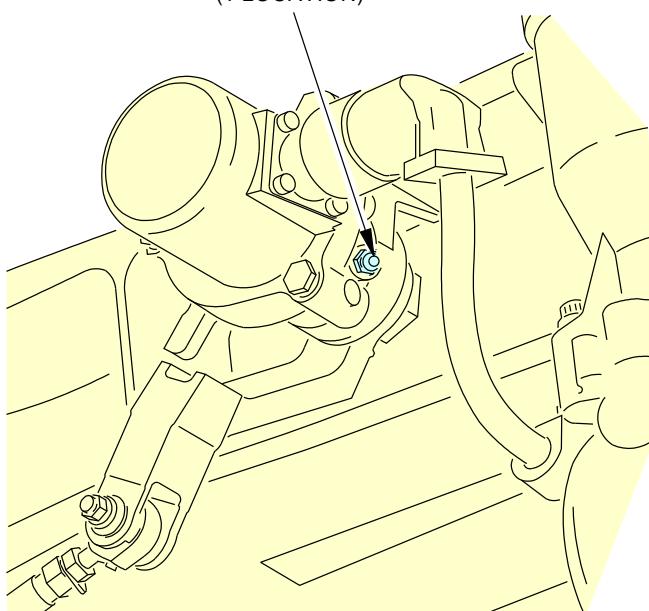
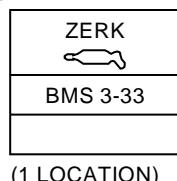
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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-01-01 |

[2] SKEW INPUT ASSEMBLY**1 POINT****B**

G29280 S0006561544_V2

**Outboard Flap Inboard Skew Mechanism Servicing
Figure 3 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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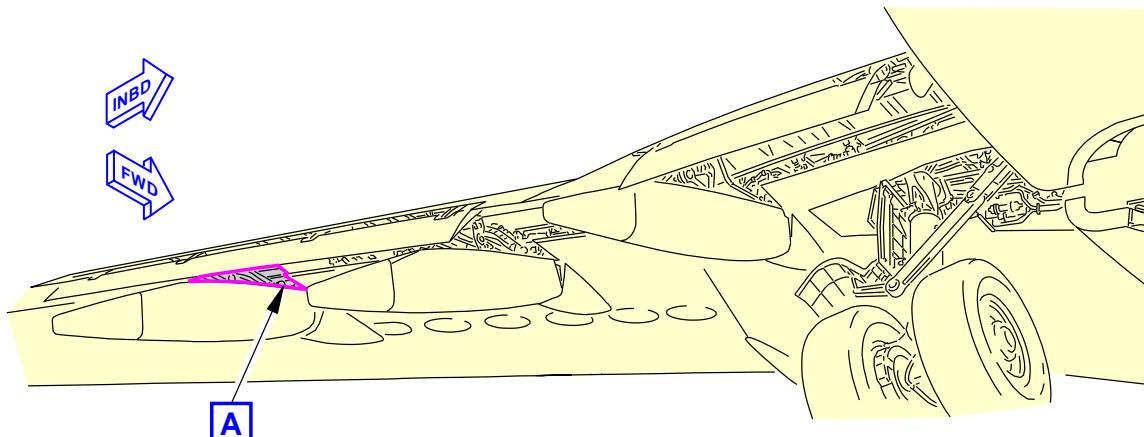
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

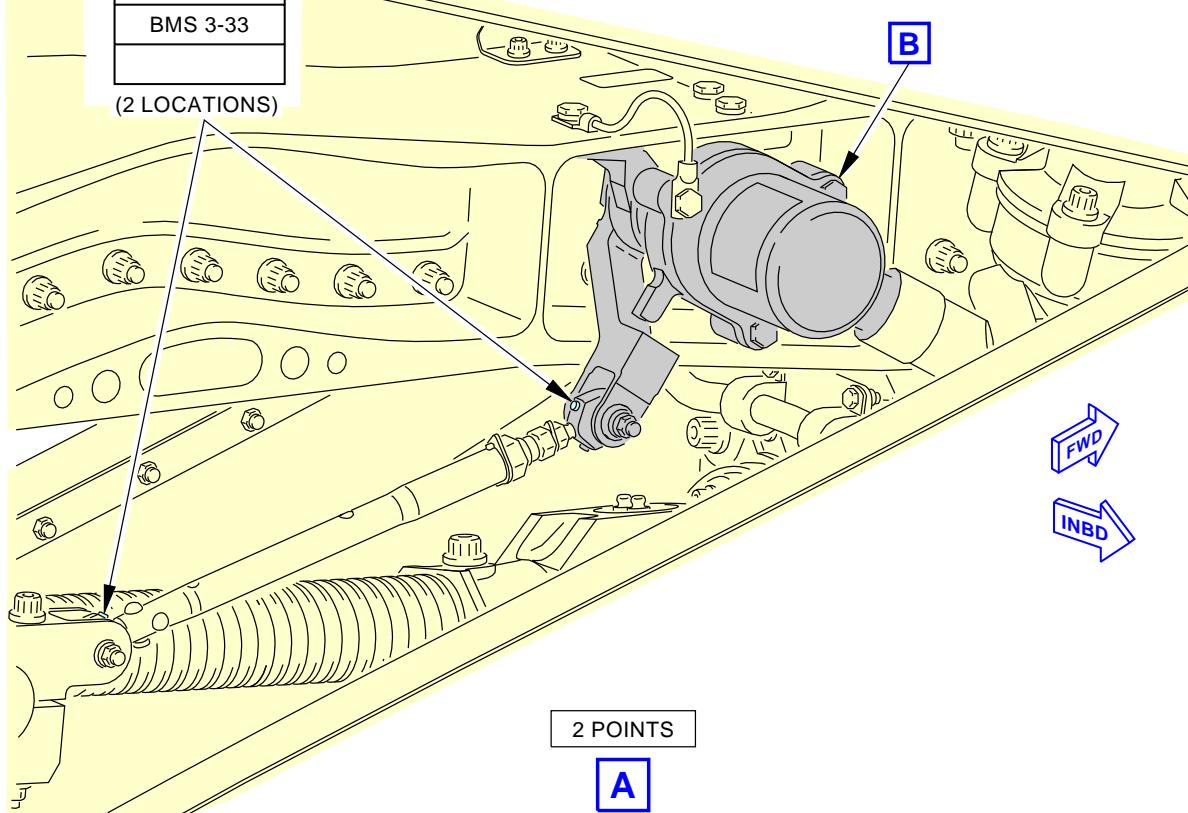
BOEING CARD NO.
27-136-01-01

[1] SKEW CONTROL ROD

FLUSH

BMS 3-33

(2 LOCATIONS)

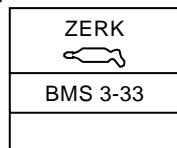


G29297 S0006561547_V2

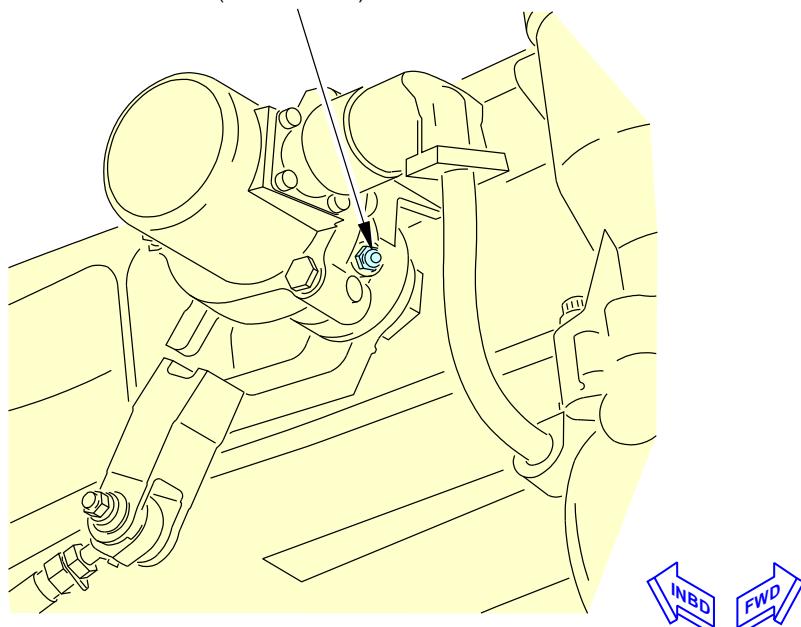
**Outboard Flap Outboard Skew Mechanism Servicing
Figure 4 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION****D633A109-AKS
27-136-01-01****Page 12 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-01-01 |

[2] SKEW INPUT ASSEMBLY

(1 LOCATION)



1 POINT

B

G29298 S0006561548_V2

**Outboard Flap Outboard Skew Mechanism Servicing
Figure 4 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-01-01 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|--------------------------------------|-----------------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-136-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 1.2 NOTE | THRESHOLD 4000 FH 24 MO | REPEAT 4000 FH 24 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS NOTE | | | ENGINE ALL |
| | | | | | ZONE 653 667 |
| | | | | | |

Lubricate the right wing flap skew sensor mechanism.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-02-01 |
|--|---------------------|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-807 | | | | |
| 1. Inboard Flap Inboard Skew Mechanism Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication SUBTASK 12-22-51-040-007 (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Inboard Skew Mechanism Lubrication (Table 1) SUBTASK 12-22-51-640-044 (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 1 Inboard Flap Inboard Skew Mechanism Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| 2 | Skew Control Rod | grease, D00633 | Flush | 2 |
| SUBTASK 12-22-51-640-016 (2) Lubricate the flap skew input assembly with grease, D00633. SUBTASK 12-22-51-640-017 (3) Lubricate the rod ends on the skew control rod with grease, D00633. <u>NOTE:</u> The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition SUBTASK 12-22-51-440-007 (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION D633A109-AKS 27-136-02-01 | Page 2 of 13 Feb 15/2015 |
|-------------------------------|----------------------|--|---|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-02-01 |
|---|---------------------|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-808 | | | | |
| 2. Inboard Flap Outboard Skew Mechanism Lubrication (Figure 2) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-009 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-008 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Outboard Skew Mechanism Lubrication (Table 2) | | | | |
| SUBTASK 12-22-51-640-057 | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 2 Inboard Flap Outboard Skew Mechanism Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| 2 | Skew Control Rod | grease, D00633 | Flush | 2 |
| SUBTASK 12-22-51-640-018 | | | | |
| (2) Lubricate the flap skew input assembly with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-019 | | | | |
| (3) Lubricate the rod ends on the skew control rod with grease, D00633. | | | | |
| NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-008 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-010 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION D633A109-AKS 27-136-02-01 | Page 3 of 13 Feb 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-02-01 |
|---|---------------------|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-809 | | | | |
| 3. Outboard Flap Inboard Skew Mechanism Lubrication (Figure 3) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-011 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-009 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Outboard Flap Inboard Skew Mechanism Lubrication (Table 3) | | | | |
| SUBTASK 12-22-51-640-045 | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 3 Outboard Flap Inboard Skew Mechanism Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Skew Control Rod | grease, D00633 | Flush | 2 |
| 2 | Skew Input Assembly | grease, D00633 | Zerk | 1 |
| SUBTASK 12-22-51-640-020 | | | | |
| (2) Lubricate the flap skew input assembly with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-021 | | | | |
| (3) Lubricate the rod ends on the skew control rod with grease, D00633. | | | | |
| NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-009 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-012 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION D633A109-AKS 27-136-02-01 | Page 4 of 13 Feb 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-136-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-810

MECH

INSP

4. Outboard Flap Outboard Skew Mechanism Lubrication

(Figure 4)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-013

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-010

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

B. Outboard Flap Outboard Skew Mechanism Lubrication

(Table 4)

SUBTASK 12-22-51-640-058

- (1) This table supplies data for the subsequent lubrication steps:

Table 4 Outboard Flap Outboard Skew Mechanism Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------------|----------------|-----------------------|---------------------|
| 1 | Skew Control Rod | grease, D00633 | Flush | 2 |
| 2 | Skew Input Assembly | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-022

- (2) Lubricate the flap skew input assembly with grease, D00633.

SUBTASK 12-22-51-640-023

- (3) Lubricate the rod ends on the skew control rod with grease, D00633.

NOTE: The rod ends on the control rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-010

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

SUBTASK 12-22-51-860-014

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION D633A109-AKS 27-136-02-01 | Page 5 of 13 Feb 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

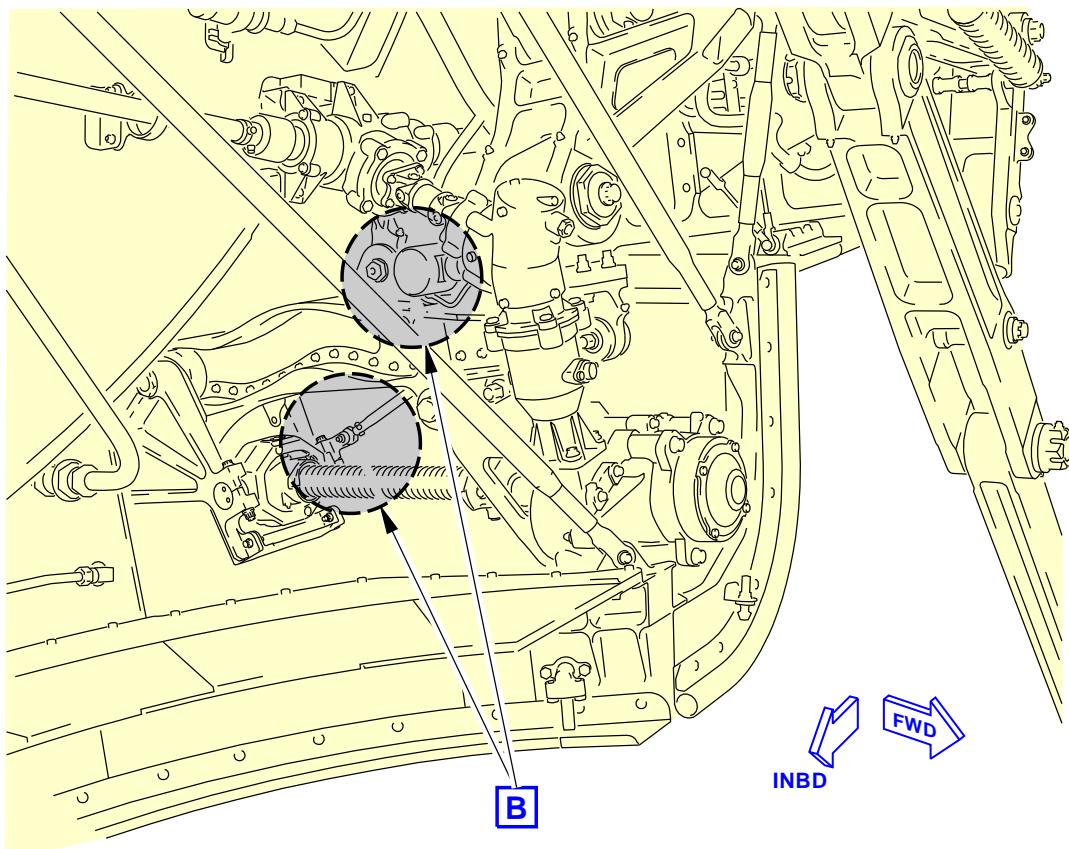
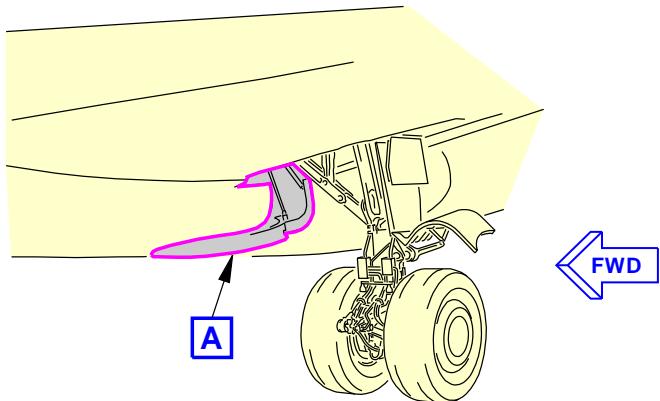
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-136-02-01

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

A

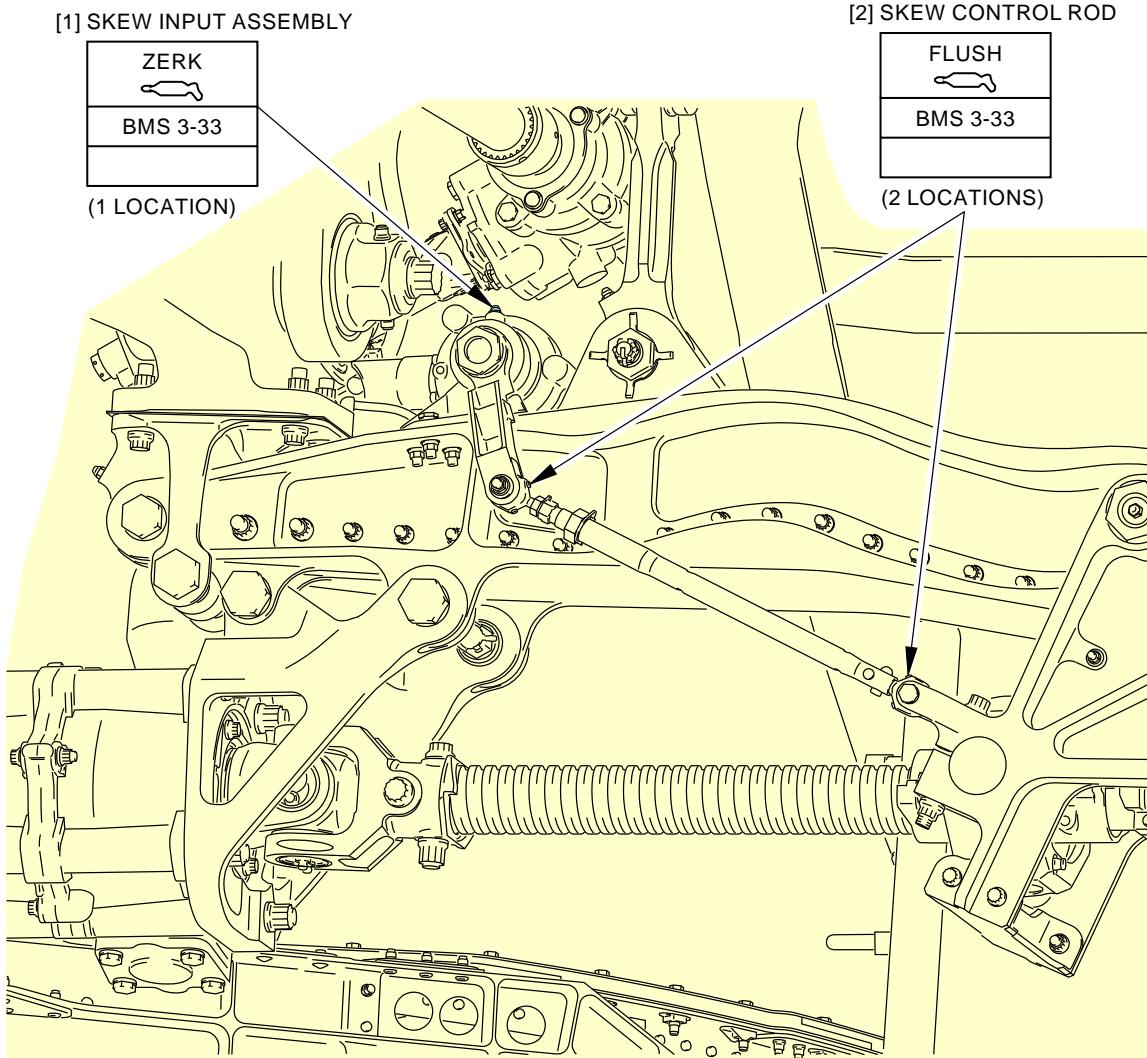
G29241 S0006561535_V2

**Inboard Flap Inboard Skew Mechanism Servicing
Figure 1 (Sheet 1 of 2)**

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP SKEW SENSOR MECHANISM
LUBRICATION****D633A109-AKS
27-136-02-01****Page 6 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-02-01 |



**Inboard Flap Inboard Skew Mechanism Servicing
Figure 1 (Sheet 2 of 2)**

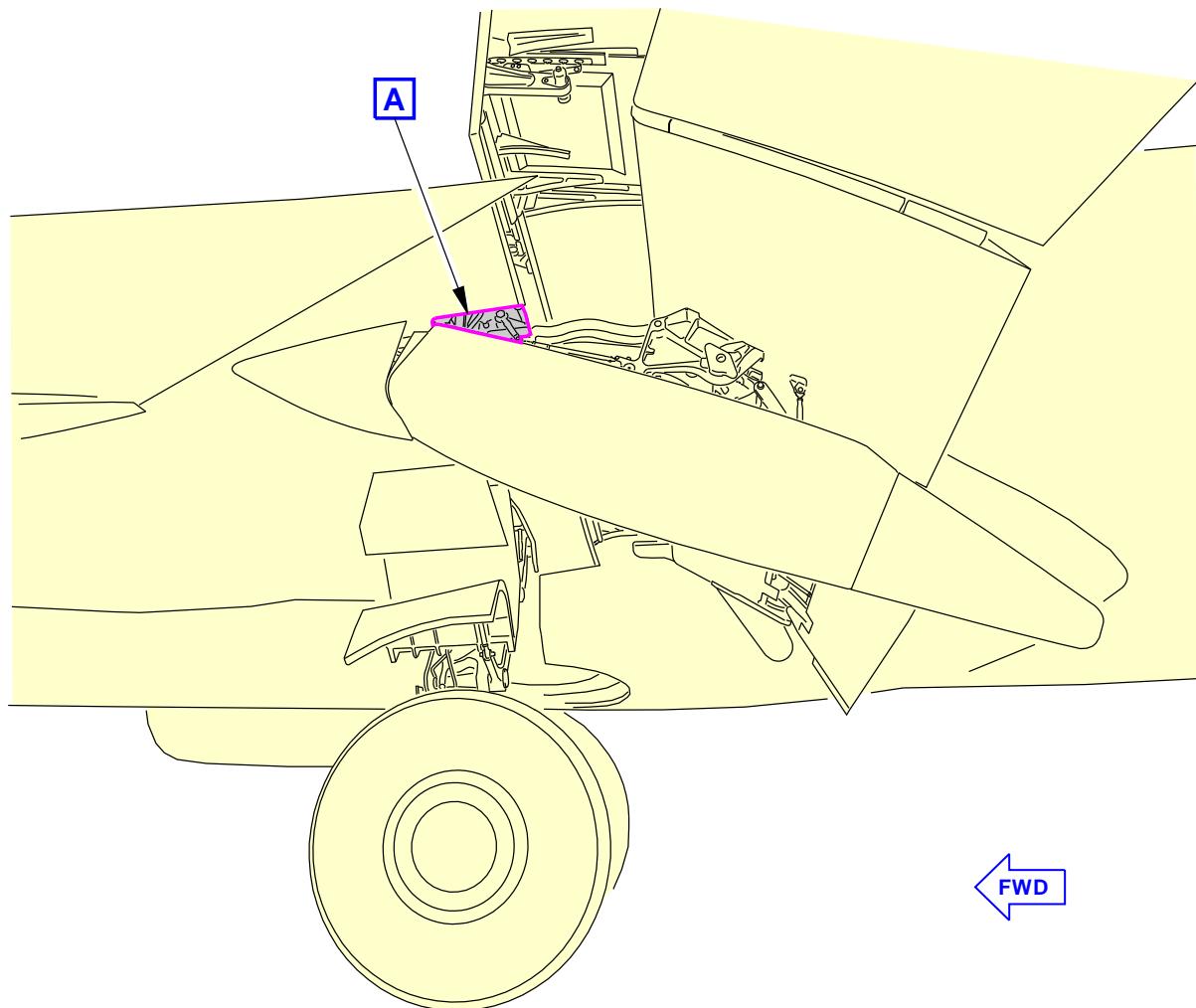
G29248 S0006561536_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

**Page 7 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-02-01 |



G29254 S0006561539_V2

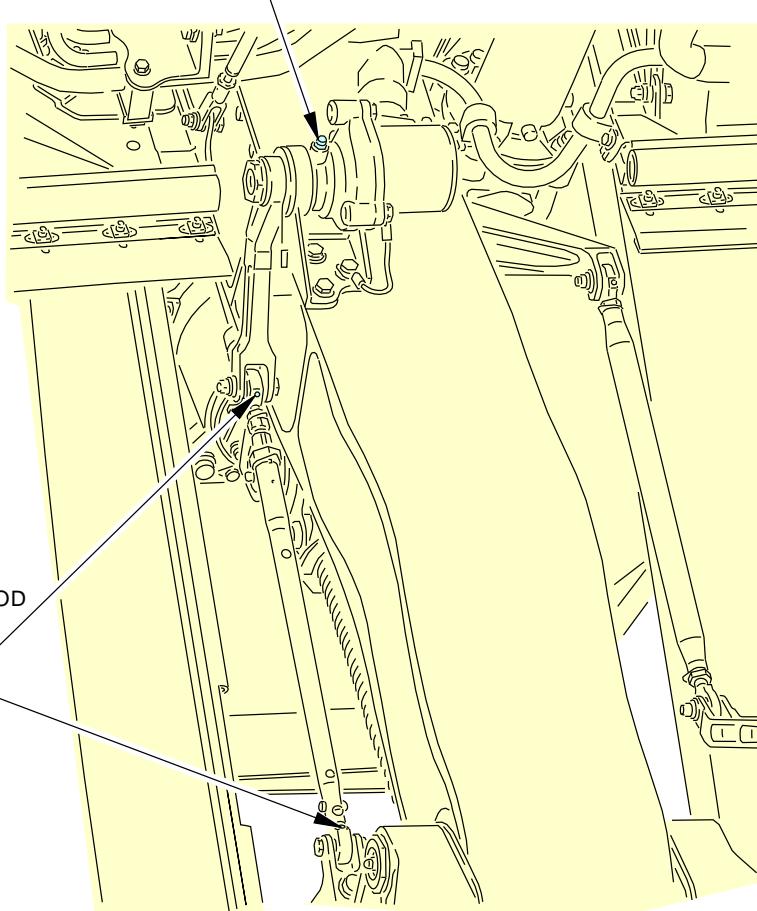
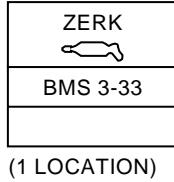
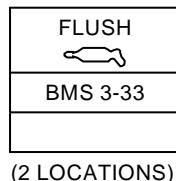
**Inboard Flap Outboard Skew Mechanism Servicing
Figure 2 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

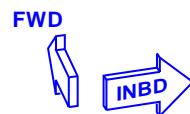
Page 8 of 13
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-02-01 |

[1] SKEW INPUT ASSEMBLY**[2] SKEW CONTROL ROD**

3 POINTS

A

G29270 S0006561540_V2

**Inboard Flap Outboard Skew Mechanism Servicing
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

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Jun 15/2015

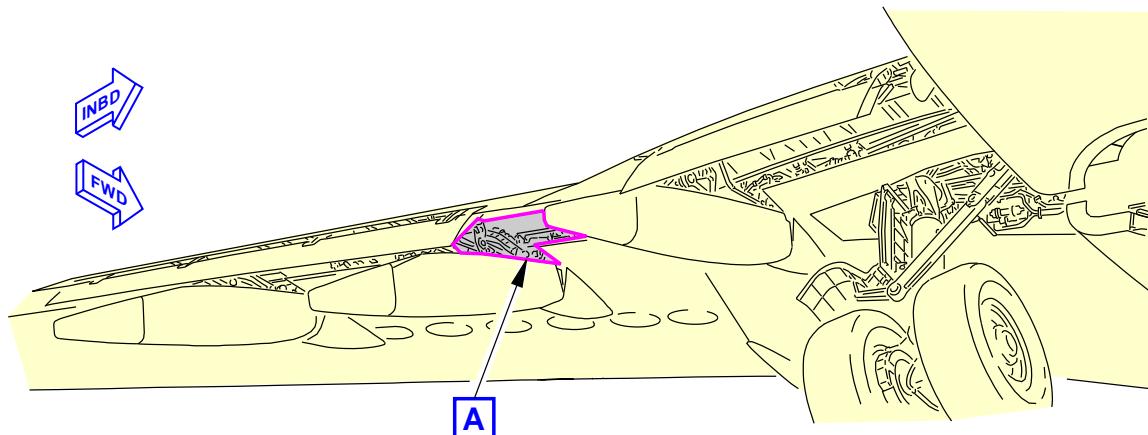
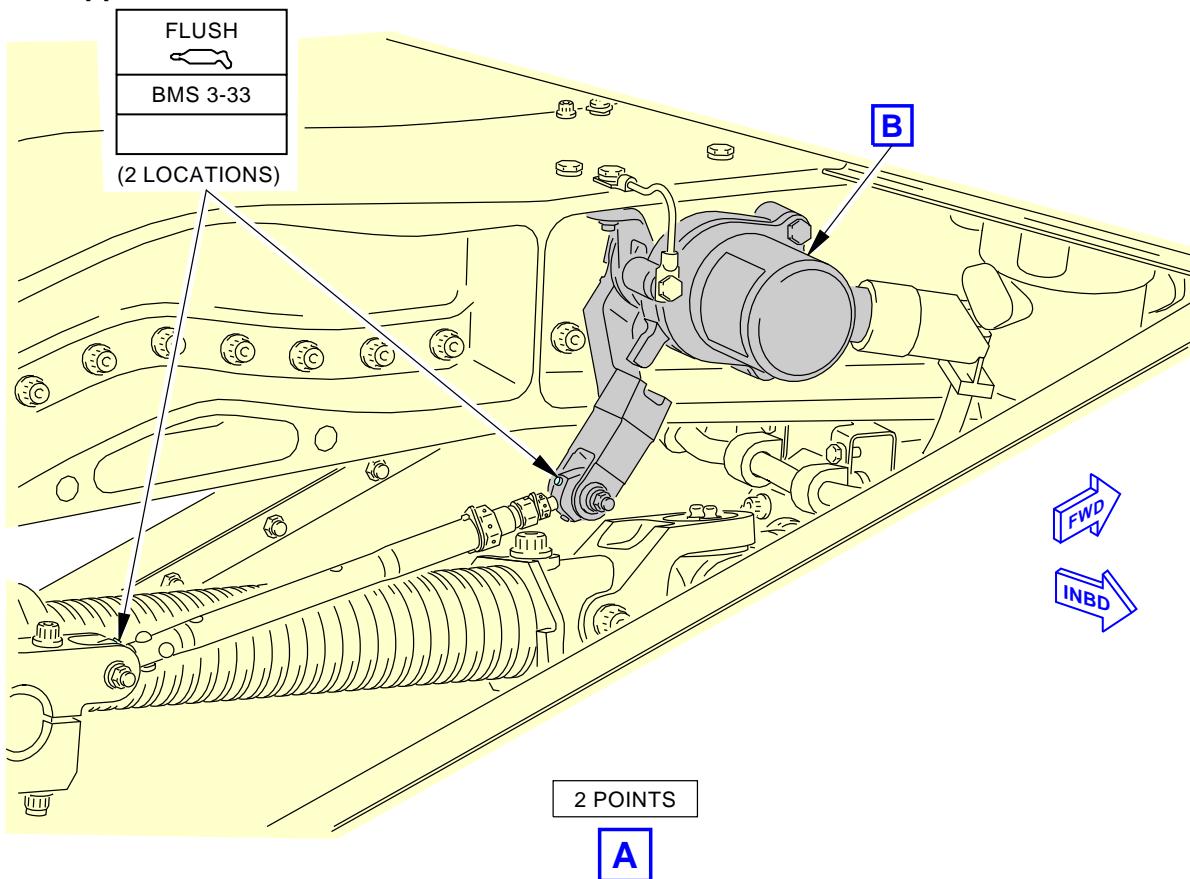
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-136-02-01**[1] SKEW CONTROL ROD**

**Outboard Flap Inboard Skew Mechanism Servicing
Figure 3 (Sheet 1 of 2)**

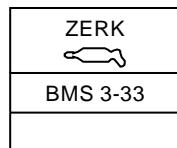
G29277 S0006561543_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

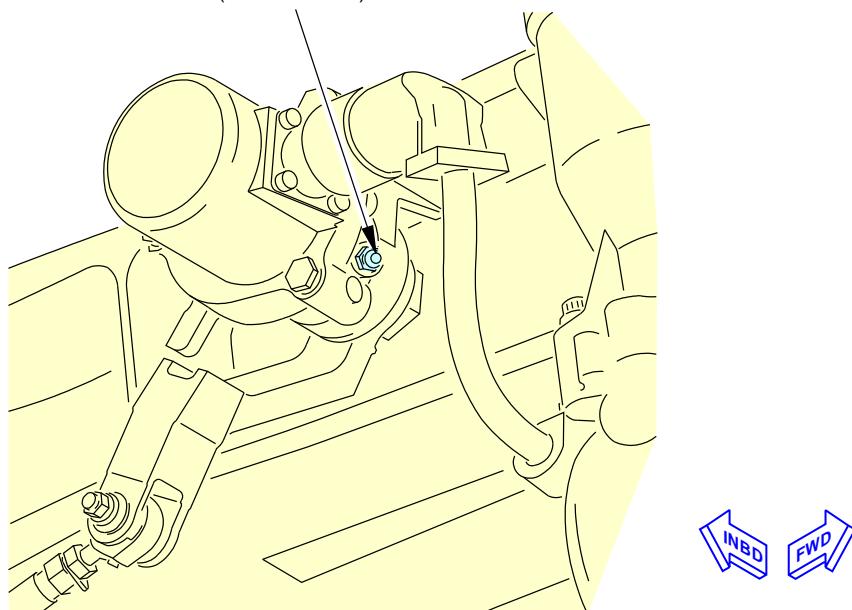
Page 10 of 13
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-02-01 |

[2] SKEW INPUT ASSEMBLY

(1 LOCATION)



1 POINT

B

G29280 S0006561544_V2

**Outboard Flap Inboard Skew Mechanism Servicing
Figure 3 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

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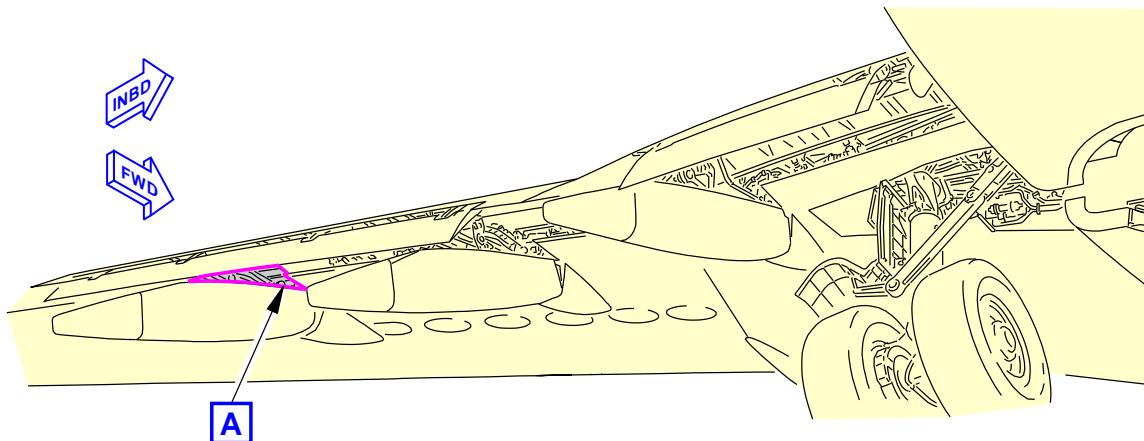
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

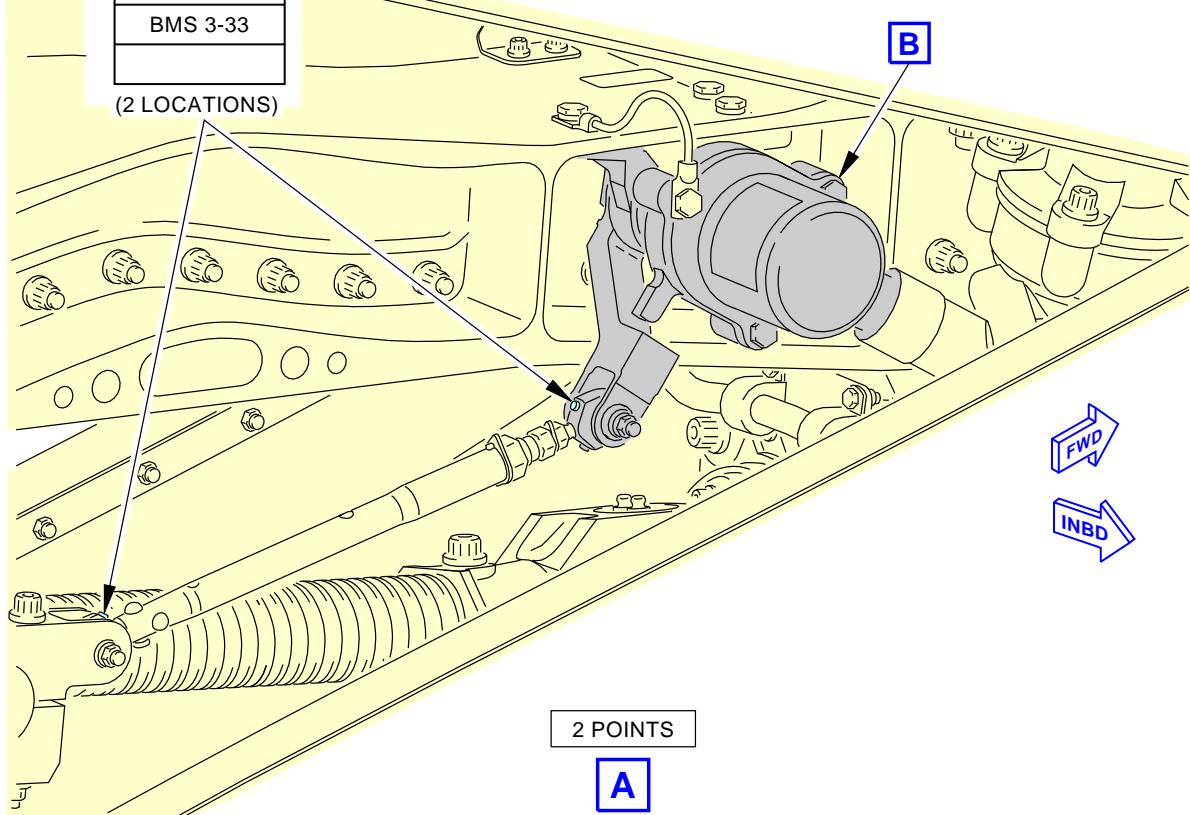
BOEING CARD NO.
27-136-02-01

[1] SKEW CONTROL ROD

FLUSH

BMS 3-33

(2 LOCATIONS)

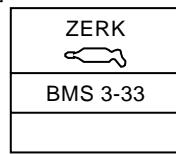


G29297 S0006561547_V2

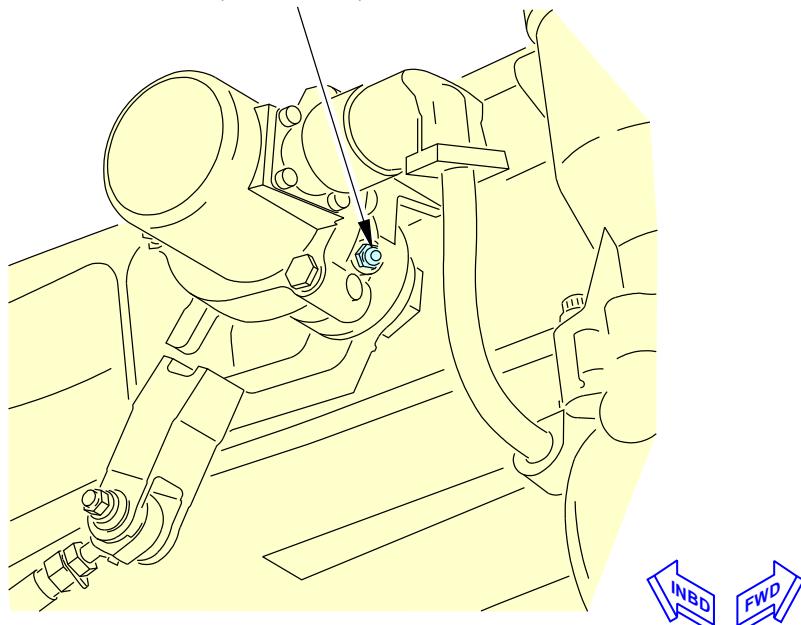
**Outboard Flap Outboard Skew Mechanism Servicing
Figure 4 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP SKEW SENSOR MECHANISM
LUBRICATION****D633A109-AKS
27-136-02-01****Page 12 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-136-02-01 |

[2] SKEW INPUT ASSEMBLY

(1 LOCATION)



1 POINT

B

G29298 S0006561548_V2

**Outboard Flap Outboard Skew Mechanism Servicing
Figure 4 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP SKEW SENSOR MECHANISM LUBRICATION |
| | | D633A109-AKS 27-136-02-01 |

**Page 13 of 13
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|---|--|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP DRIVE TORQUE TUBES | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-138-00-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 1.2 NOTE | THRESHOLD 4800 FC 24 MO | REPEAT 4800 FC 24 MO | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS NOTE | | | ZONE 133 553 567 |
| | | | | | |

Lubricate the left wing flap drive torque tube supports and couplings.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-801

MECH

INSP

1. Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-001

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-001

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

B. Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication

(Table 1)

SUBTASK 12-22-51-640-038

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Trailing Edge Flap Torque Tube and Torque Tube Support Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| 1 | Transmission No. 1 Coupling (No. 8 Coupling Equivalent) | grease, D00633 | Flush | 2 |
| 2 | Torque Tube Support Coupling | grease, D00633 | Flush | 4 |
| 3 | Torque Tube Support | grease, D00633 | Zerk | 2 |
| 4 | Transmission No. 2 Coupling (No. 7 Coupling Equivalent) | grease, D00633 | Flush | 4 |
| 5 | Seal Rib Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 6 | Transmission No. 3 Coupling (No. 6 Coupling Equivalent) | grease, D00633 | Flush | 4 |
| 7 | MLG Beam Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 8 | Tee Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 9 | Flap Power Drive Unit Coupling | grease, D00633 | Flush | 4 |

SUBTASK 12-22-51-640-001

- (2) Lubricate the torque tube couplings on each end of the torque tube:

- (a) Manually move the torque tube axially in the direction of the coupling you will lubricate.

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES | |
| | | D633A109-AKS 27-138-00-01 | Page 2 of 13 Feb 15/2015 |

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

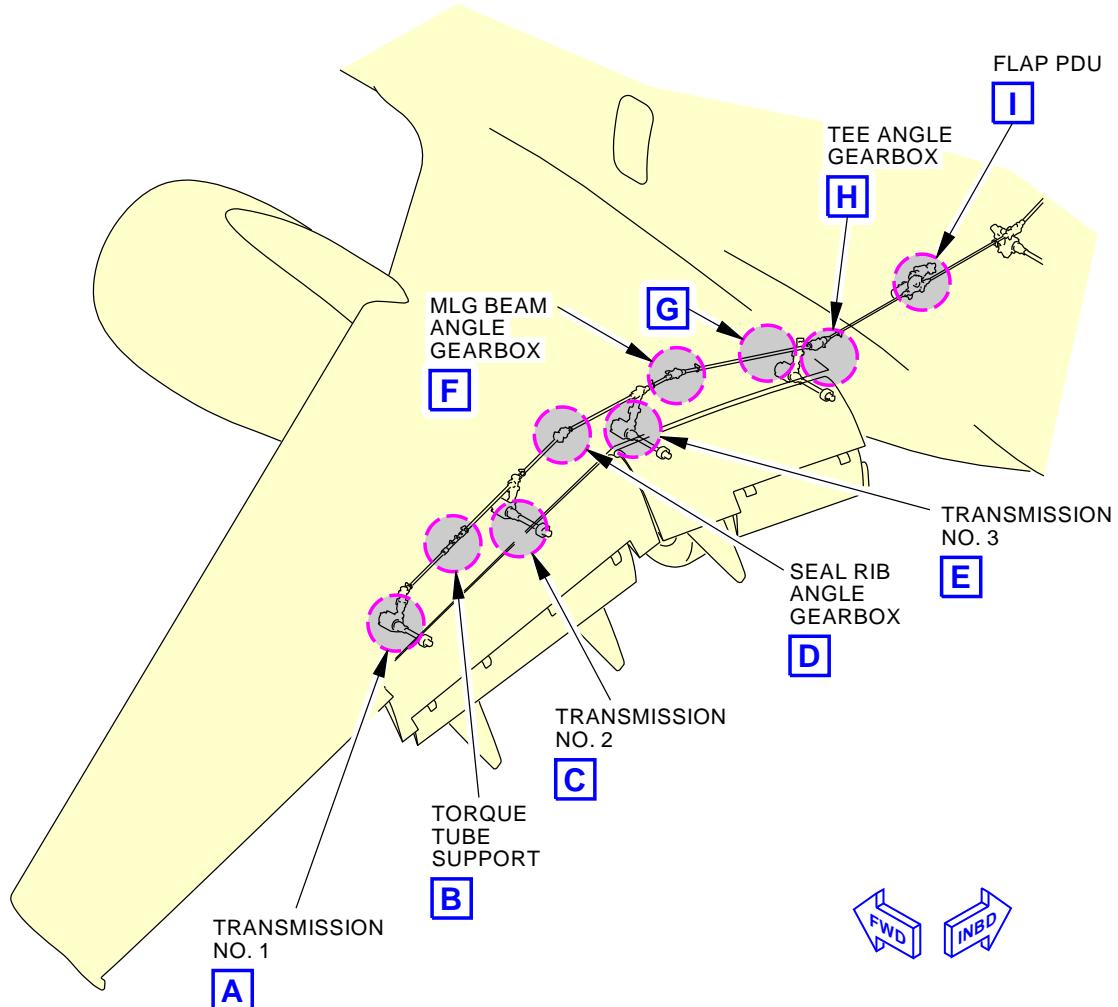
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-01 | | | | | | | | | | | | |
|---------------|--|---------|------------------|--|---------------|----------------------|-------|--|-------|--------------------------|---------------|----------------------|-------|--|-------|--------------------------|
| | | | | <p>(b) Fill the coupling with grease, D00633 through a minimum of two of the three grease holes.</p> <p><u>NOTE:</u> Fill the coupling until clean grease comes out of the curled end of the coupling, or until grease comes out of the other grease holes.</p> <p>(c) Move the torque tube in the opposite direction until it stops.</p> <p>(d) Wipe the grease from around the coupling and the grease holes.</p> <p>SUBTASK 12-22-51-640-002</p> <p>(3) Open these access panels:</p> <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>561BB</td><td>Midspan Fixed Trailing Edge Access Panel - WBL 305</td></tr><tr><td>661BB</td><td>Midspan Fixed T.E. Panel</td></tr></tbody></table> <p>(4) Lubricate the torque tube support with grease, D00633.</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>561BB</td><td>Midspan Fixed Trailing Edge Access Panel - WBL 305</td></tr><tr><td>661BB</td><td>Midspan Fixed T.E. Panel</td></tr></tbody></table> <p>C. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 12-22-51-440-001</p> <p>(1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.</p> <p>SUBTASK 12-22-51-860-002</p> <p>(2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.</p> | <u>Number</u> | <u>Name/Location</u> | 561BB | Midspan Fixed Trailing Edge Access Panel - WBL 305 | 661BB | Midspan Fixed T.E. Panel | <u>Number</u> | <u>Name/Location</u> | 561BB | Midspan Fixed Trailing Edge Access Panel - WBL 305 | 661BB | Midspan Fixed T.E. Panel |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | |
| 561BB | Midspan Fixed Trailing Edge Access Panel - WBL 305 | | | | | | | | | | | | | | | |
| 661BB | Midspan Fixed T.E. Panel | | | | | | | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | |
| 561BB | Midspan Fixed Trailing Edge Access Panel - WBL 305 | | | | | | | | | | | | | | | |
| 661BB | Midspan Fixed T.E. Panel | | | | | | | | | | | | | | | |

———— END OF TASK ———

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |



G28606 S0006561480_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 1 of 10)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

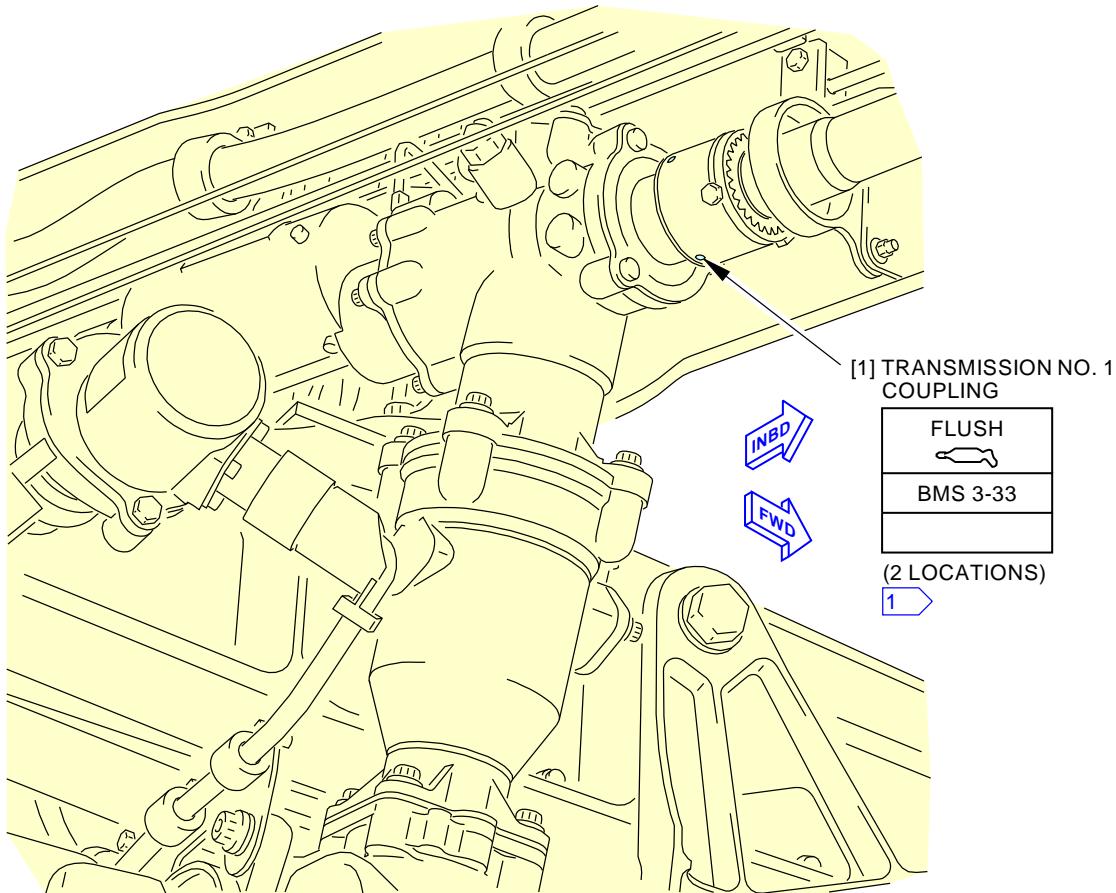
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-138-00-01**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)**

2 POINTS

A

- 1 LUBRICATE A MINIMUM OF TWO
LUBE POINTS ON EACH
COUPLING UNTIL GREASE
COMES OUT OF THE COUPLING.

G28620 S0006561481_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 2 of 10)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP DRIVE TORQUE TUBES****D633A109-AKS
27-138-00-01****Page 5 of 13
Jun 15/2015**

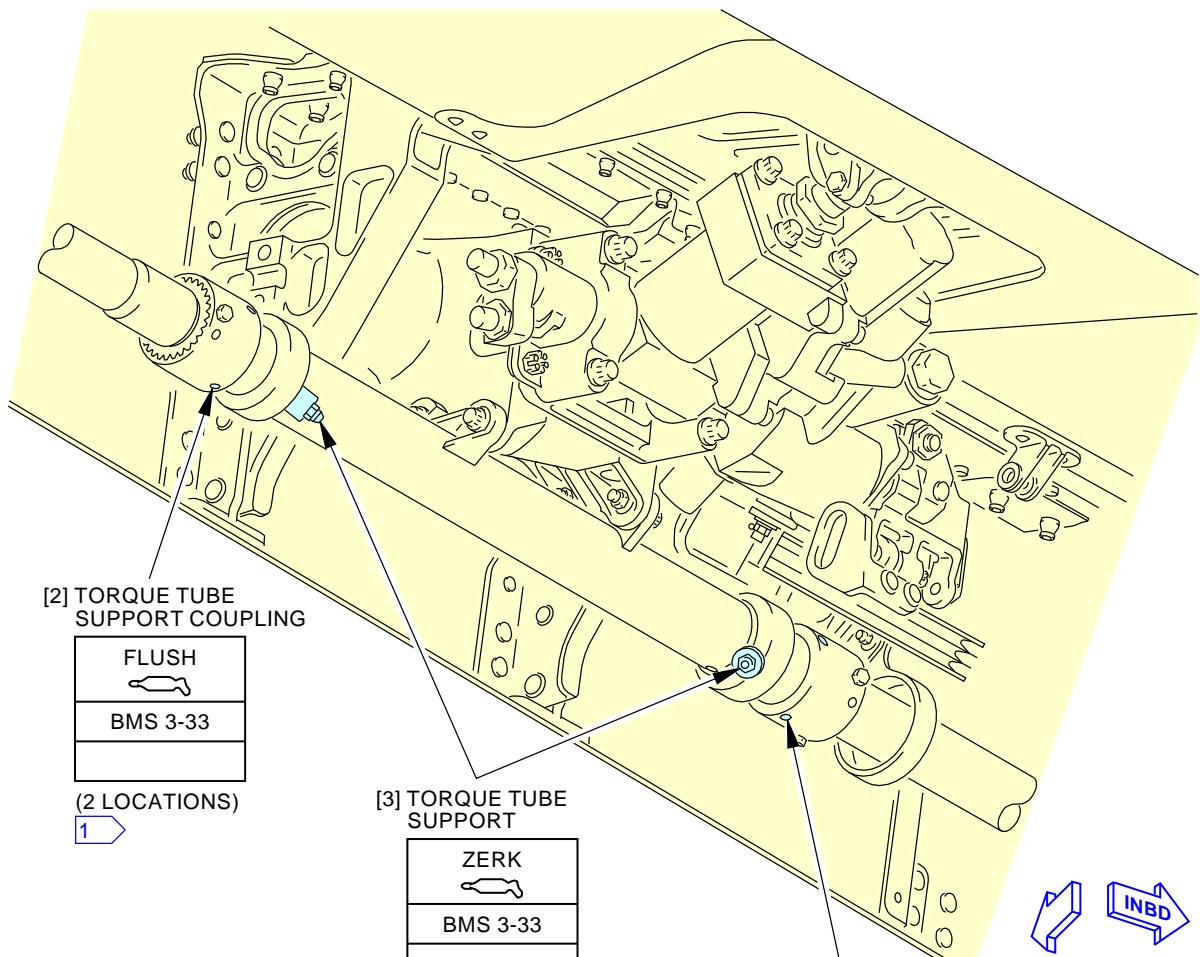
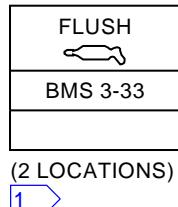
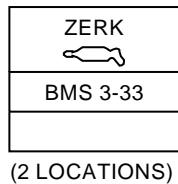
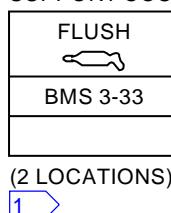
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-138-00-01**[2] TORQUE TUBE SUPPORT COUPLING****[3] TORQUE TUBE SUPPORT****[2] TORQUE TUBE SUPPORT COUPLING****TORQUE TUBE SUPPORT**

6 POINTS

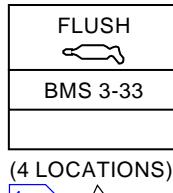


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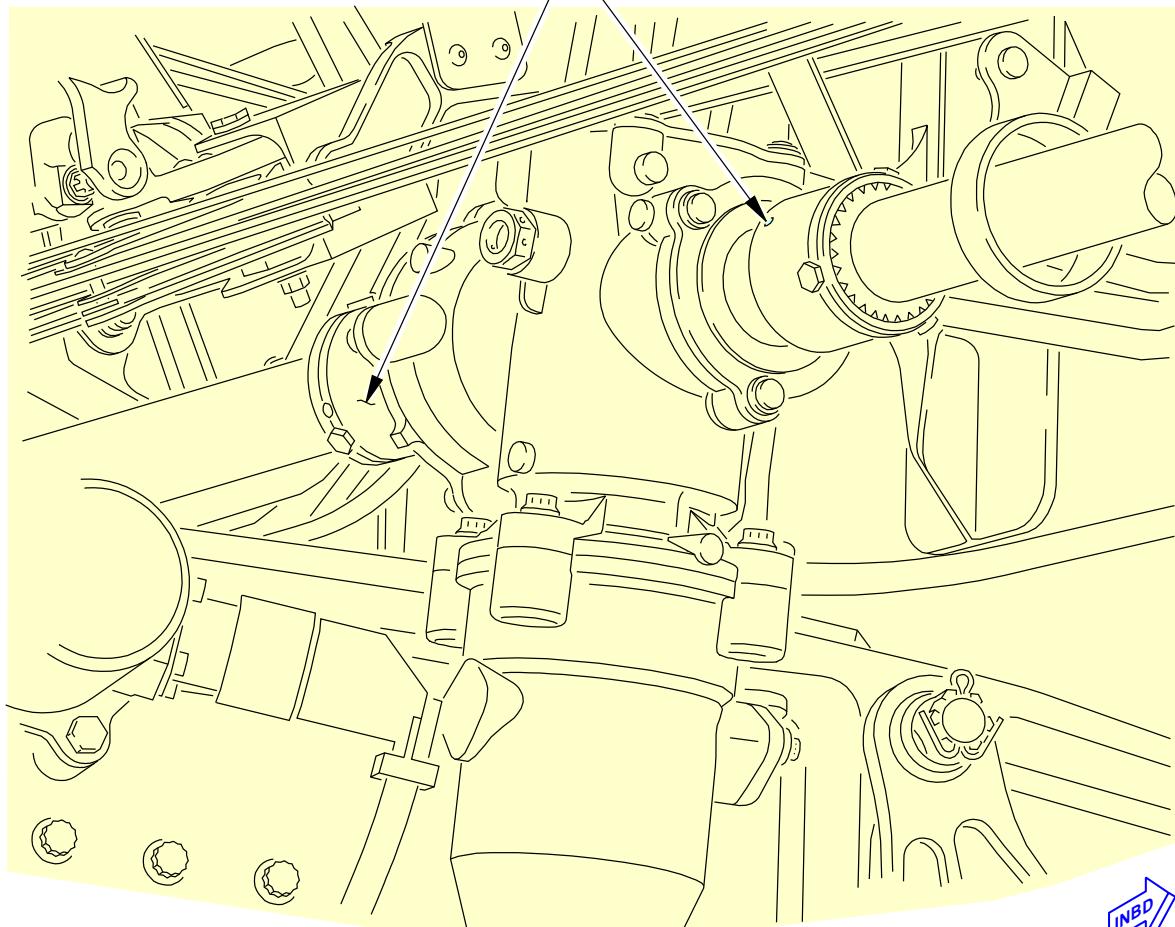
**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 3 of 10)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP DRIVE TORQUE TUBES****D633A109-AKS
27-138-00-01****Page 6 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[4] TRANSMISSION NO. 2 COUPLINGS

1

**TRANSMISSION NO. 2
(TRANSMISSION NO. 7 IS EQUIVALENT)**

4 POINTS

C

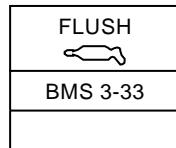
G28647 S0006561483_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 4 of 10)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

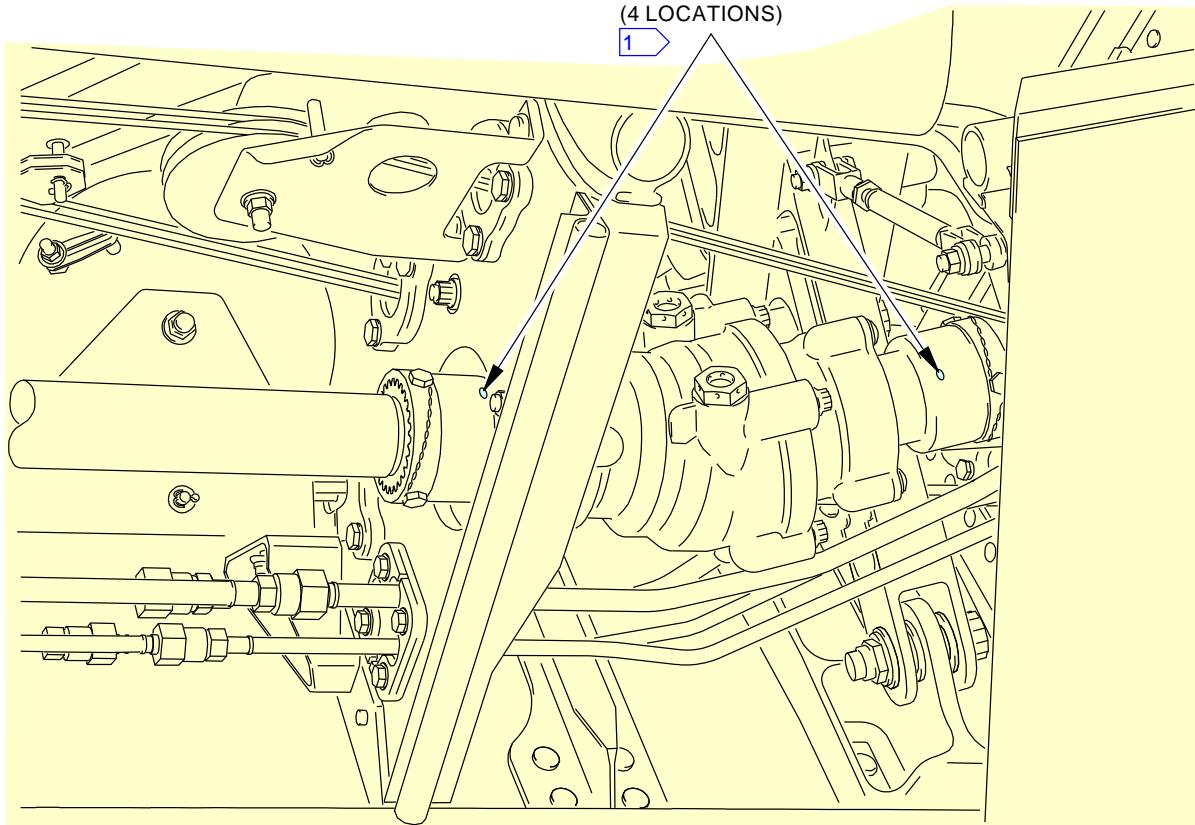
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |

**[5] SEAL RIB ANGLE
GEARBOX COUPLINGS**

(4 LOCATIONS)

1

**SEAL RIB ANGLE GEARBOX**

4 POINTS



G28671 S0006561484_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 5 of 10)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

**Page 8 of 13
Jun 15/2015**

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

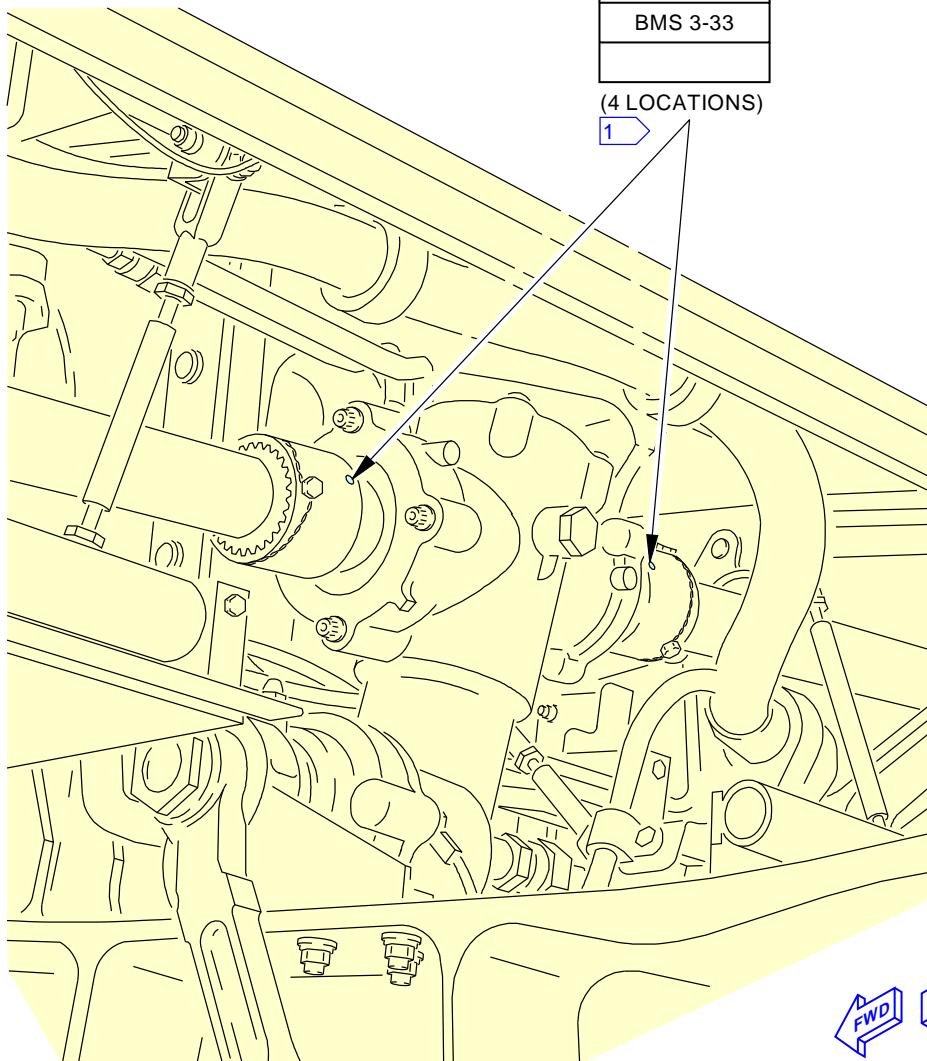
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |

**[6] TRANSMISSION NO. 3
COUPLINGS**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |
| |

(4 LOCATIONS)

1

**TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

4 POINTS



G28677 S0006561485_V2

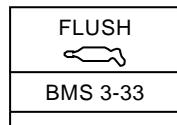
**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 6 of 10)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

**Page 9 of 13
Jun 15/2015**

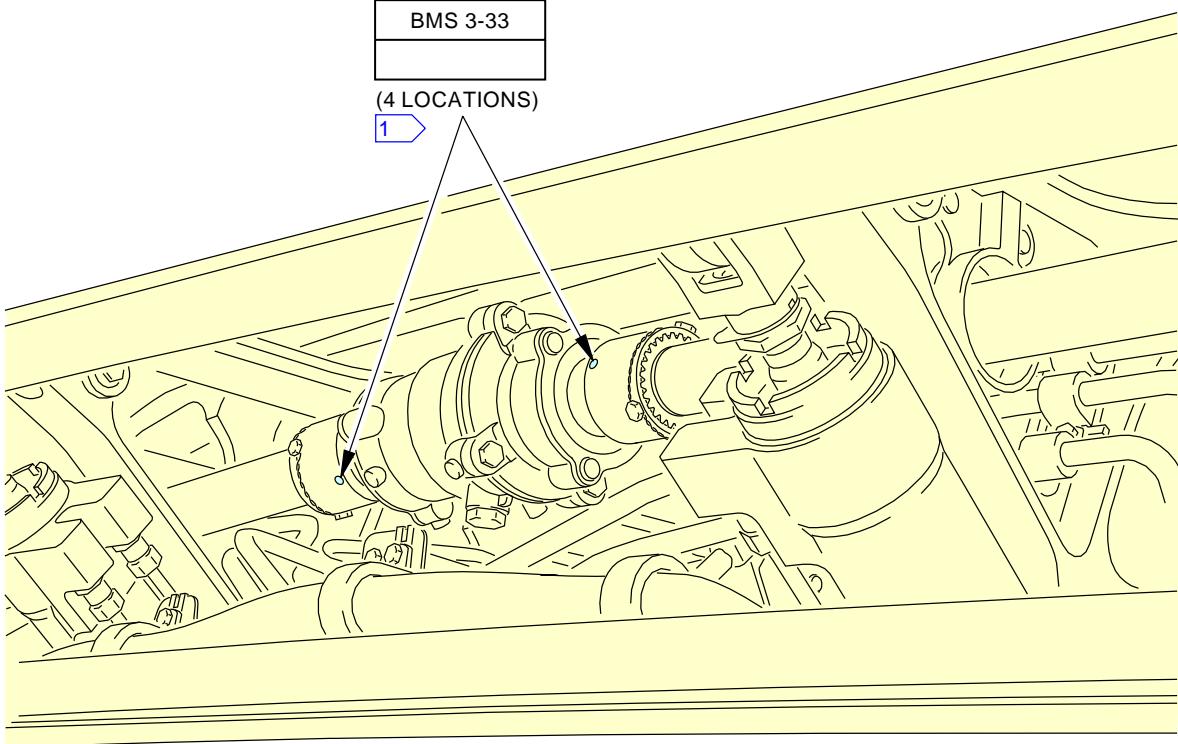
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |

**[7] MLG BEAM ANGLE
GEARBOX COUPLINGS**

(4 LOCATIONS)

1

**MLG BEAM ANGLE GEARBOX**

4 POINTS



G28681 S0006561486_V2

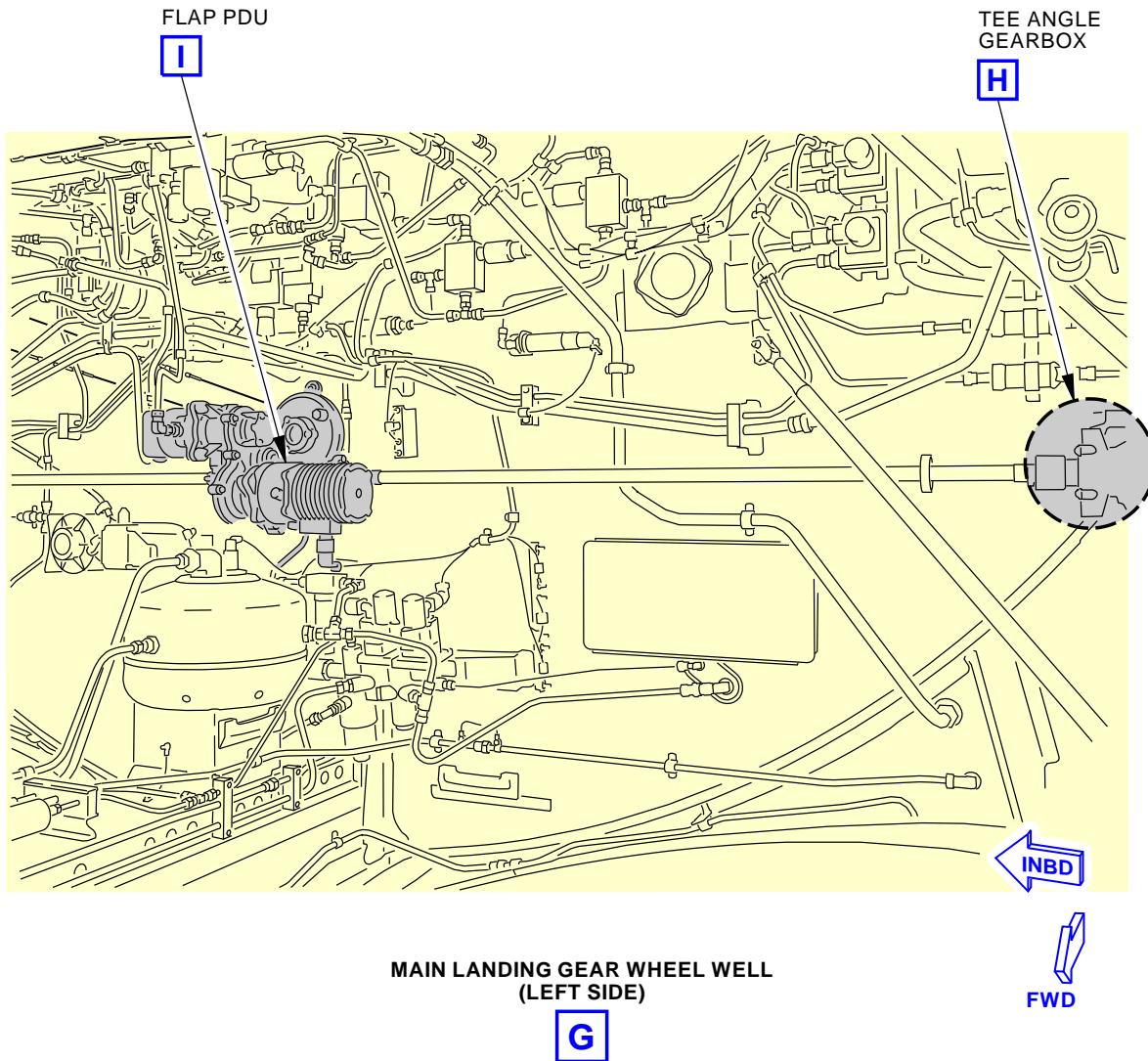
**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 7 of 10)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



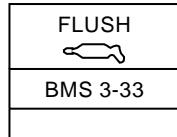
G28689 S0006561487_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 8 of 10)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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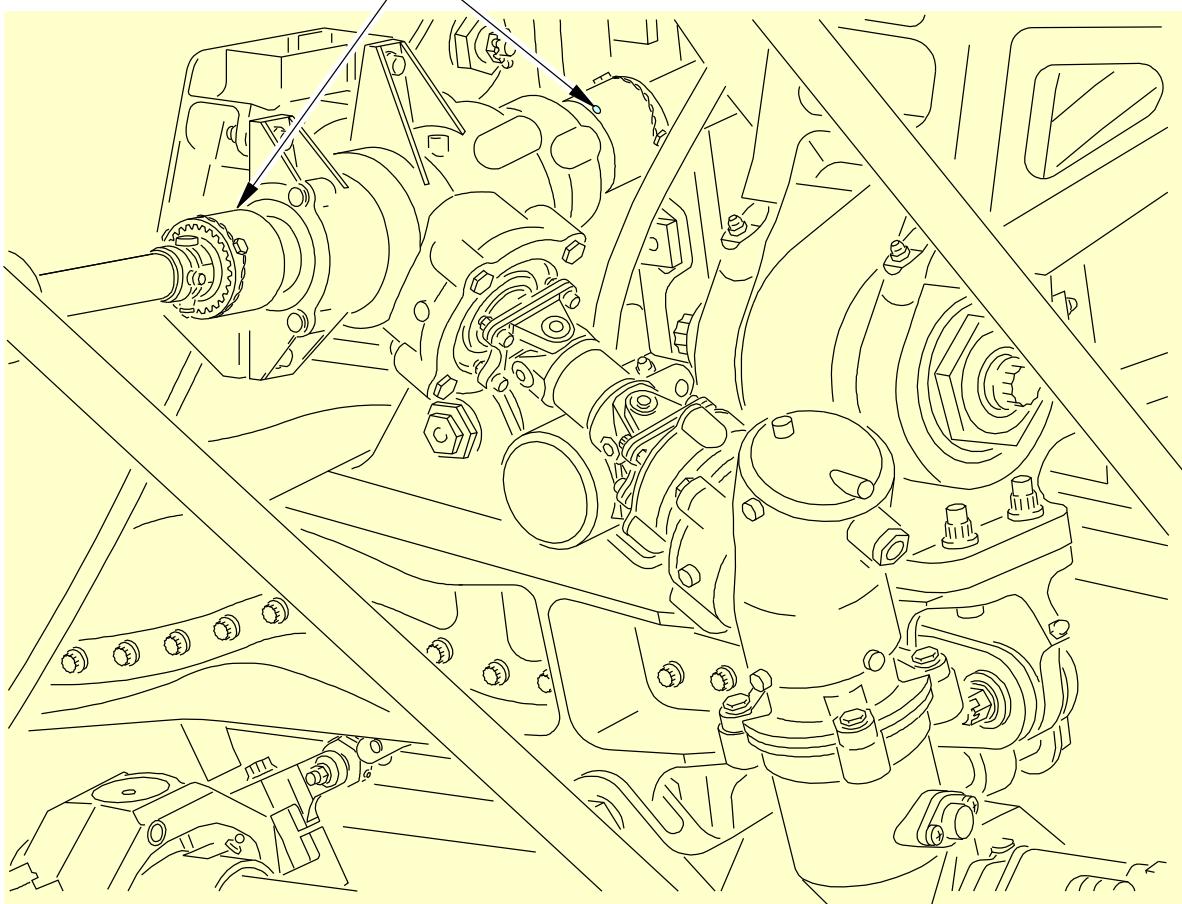
AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |

[8] TEE ANGLE GEARBOX COUPLINGS

(4 LOCATIONS)

1

**TEE ANGLE GEARBOX**

4 POINTS



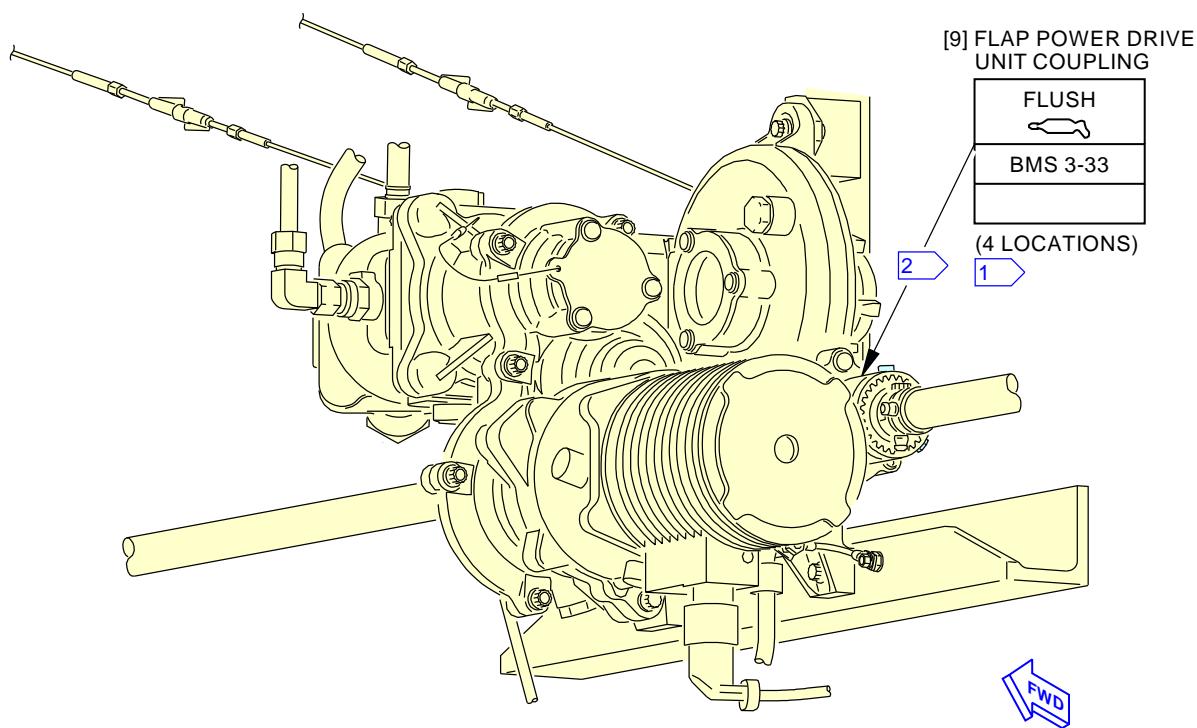
G28698 S0006561488_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 9 of 10)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-01 |



2 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

G28703 S0006561489_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 10 of 10)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|---|--|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP DRIVE TORQUE TUBES | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-138-00-02 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 1.2 NOTE | THRESHOLD 4800 FC 24 MO | REPEAT 4800 FC 24 MO | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS NOTE | | | ZONE 134 653 667 |
| | | | | | |

Lubricate the right wing flap drive torque tube supports and couplings.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 |
|--|---|--|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-801 | | | | |
| <p>1. Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (Figure 1)</p> <p>A. Prepare for the Lubrication</p> <p>SUBTASK 12-22-51-860-001</p> <p>(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.</p> <p>SUBTASK 12-22-51-040-001</p> <p>(2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.</p> <p>B. Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (Table 1)</p> <p>SUBTASK 12-22-51-640-038</p> <p>(1) This table supplies data for the subsequent lubrication step:</p> | | | | |
| Table 1 Trailing Edge Flap Torque Tube and Torque Tube Support Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Transmission No. 1 Coupling (No. 8 Coupling Equivalent) | grease, D00633 | Flush | 2 |
| 2 | Torque Tube Support Coupling | grease, D00633 | Flush | 4 |
| 3 | Torque Tube Support | grease, D00633 | Zerk | 2 |
| 4 | Transmission No. 2 Coupling (No. 7 Coupling Equivalent) | grease, D00633 | Flush | 4 |
| 5 | Seal Rib Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 6 | Transmission No. 3 Coupling (No. 6 Coupling Equivalent) | grease, D00633 | Flush | 4 |
| 7 | MLG Beam Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 8 | Tee Angle Gearbox Coupling | grease, D00633 | Flush | 4 |
| 9 | Flap Power Drive Unit Coupling | grease, D00633 | Flush | 4 |
| <p>SUBTASK 12-22-51-640-001</p> <p>(2) Lubricate the torque tube couplings on each end of the torque tube:</p> <p>(a) Manually move the torque tube axially in the direction of the coupling you will lubricate.</p> | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES | | |
| | | D633A109-AKS 27-138-00-02 | | |
| Page 2 of 13 Feb 15/2015 | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 | | | |
|---|-------------|---------|------------------|---|---|------|------|
| | | | | <table border="1"><tr><td>(b) Fill the coupling with grease, D00633 through a minimum of two of the three grease holes.</td><td>MECH</td><td>INSP</td></tr></table> | (b) Fill the coupling with grease, D00633 through a minimum of two of the three grease holes. | MECH | INSP |
| (b) Fill the coupling with grease, D00633 through a minimum of two of the three grease holes. | MECH | INSP | | | | | |

- (b) Fill the coupling with grease, D00633 through a minimum of two of the three grease holes.

NOTE: Fill the coupling until clean grease comes out of the curled end of the coupling, or until grease comes out of the other grease holes.

- (c) Move the torque tube in the opposite direction until it stops.
(d) Wipe the grease from around the coupling and the grease holes.

SUBTASK 12-22-51-640-002

- (3) Open these access panels:

Number Name/Location

561BB Midspan Fixed Trailing Edge Access Panel - WBL 305
661BB Midspan Fixed T.E. Panel

- (4) Lubricate the torque tube support with grease, D00633.

- (5) Close these access panels:

Number Name/Location

561BB Midspan Fixed Trailing Edge Access Panel - WBL 305
661BB Midspan Fixed T.E. Panel

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-440-001

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

SUBTASK 12-22-51-860-002

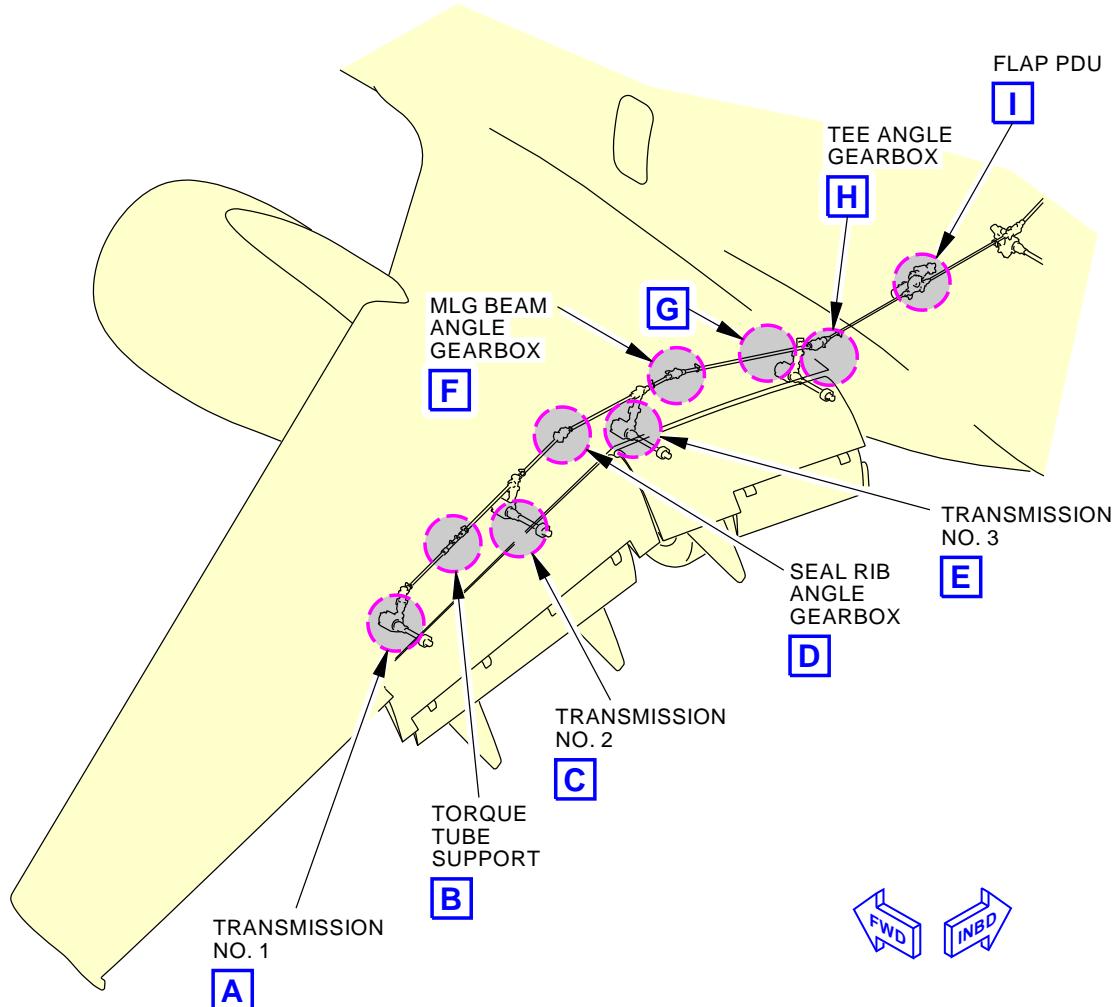
- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

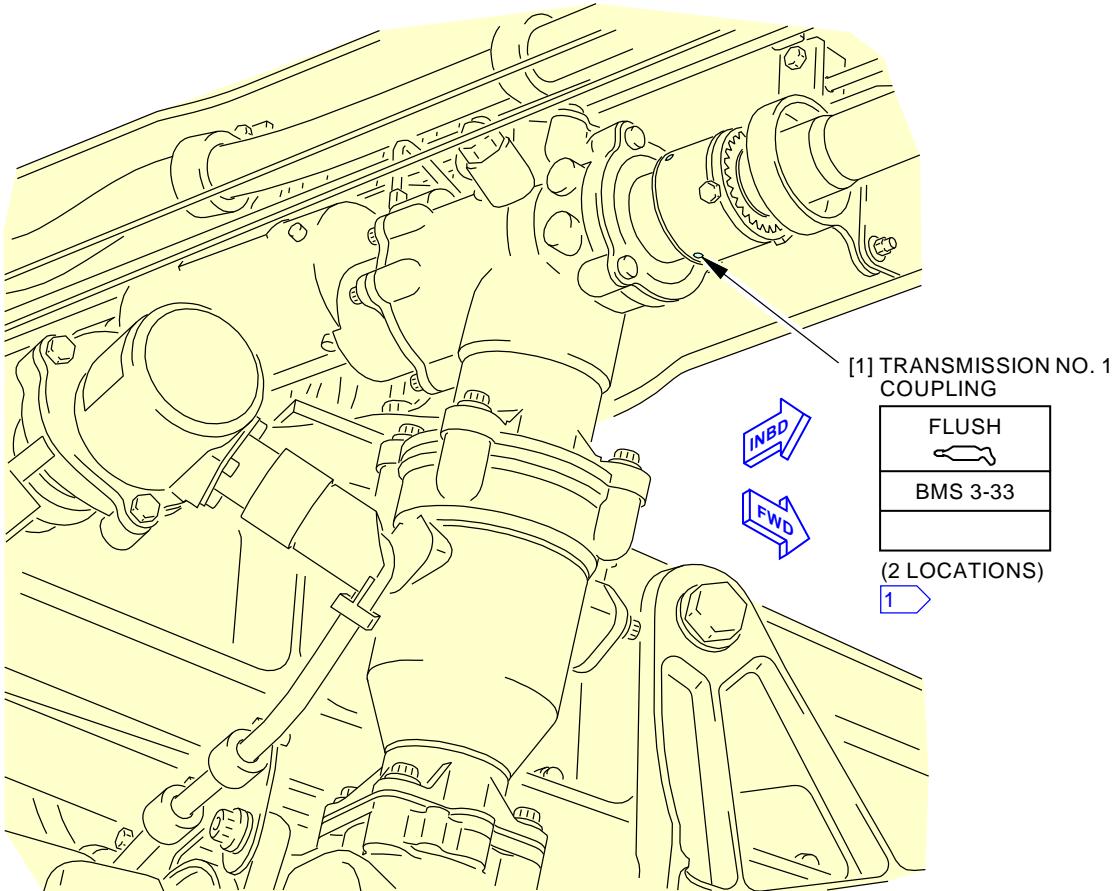


G28606 S0006561480_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 1 of 10)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)**

2 POINTS

A

- 1 LUBRICATE A MINIMUM OF TWO
LUBE POINTS ON EACH
COUPLING UNTIL GREASE
COMES OUT OF THE COUPLING.

G28620 S0006561481_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 2 of 10)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

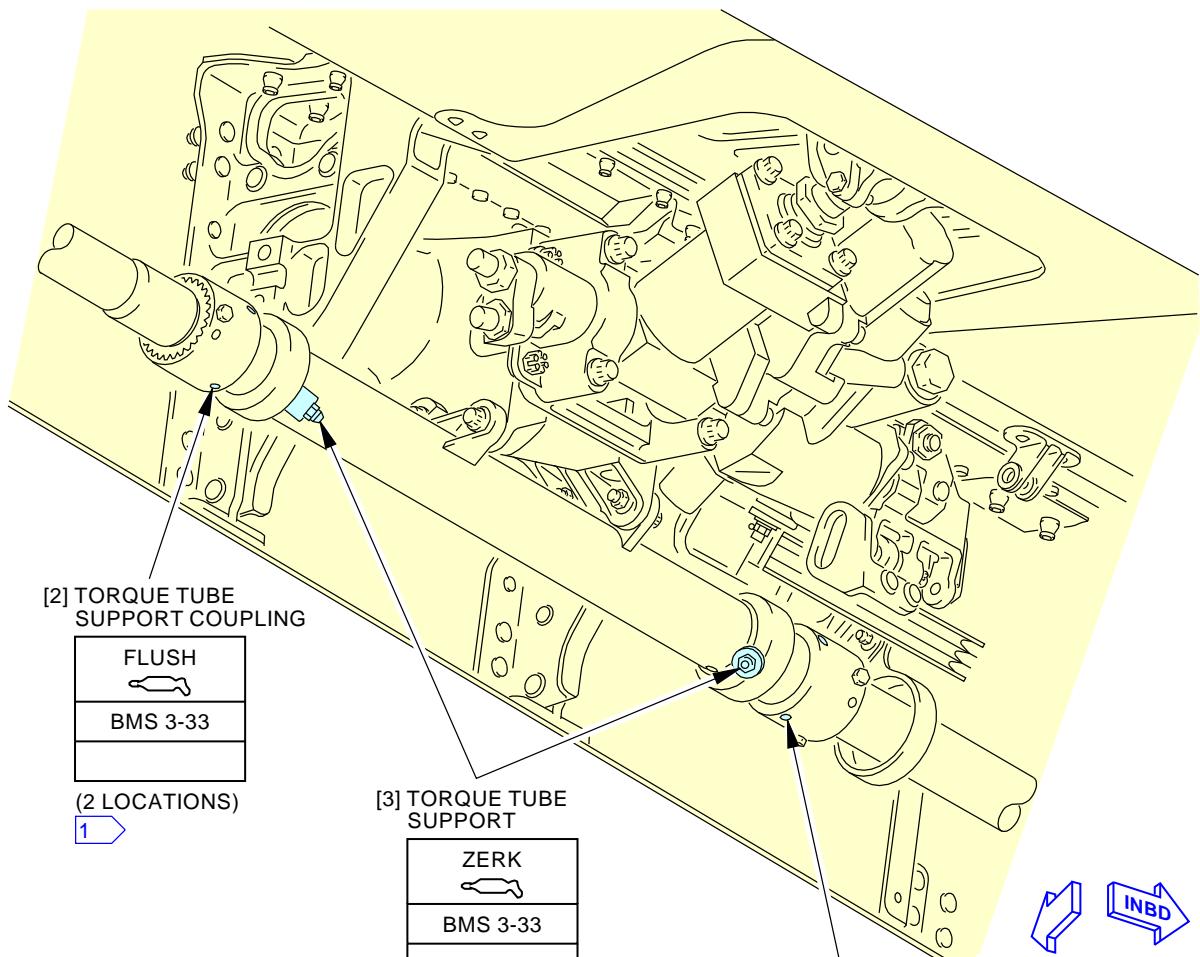
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-138-00-02**[2] TORQUE TUBE SUPPORT COUPLING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(2 LOCATIONS)

1

[3] TORQUE TUBE SUPPORT

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(2 LOCATIONS)

FWD

**[2] TORQUE TUBE SUPPORT COUPLING**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(2 LOCATIONS)

1

TORQUE TUBE SUPPORT

6 POINTS

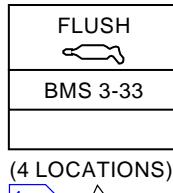


G28626 S0006561482_V2

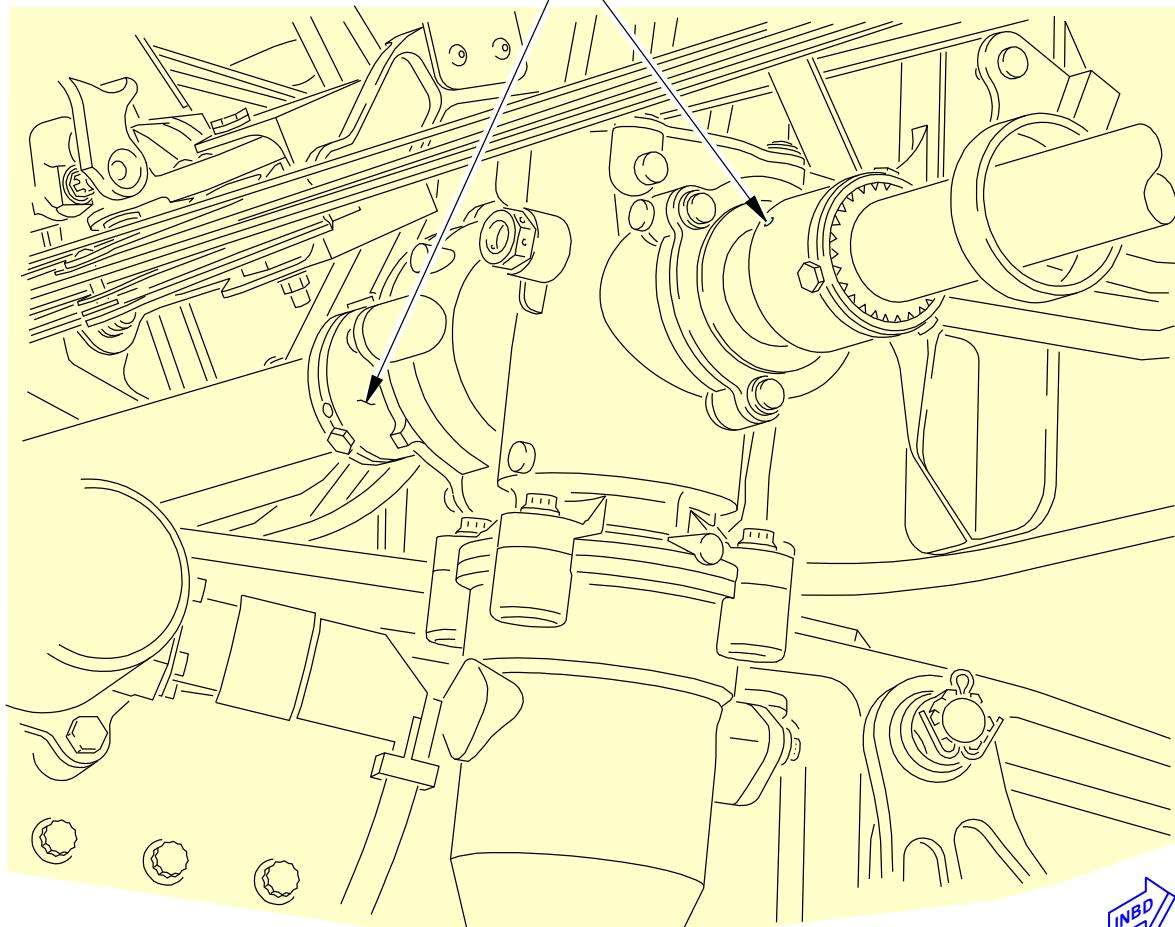
**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 3 of 10)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP DRIVE TORQUE TUBES****D633A109-AKS
27-138-00-02****Page 6 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[4] TRANSMISSION NO. 2 COUPLINGS

1

**TRANSMISSION NO. 2
(TRANSMISSION NO. 7 IS EQUIVALENT)**

4 POINTS

C

G28647 S0006561483_V2

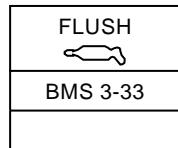
**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 4 of 10)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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Jun 15/2015

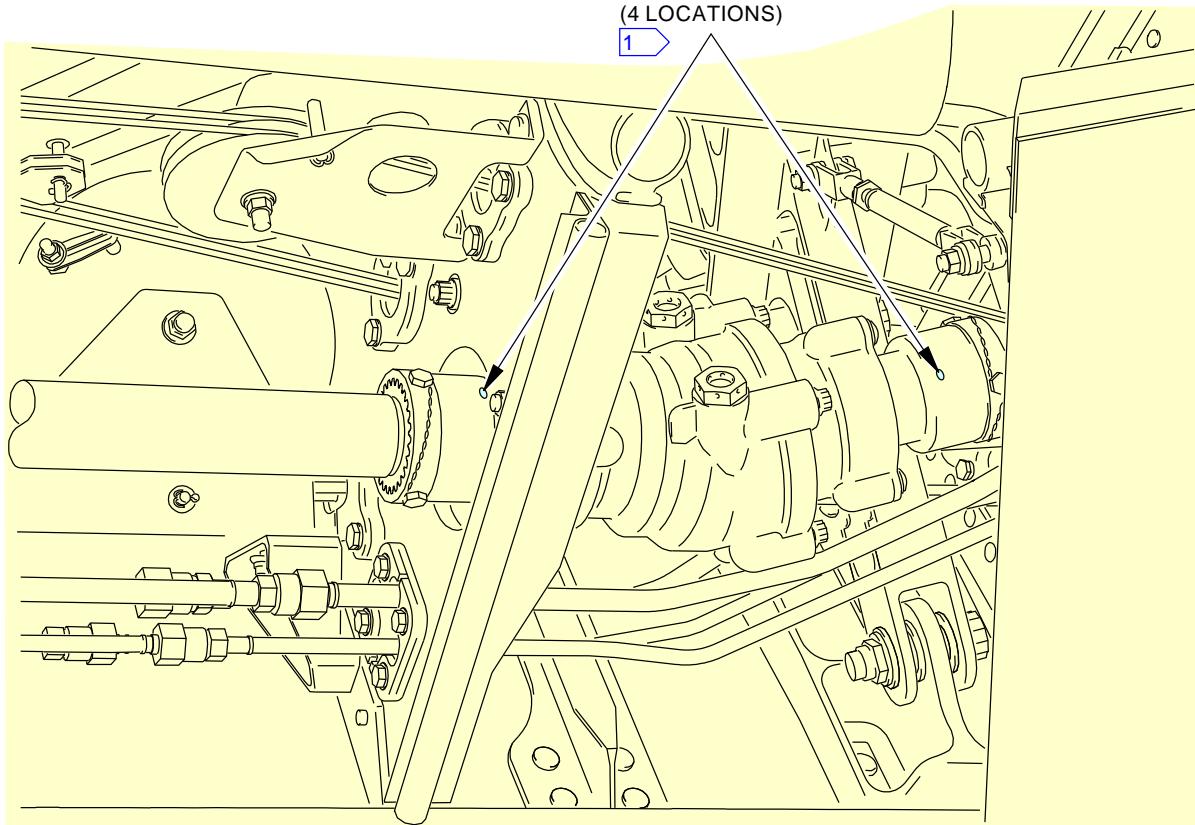
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-02 |

**[5] SEAL RIB ANGLE
GEARBOX COUPLINGS**

(4 LOCATIONS)

1

**SEAL RIB ANGLE GEARBOX**

4 POINTS



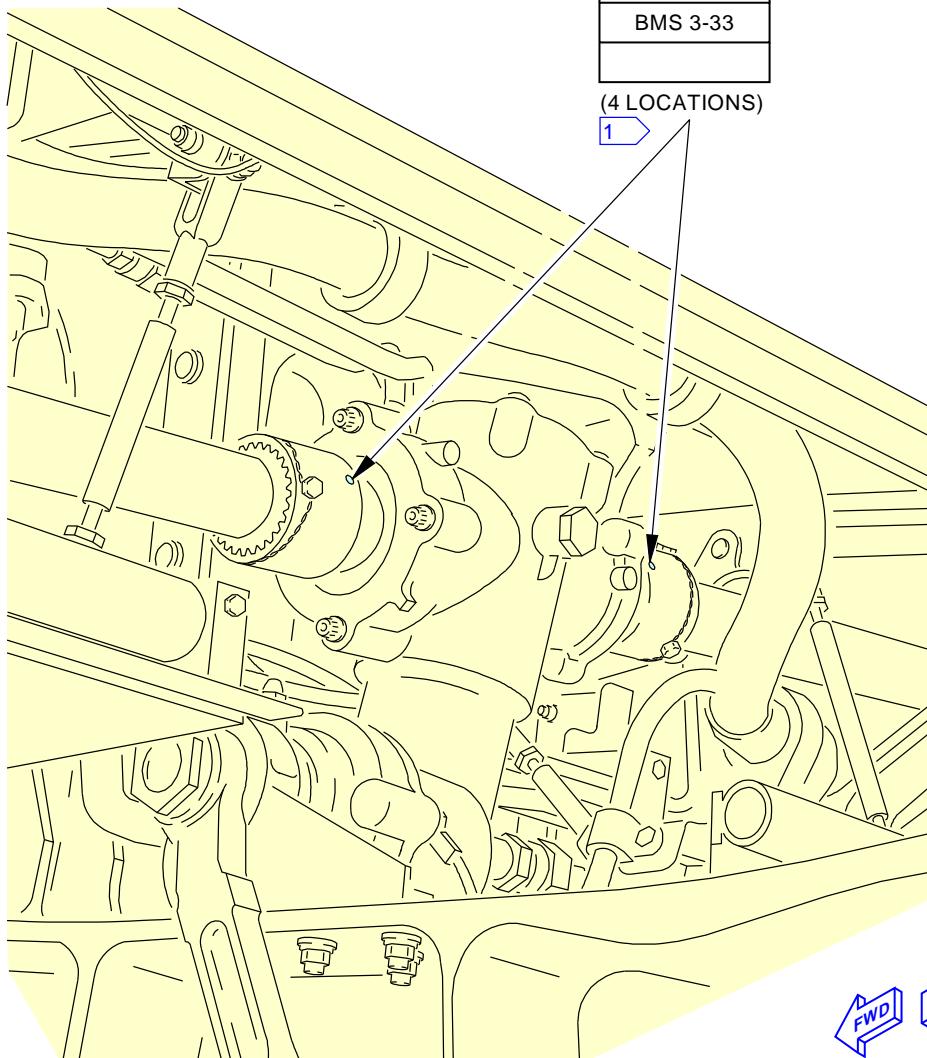
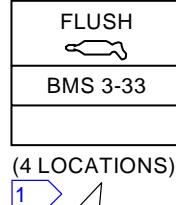
G28671 S0006561484_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 5 of 10)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

**Page 8 of 13
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-02 |

**[6] TRANSMISSION NO. 3
COUPLINGS****TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

4 POINTS



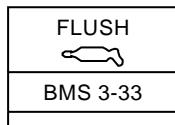
G28677 S0006561485_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 6 of 10)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

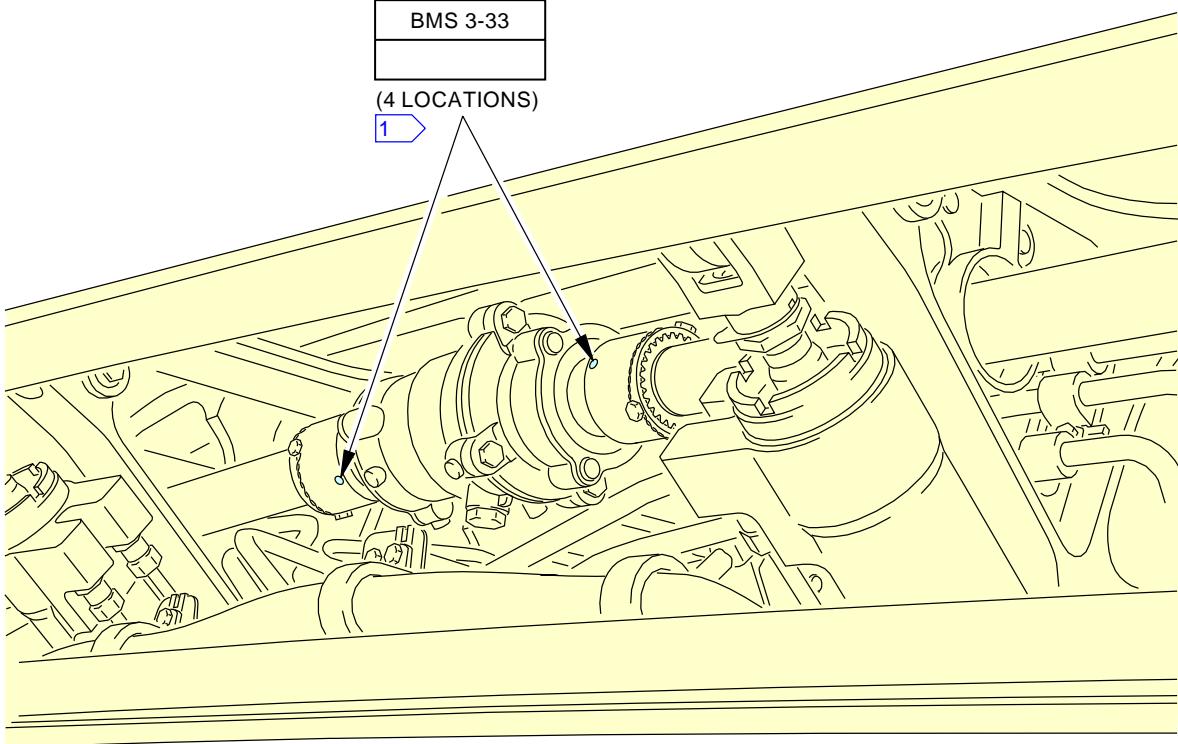
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-02 |

**[7] MLG BEAM ANGLE
GEARBOX COUPLINGS**

(4 LOCATIONS)

1

**MLG BEAM ANGLE GEARBOX**

4 POINTS



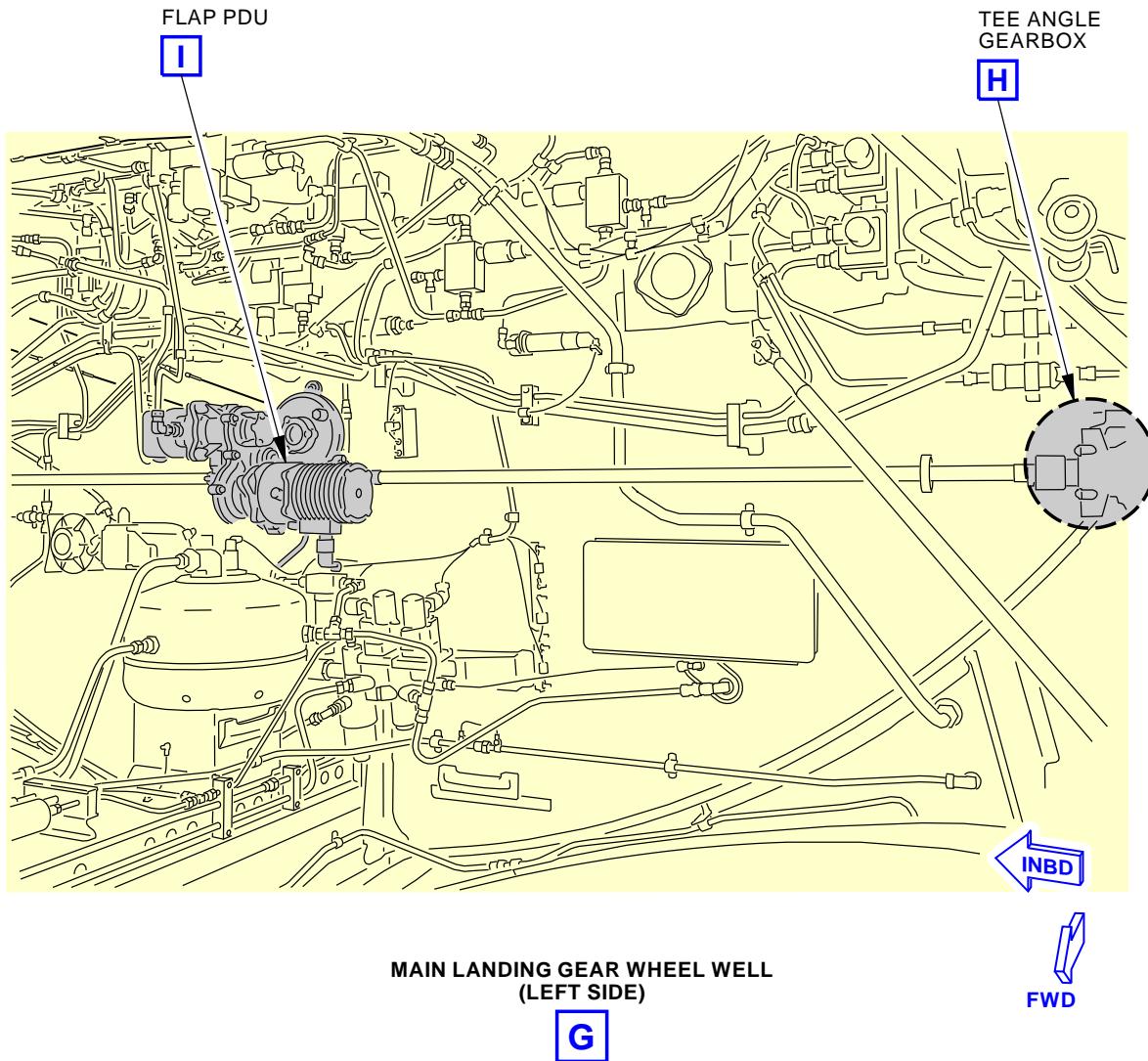
G28681 S0006561486_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 7 of 10)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-138-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

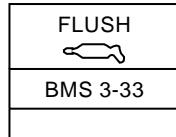


G28689 S0006561487_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 8 of 10)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

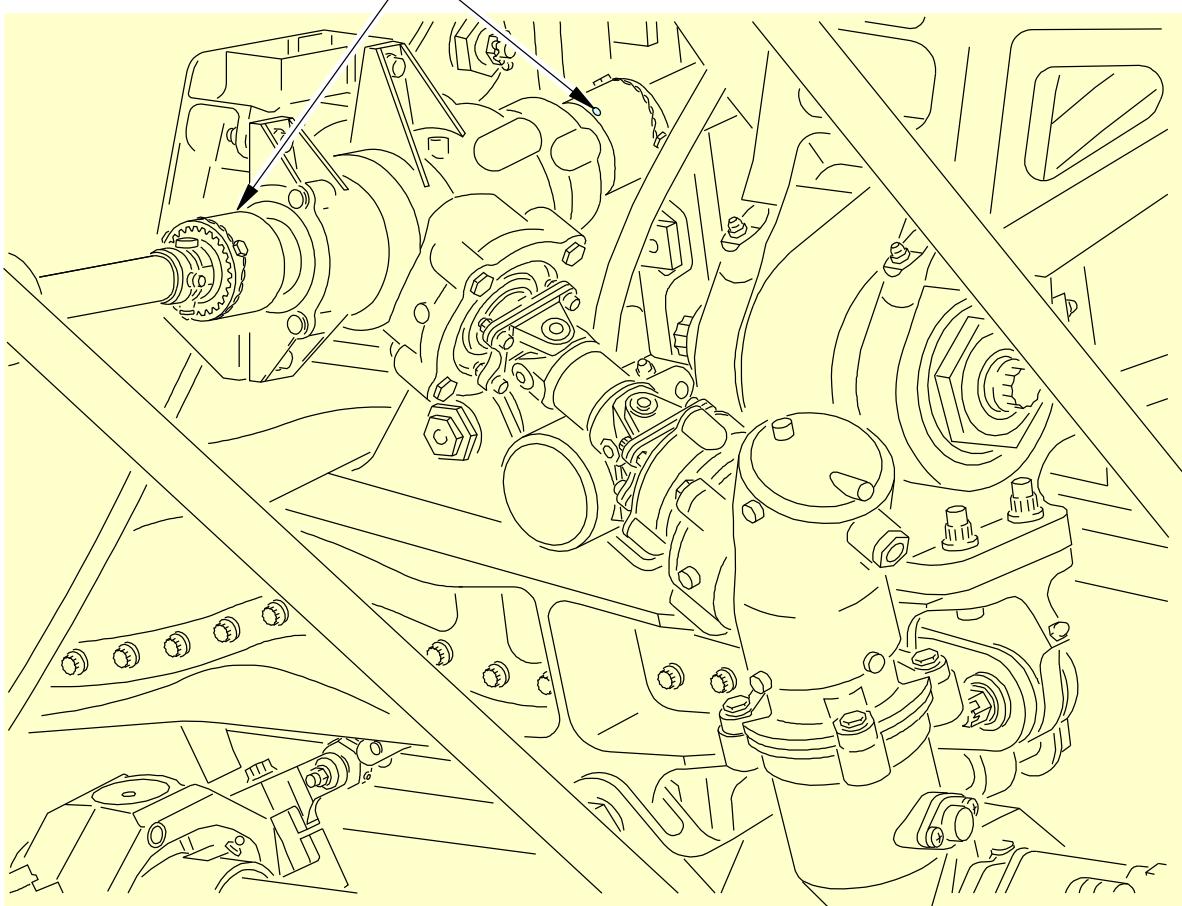
AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-02 |

[8] TEE ANGLE GEARBOX COUPLINGS

(4 LOCATIONS)

1

**TEE ANGLE GEARBOX**

4 POINTS



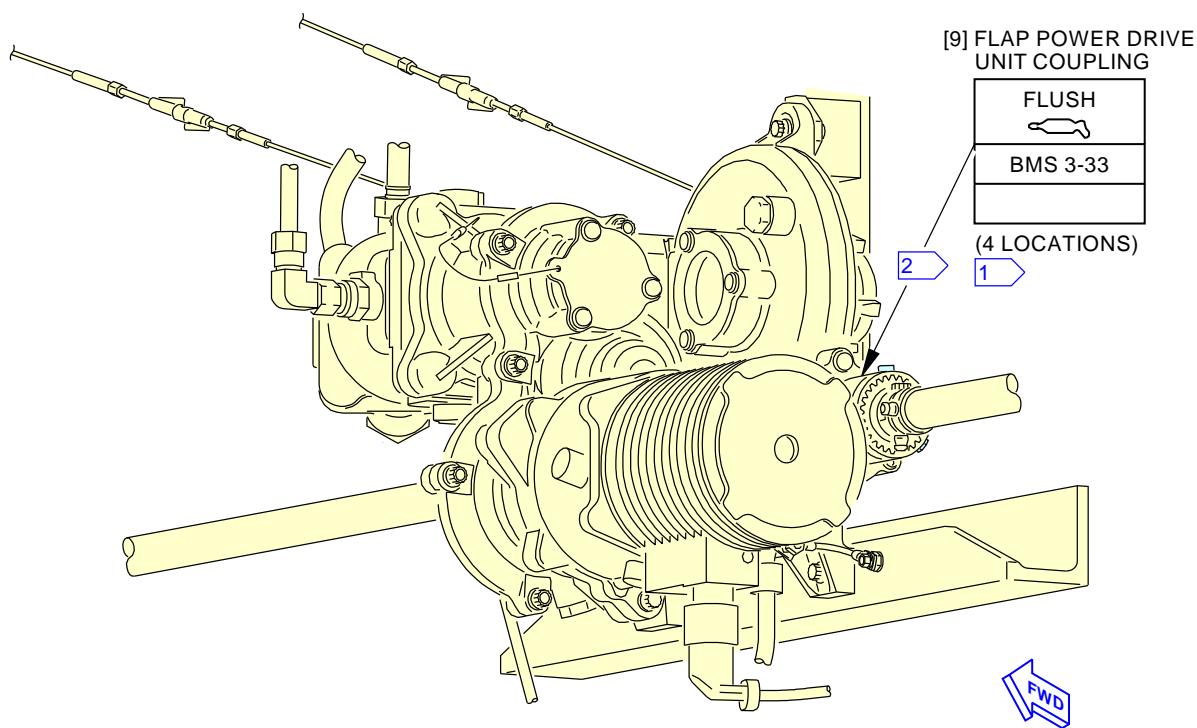
G28698 S0006561488_V2

**Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 9 of 10)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-138-00-02 |



2 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

G28703 S0006561489_V2
Trailing Edge Flap Torque Tubes and Torque Tube Support Servicing
Figure 1 (Sheet 10 of 10)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE TORQUE TUBES |
| | | D633A109-AKS 27-138-00-02 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP TRANSMISSION OIL LEVEL | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-140-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 5000 FC | REPEAT 5000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 133 210 541 542 543 544 |
| | | | | | |

Check the left wing flap drive transmission oil level and service as required.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |
| D00590 | Fluid - Flap Drive System - Brayco 795 | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-140-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-610-803

MECH

INSP

1. Trailing Edge Flap Transmission Servicing

(Figure 1)

A. General

- (1) This task is applicable to all of the transmissions on the trailing edge flaps.

B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 142 | Packing | 27-51-31-13-165 | AKS ALL |
| | | 27-51-31-15-125 | AKS ALL |
| | | 27-51-41-03-172 | AKS ALL |
| | | 27-51-41-07-190 | AKS ALL |

C. Prepare for the Lubrication

SUBTASK 12-22-51-860-019

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-019

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

D. Trailing Edge Flap Transmission Servicing

(Table 1)

SUBTASK 12-22-51-640-054

- (1) This table supplies data for the subsequent servicing steps:

Table 1 Trailing Edge Flap Transmission Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|---|-----------------------|---------------------|
| 1 | Transmission No. 4 (Transmission No. 5 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 2 | Transmission No. 3 (Transmission No. 6 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 3 | Transmission No. 2 (Transmission No. 7 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 4 | Transmission No. 1 (Transmission No. 8 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |

SUBTASK 12-22-51-610-003

- (2) Do a check of the fluid level transmission:

- (a) Remove the fill plug [141] and packing [142] from the fill port.

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL | |
| | | D633A109-AKS 27-140-01-01 | 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. 27-140-01-01 |
|--|-------------|---------|------------------|--|
| (b) Make sure the fluid is at the level of the fill port. <u>NOTE:</u> BMS 3-32, Type II may be red or yellow. The color of the BMS 3-32, Type II was changed from red to yellow, but they are interchangeable and may be mixed. Brayco 795 is red and can be mixed with BMS 3-32, Type II. (c) If the fluid is not at the level of the fill port, fill the transmission with Brayco 795 fluid, D00590 or fluid, D00467 to the level of the fill port. (d) Lubricate the new packing [142] with fluid. (e) Install the fill plug [141] and new packing [142] in the fill port. (f) Tighten the fill plug [141] to 140 ± 10 in-lb (15.8 ± 1.1 N·m). (g) Install lockwire on the fill plug [141]. | MECH | INSP | | |

E. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-440-019

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

SUBTASK 12-22-51-860-020

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL | |
| | | D633A109-AKS 27-140-01-01 | Page 3 of 8 Feb 15/2015 |

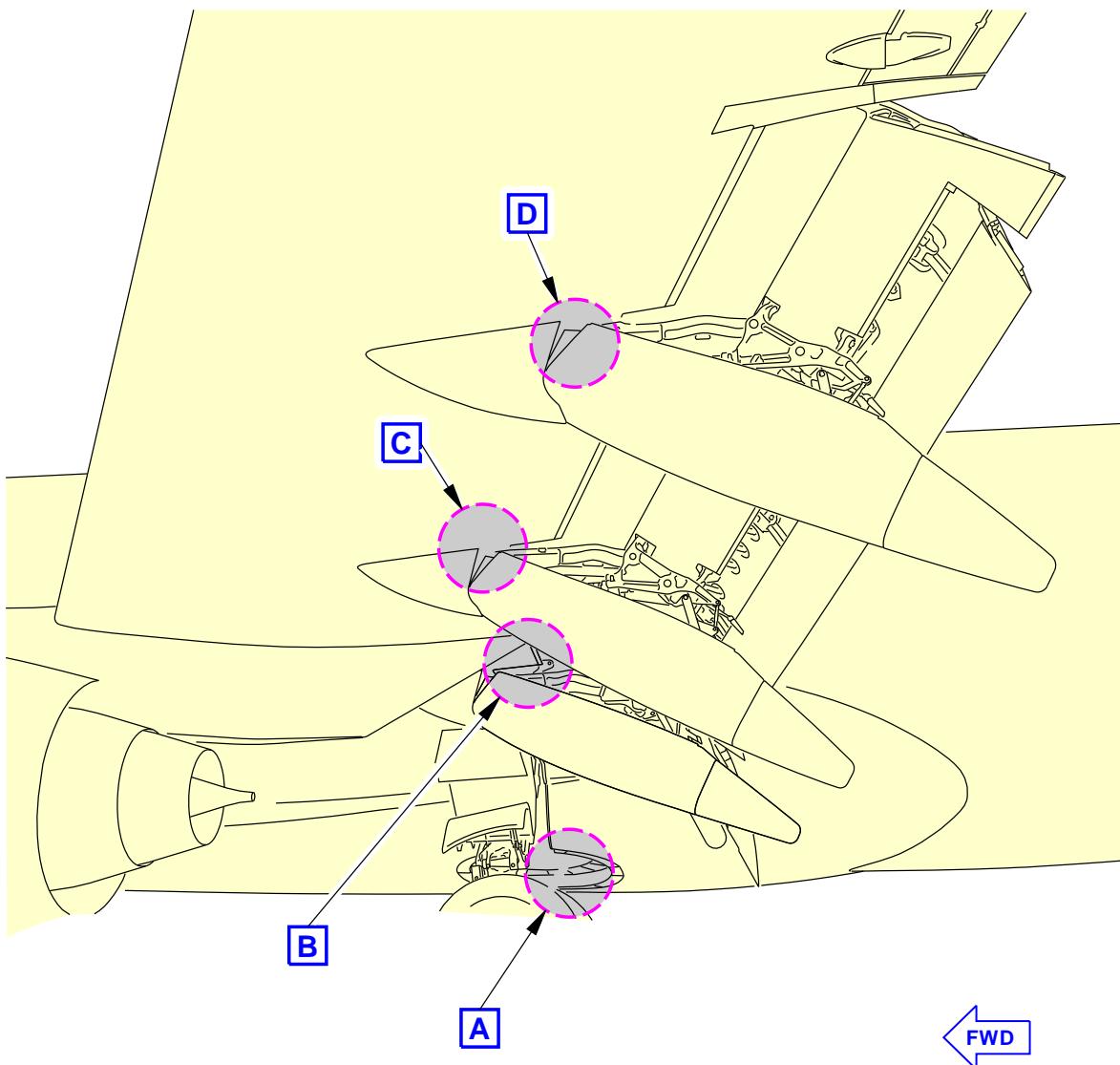
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

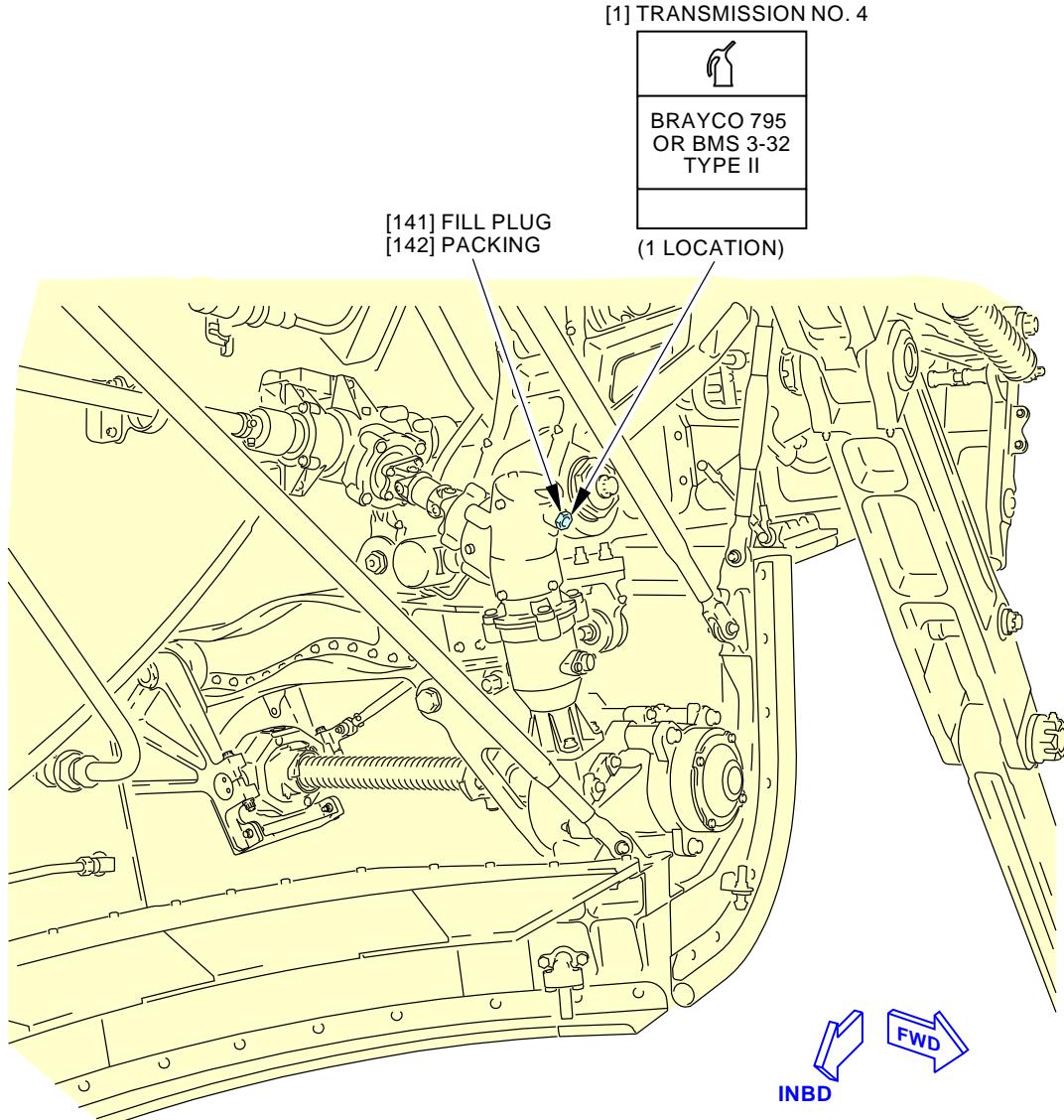
BOEING CARD NO.
27-140-01-01

G31620 S0006561594_V2

**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 1 of 5)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP TRANSMISSION OIL LEVEL****D633A109-AKS
27-140-01-01****Page 4 of 8
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-01-01 |



**TRANSMISSION NO. 4
(TRANSMISSION NO. 5 IS EQUIVALENT)**

1 POINT



G31722 S0006561595_V3

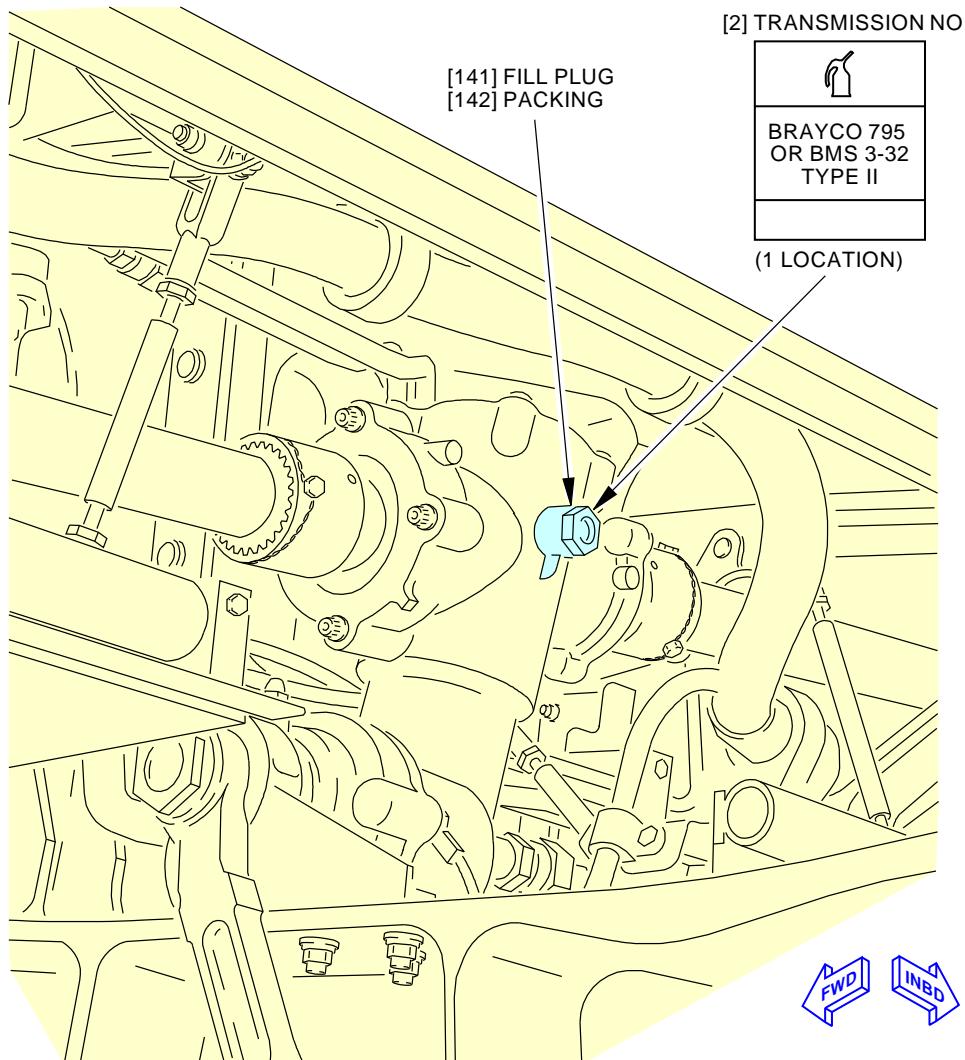
**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 2 of 5)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-01-01 |

**TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

1 POINT



G31789 S0006561596_V3

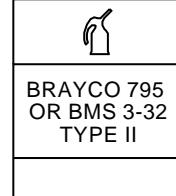
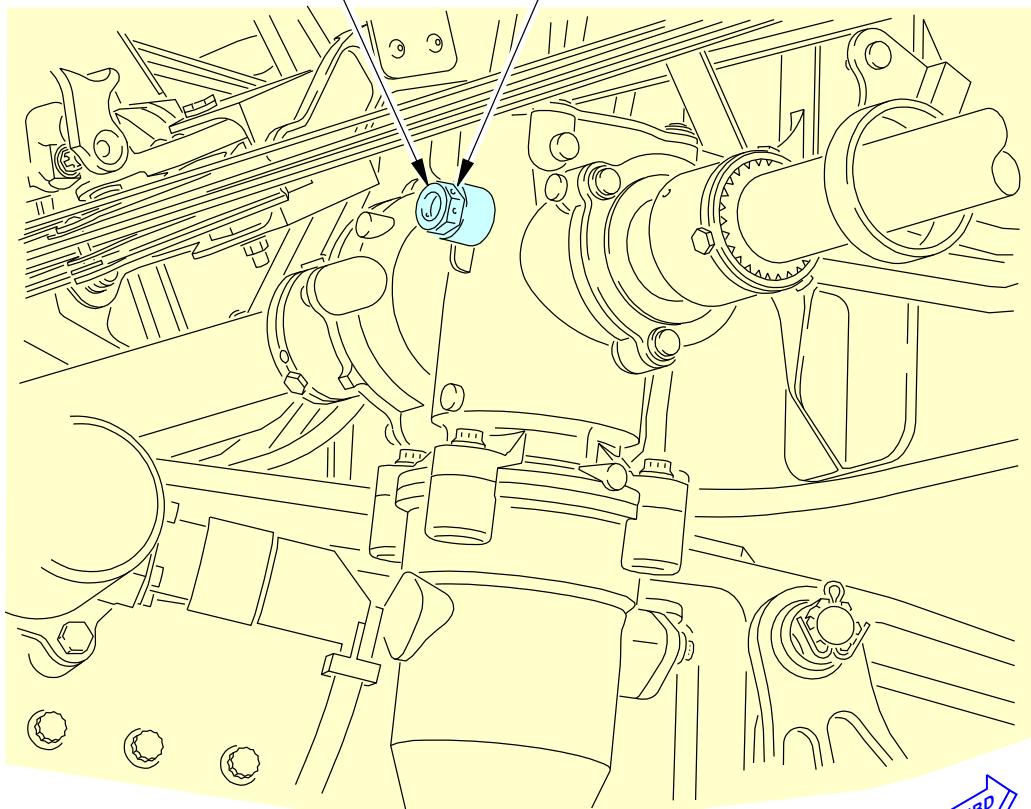
**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 3 of 5)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-140-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[3] TRANSMISSION NO. 2**[141] FILL PLUG
[142] PACKING****(1 LOCATION)****TRANSMISSION NO. 2
(TRANSMISSION NO. 7 IS EQUIVALENT)****1 POINT**

G31821 S0006561597_V3

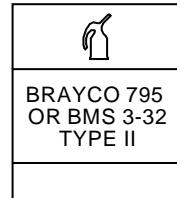
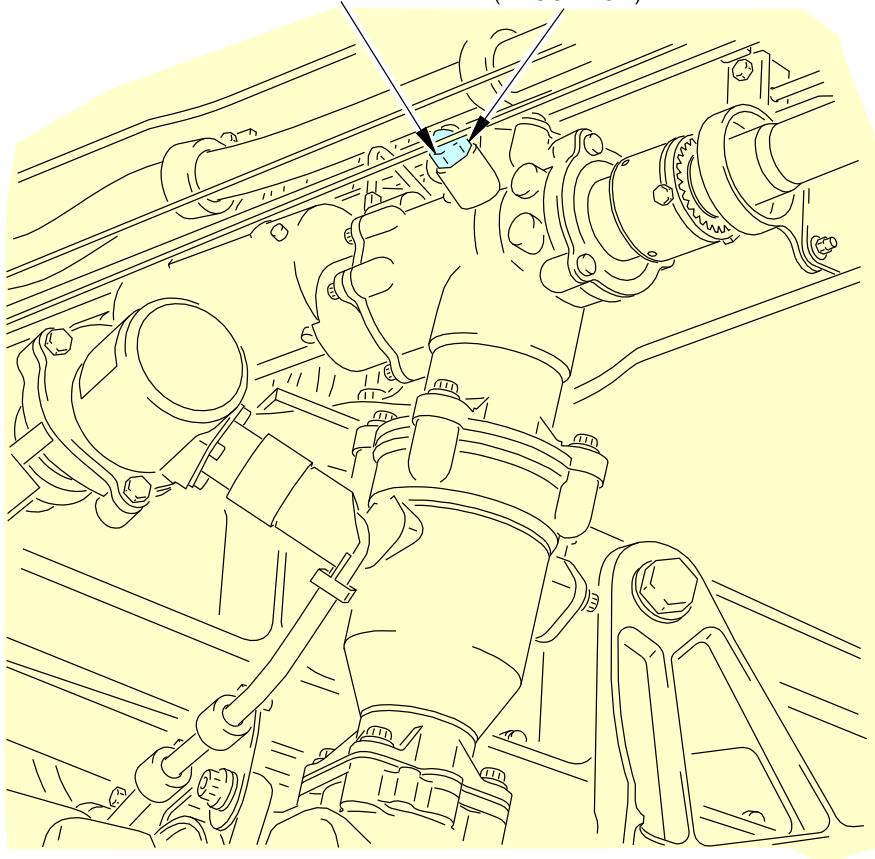
**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 4 of 5)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-01-01 |

**Page 7 of 8
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-01-01 |

[4] TRANSMISSION NO. 1[141] FILL PLUG
[142] PACKING
(1 LOCATION)**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)**

1 POINT



G31861 S0006561598_V3

**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 5 of 5)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-01-01 |

Page 8 of 8
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP TRANSMISSION OIL LEVEL | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-140-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 5000 FC | REPEAT 5000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 134 210 641 642 643 644 |
| | | | | | |

Check the right wing flap drive transmission oil level and service as required.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |
| D00590 | Fluid - Flap Drive System - Brayco 795 | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-140-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-610-803

MECH

INSP

1. Trailing Edge Flap Transmission Servicing

(Figure 1)

A. General

- (1) This task is applicable to all of the transmissions on the trailing edge flaps.

B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 142 | Packing | 27-51-31-13-165 | AKS ALL |
| | | 27-51-31-15-125 | AKS ALL |
| | | 27-51-41-03-172 | AKS ALL |
| | | 27-51-41-07-190 | AKS ALL |

C. Prepare for the Lubrication

SUBTASK 12-22-51-860-019

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-019

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

D. Trailing Edge Flap Transmission Servicing

(Table 1)

SUBTASK 12-22-51-640-054

- (1) This table supplies data for the subsequent servicing steps:

Table 1 Trailing Edge Flap Transmission Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|---|-----------------------|---------------------|
| 1 | Transmission No. 4 (Transmission No. 5 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 2 | Transmission No. 3 (Transmission No. 6 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 3 | Transmission No. 2 (Transmission No. 7 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |
| 4 | Transmission No. 1 (Transmission No. 8 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 |

SUBTASK 12-22-51-610-003

- (2) Do a check of the fluid level transmission:

- (a) Remove the fill plug [141] and packing [142] from the fill port.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

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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. 27-140-02-01 |
|--|-------------|---------|------------------|--|
| (b) Make sure the fluid is at the level of the fill port. <u>NOTE:</u> BMS 3-32, Type II may be red or yellow. The color of the BMS 3-32, Type II was changed from red to yellow, but they are interchangeable and may be mixed. Brayco 795 is red and can be mixed with BMS 3-32, Type II. (c) If the fluid is not at the level of the fill port, fill the transmission with Brayco 795 fluid, D00590 or fluid, D00467 to the level of the fill port. (d) Lubricate the new packing [142] with fluid. (e) Install the fill plug [141] and new packing [142] in the fill port. (f) Tighten the fill plug [141] to 140 ± 10 in-lb (15.8 ± 1.1 N·m). (g) Install lockwire on the fill plug [141]. | MECH | INSP | | |

E. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-440-019

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

SUBTASK 12-22-51-860-020

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

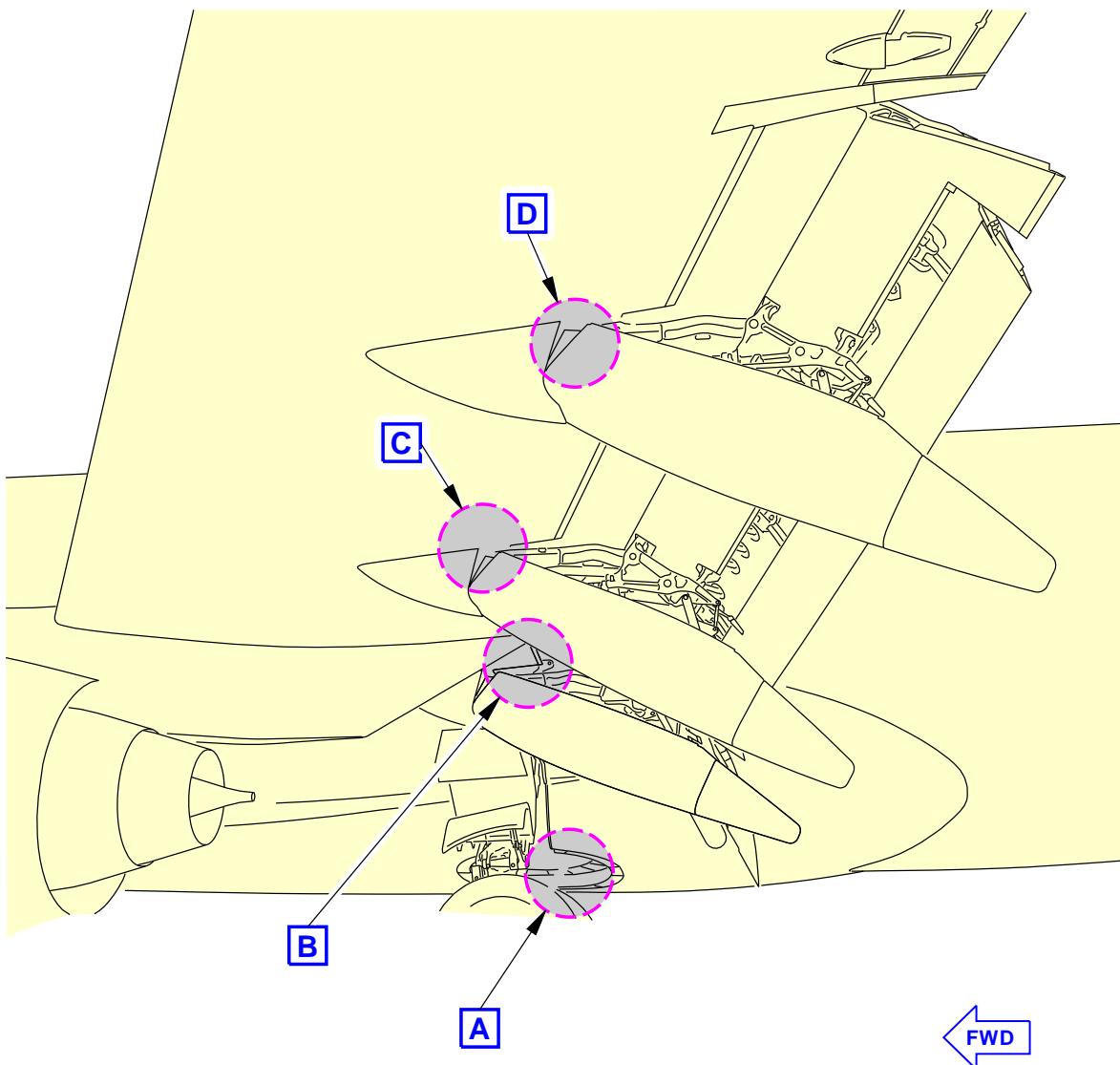
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

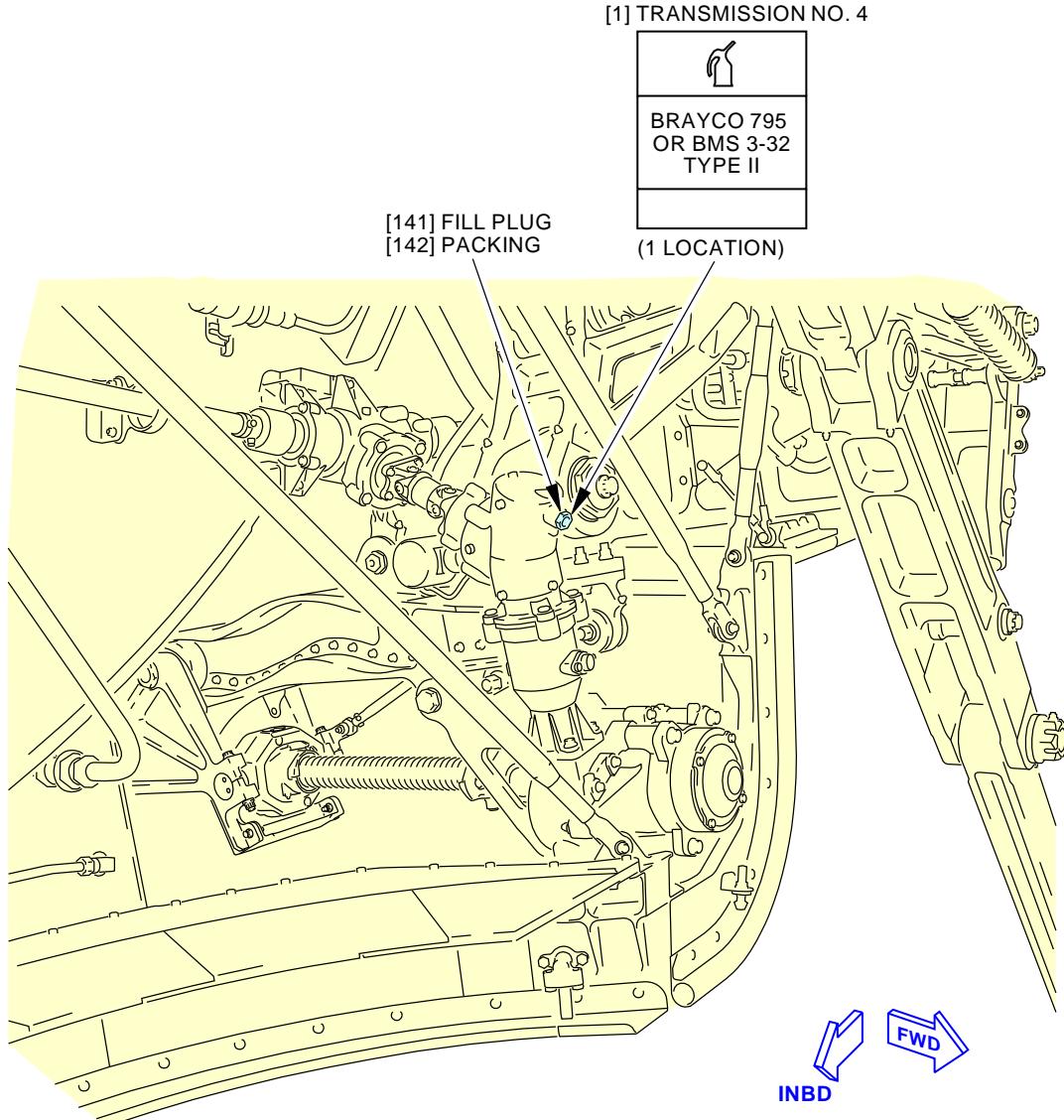
BOEING CARD NO.
27-140-02-01**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 1 of 5)**

G31620 S0006561594_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP TRANSMISSION OIL LEVEL****D633A109-AKS
27-140-02-01****Page 4 of 8
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-02-01 |



**TRANSMISSION NO. 4
(TRANSMISSION NO. 5 IS EQUIVALENT)**

1 POINT



G31722 S0006561595_V3

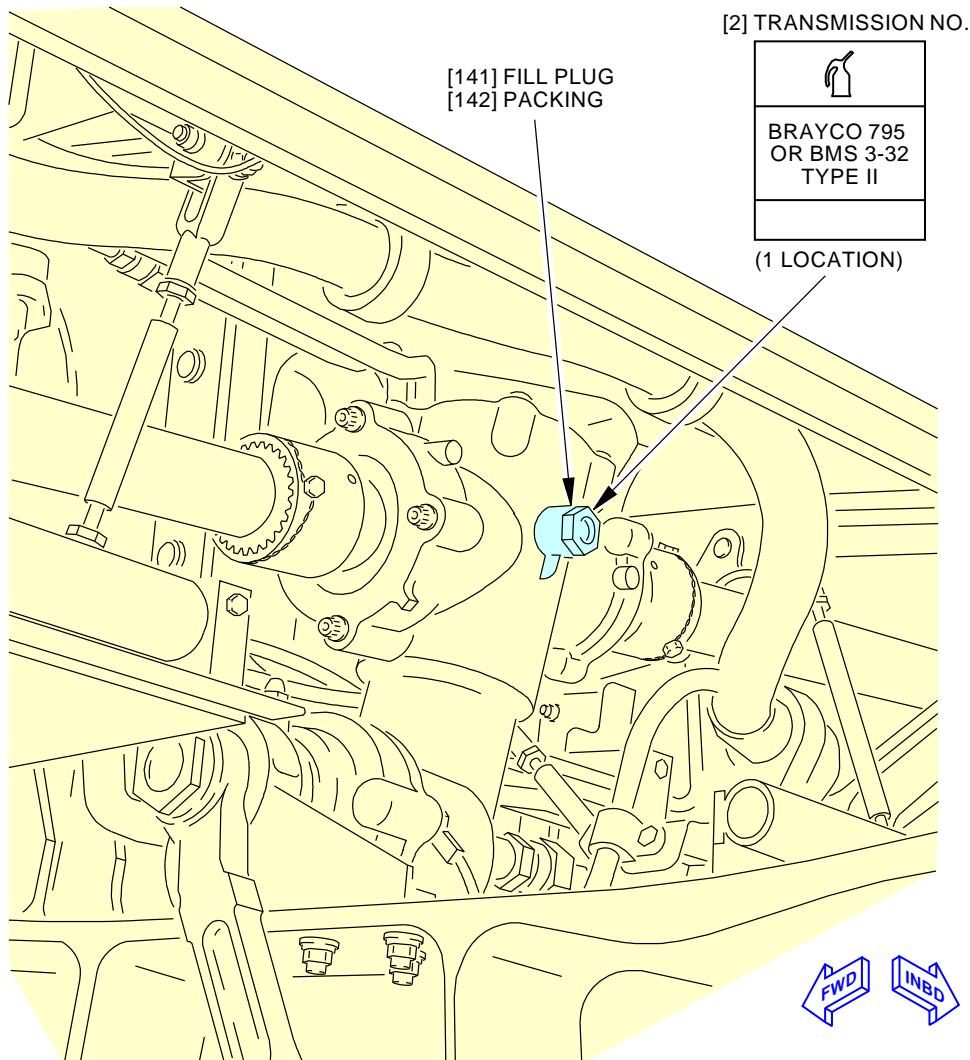
**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 2 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-02-01 |



**TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

1 POINT

B

G31789 S0006561596_V3

**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 3 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

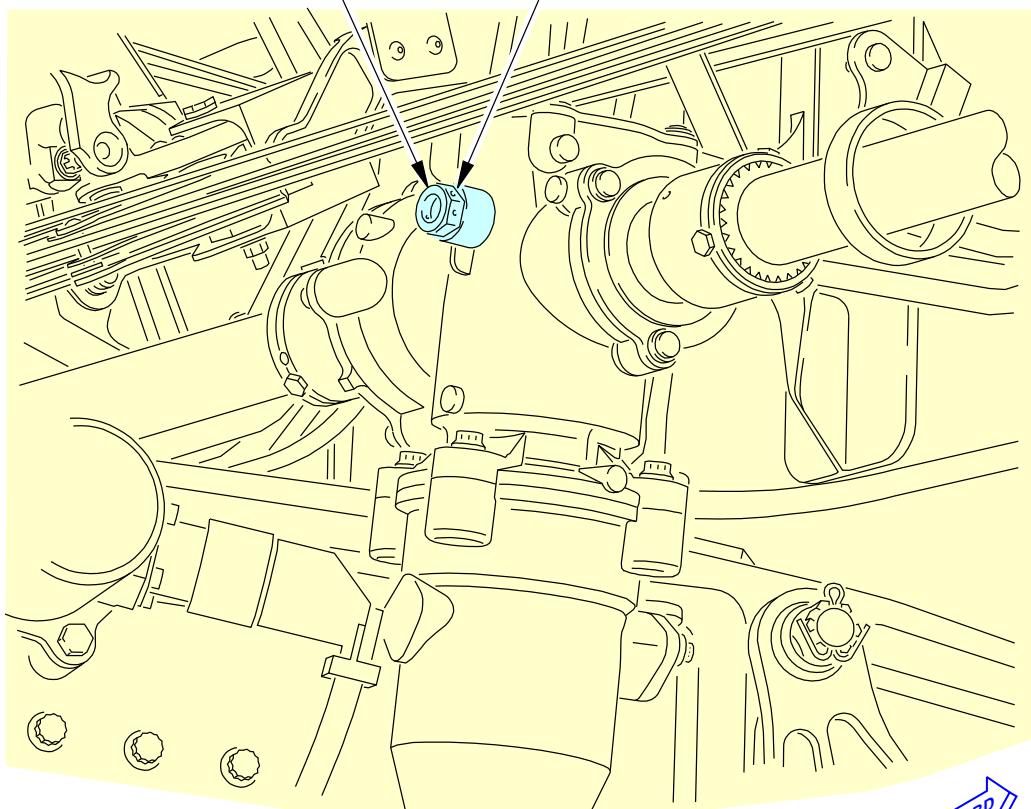
**Page 6 of 8
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-02-01 |

[3] TRANSMISSION NO. 2

(1 LOCATION)

[141] FILL PLUG
[142] PACKING**TRANSMISSION NO. 2
(TRANSMISSION NO. 7 IS EQUIVALENT)**

1 POINT



G31821 S0006561597_V3

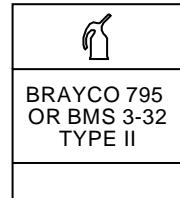
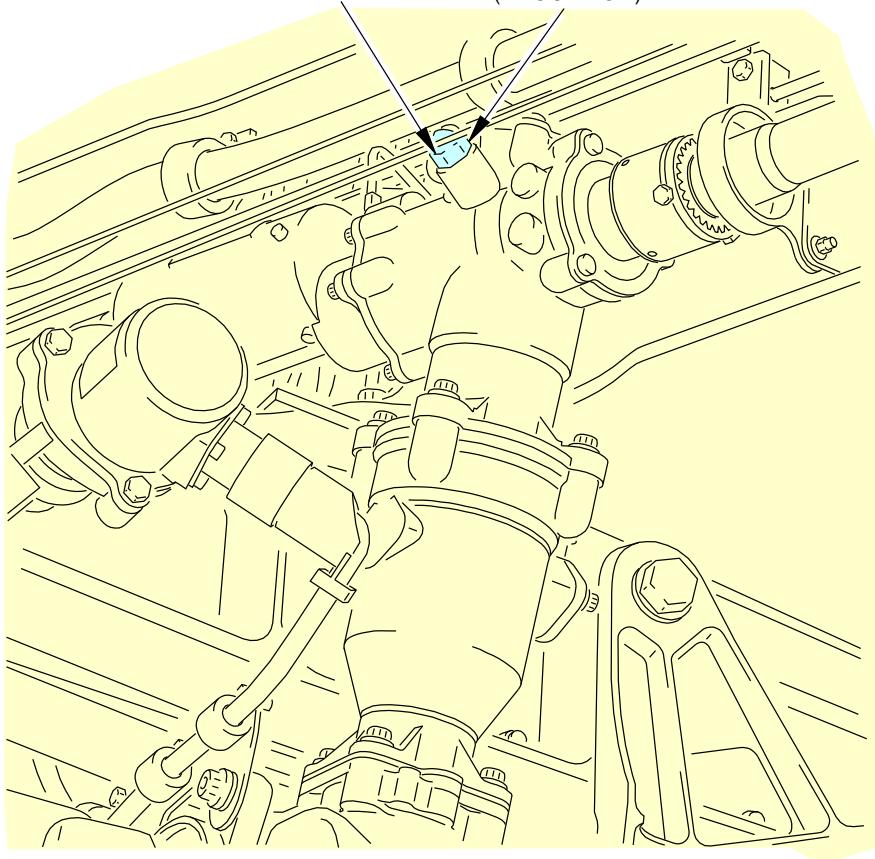
**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 4 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-140-02-01 |

[4] TRANSMISSION NO. 1[141] FILL PLUG
[142] PACKING
(1 LOCATION)**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)**

1 POINT



G31861 S0006561598_V3

**Trailing Edge Flap Transmission Servicing
Figure 1 (Sheet 5 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION OIL LEVEL |
| | | D633A109-AKS 27-140-02-01 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP TRANSMISSION OIL | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-142-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 133 211 541 542 543 544 553 |

Replace the left wing flap drive transmission oil.

ACCESS NOTE: Flaps deployed.

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 27-51-18-000-802 | Inboard Flap Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-18-400-802 | Inboard Flap Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|-------------------------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |
| D00590 | Fluid - Flap Drive System - Brayco 795 | |
| G50136 | Compound - Corrosion Inhibiting, Non-drying | BMS3-38 |
| G50237 | Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L | BMS3-38, NSN 6850-01-469-7645 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| STD-3938 | Container - Oil Resistant, 10 gallon (38 l) |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL | |
| | | D633A109-AKS 27-142-01-01 | Page 1 of 13 Jun 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 |
|--|-------------|--|--|--|
| | | | | MECH INSP |
| TASK 12-22-51-610-804 | | | | |
| 1. Trailing Edge Flap Transmission Oil Replacement | | | | |
| (Figure 1) | | | | |
| A. General | | | | |
| (1) This task is applicable to all of the transmissions on the trailing edge flaps. | | | | |
| B. Expendables/Parts | | | | |
| AMM Item | Description | AIPC Reference | AIPC Effectivity | |
| 162 | Packing | 27-51-31-13-165 27-51-31-15-125 27-51-41-03-172 27-51-41-07-190 | AKS ALL AKS ALL AKS ALL AKS ALL | |
| 163 | Packing | 27-51-31-13-265 27-51-31-15-225 27-51-41-03-275 27-51-41-07-290 | AKS ALL AKS ALL AKS ALL AKS ALL | |
| C. Prepare for the Fluid Replacement | | | | |
| SUBTASK 12-22-51-860-021 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-020 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 12-22-51-010-004 | | | | |
| (3) Remove the aft fairings from the flap supports: | | | | |
| (a) For flap supports Number 1 and 8, do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| (b) For flap supports Number 2 and 7, do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804. | | | | |
| (c) For flap supports Number 3 and 6, do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802. | | | | |
| D. Trailing Edge Flap Transmission Oil Replacement | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-51-640-055 | | | | |
| (1) This table supplies data for the subsequent servicing steps: | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL | |
| | | D633A109-AKS 27-142-01-01 | Page 2 of 13 Feb 15/2015 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 |
|------|-------------|---------|------------------|--|

Table 1 Trailing Edge Flap Transmission Fluid Replacement

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | MECH | INSP |
|----------|--|---|-----------------------|---------------------|------|------|
| 1 | Transmission No. 4 (Transmission No. 5 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 2 | Transmission No. 3 (Transmission No. 6 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 3 | Transmission No. 2 (Transmission No. 7 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 4 | Transmission No. 1 (Transmission No. 8 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |

SUBTASK 12-22-51-480-002

- (2) Put a 10 gallon (38 l) oil resistant container, STD-3938 below the applicable transmission to catch the fluid.

SUBTASK 12-22-51-680-002

- (3) Drain the fluid from the transmission:

- (a) Remove the bolts [166] and washers [165] that attach the cap [164] to the transmission.
- (b) Remove the cap [164] and the packing [163] from the transmission.
- (c) Wait for the Brayco 795 fluid, D00590 or fluid, D00467 to drain from the transmission.
- (d) Clean the fluid from the mating surface of the cap [164].
- (e) Apply Brayco 795 fluid, D00590 or fluid, D00467 to the new packing [163].

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION WHEN YOU USE COR-BAN 27L, G50237. IF IT GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER. GET MEDICAL AID. THIS MATERIAL CONTAINS FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONNEL.

- (f) Apply Cor-Ban 27L Compound, G50237 (preferred), or corrosion inhibiting compound, G50136 (alternate), to the mating surface of the cap [164].
- (g) Install the cap [164] and the new packing [163] in the transmission.
- (h) Install the bolts [166] and washers [165] to hold the cap [164].

SUBTASK 12-22-51-610-004

- (4) Fill the transmission with fluid:

- (a) Remove the fill plug [161] and packing [162] from the fill port.

| | | | | |
|-------------------------------|----------------------|--|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL | | |
| | | D633A109-AKS 27-142-01-01 | | Page 3 of 13 Jun 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 | | |
|------|-------------|---------|------------------|---|------|------|
| | | | | | MECH | INSP |
| | | | | (b) Add Brayco 795 fluid, D00590 or fluid, D00467 to the transmission until the fluid is at the level of the fill port. (c) Lubricate the new packing [162] with fluid. (d) Install the fill plug [161] and new packing [162] in the fill port. (e) Tighten the fill plug [161] to 140 ± 10 in-lb (15.8 ± 1.1 N·m). (f) Install lockwire on the fill plug [161]. | | |

E. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-004

- (1) Install the aft fairings on the flap supports:
 - (a) For flap supports Number 1 and 8, do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802.
 - (b) For flap supports Number 2 and 7, do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804.
 - (c) For flap supports Number 3 and 6, do this task: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802.

SUBTASK 12-22-51-440-020

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

SUBTASK 12-22-51-860-022

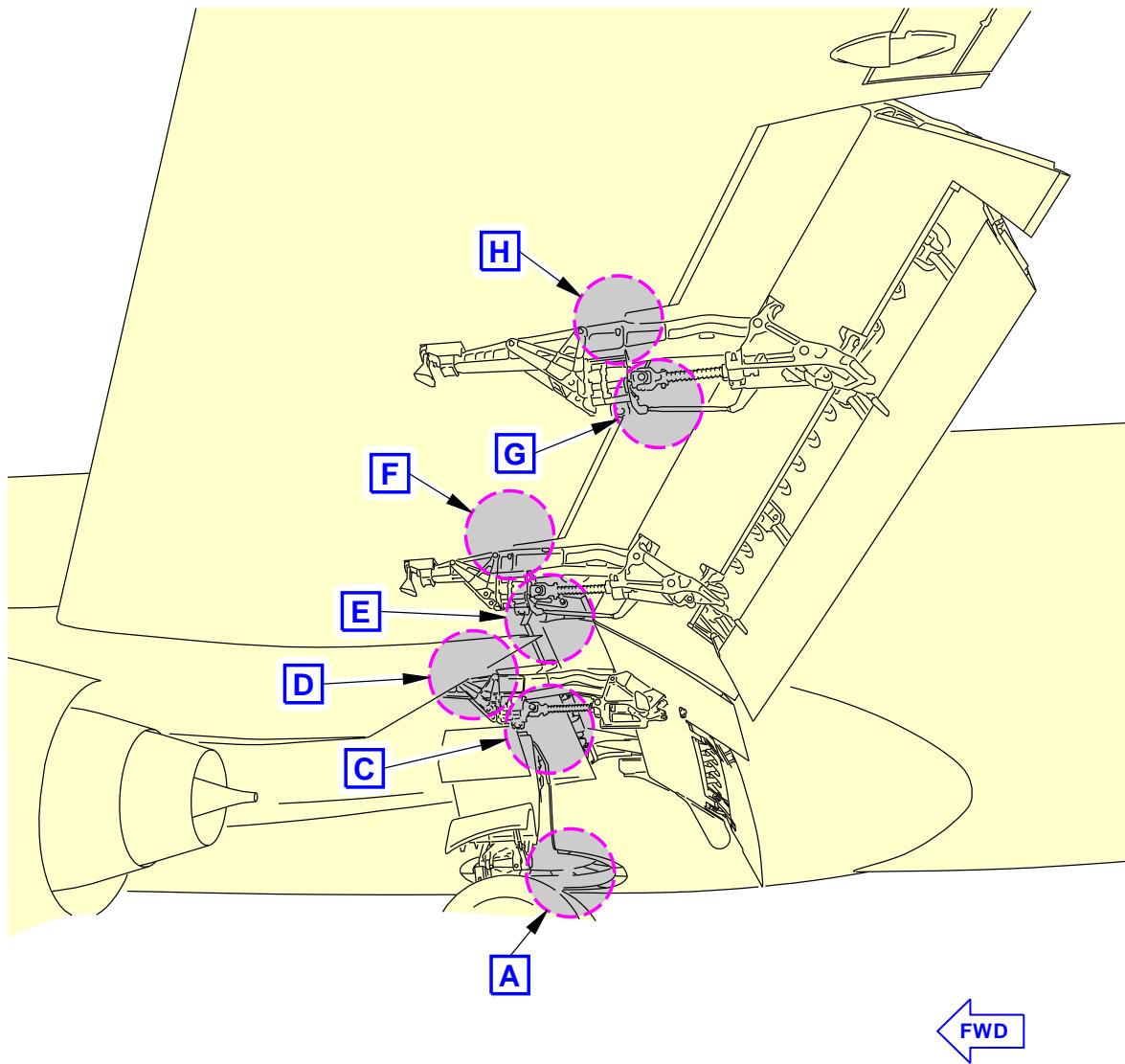
- (3) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL D633A109-AKS 27-142-01-01 | Page 4 of 13 Jun 15/2016 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-01-01 |



G32059 S0006561601_V2

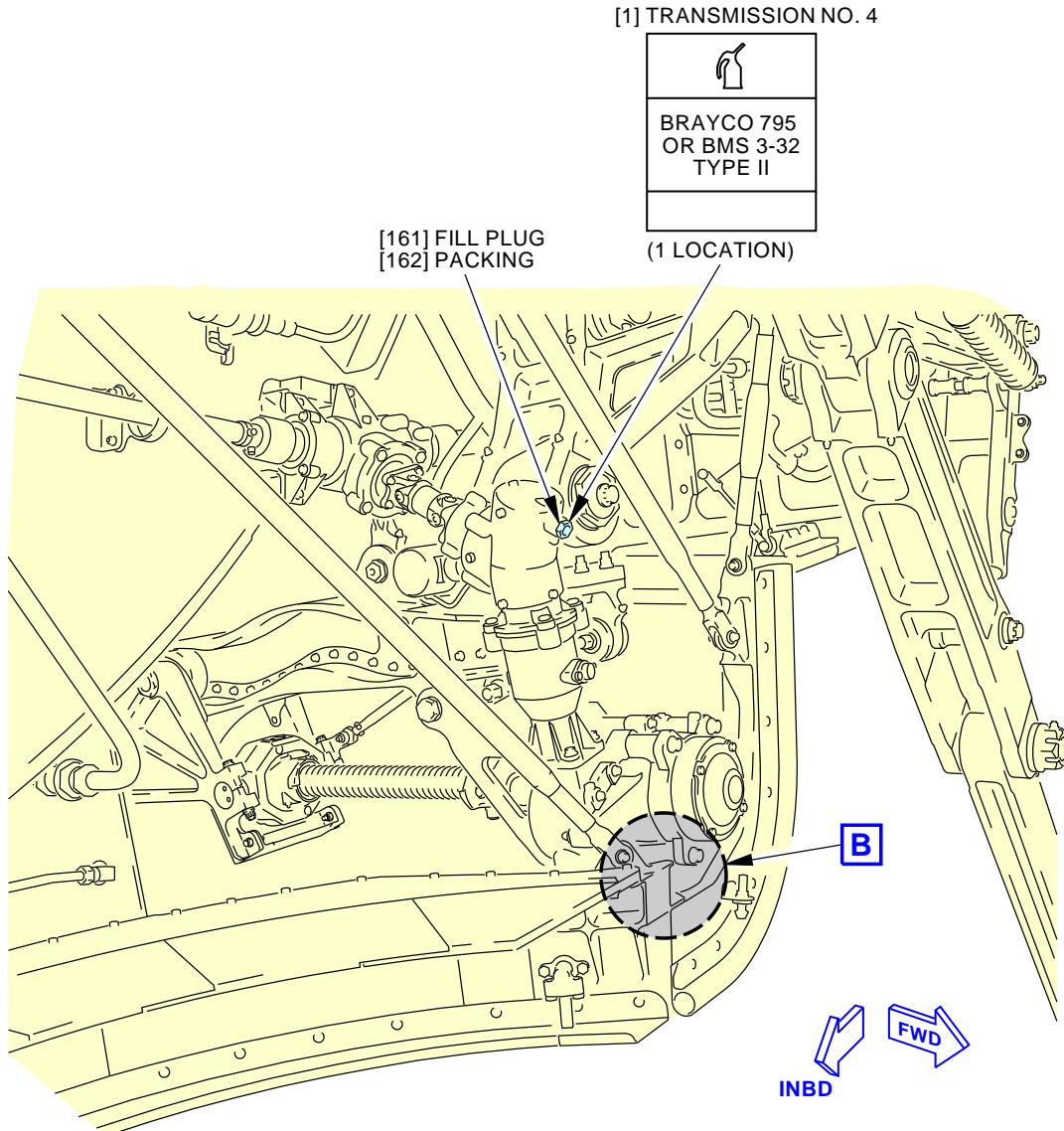
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 1 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**TRANSMISSION NO. 4
(TRANSMISSION NO. 5 IS EQUIVALENT)**

1 POINT

A

G32175 S0006561602_V3

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 2 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

**Page 6 of 13
Jun 15/2015**

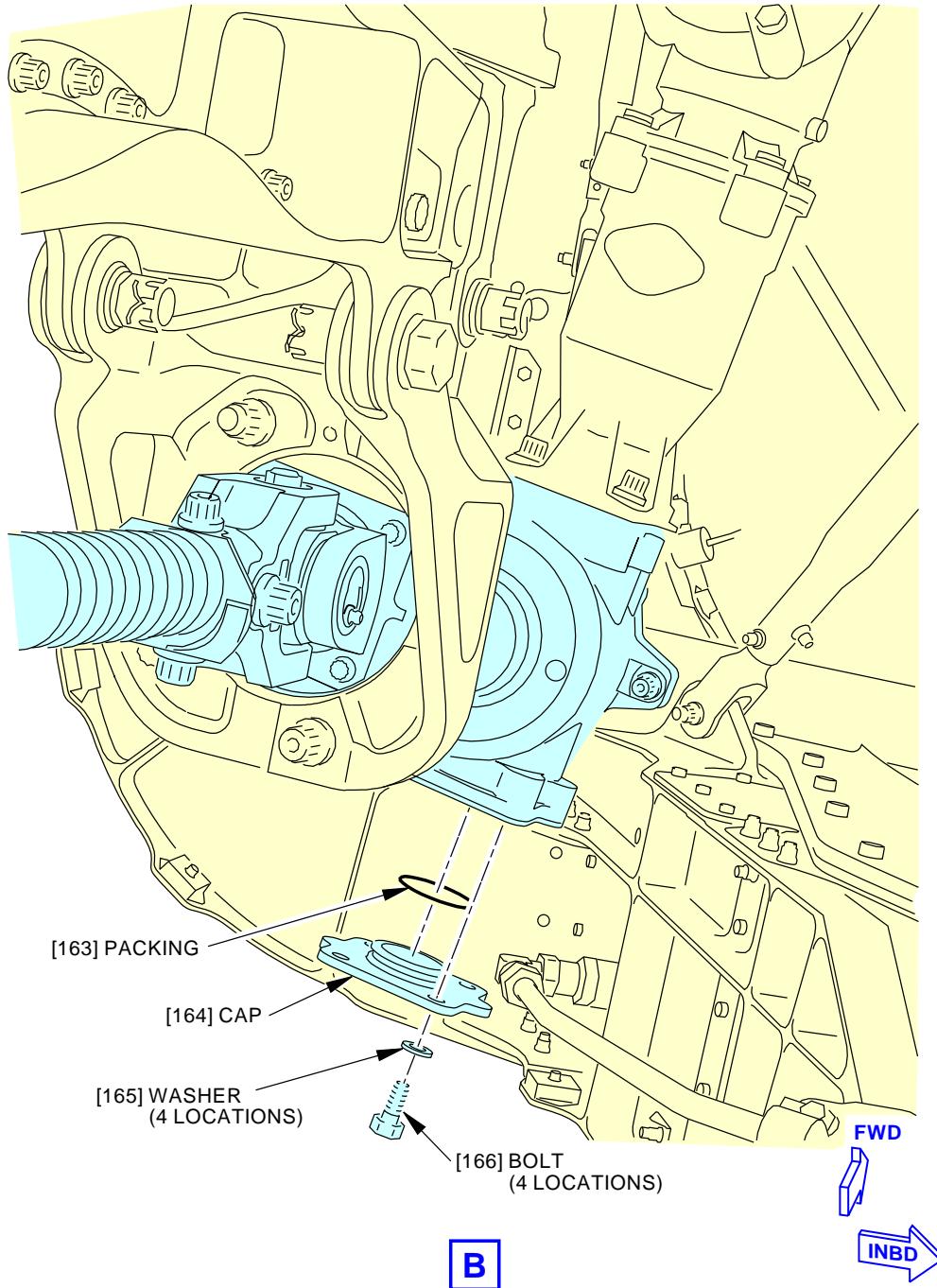
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-142-01-01

G32296 S0006561603_V2

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 3 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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Jun 15/2015

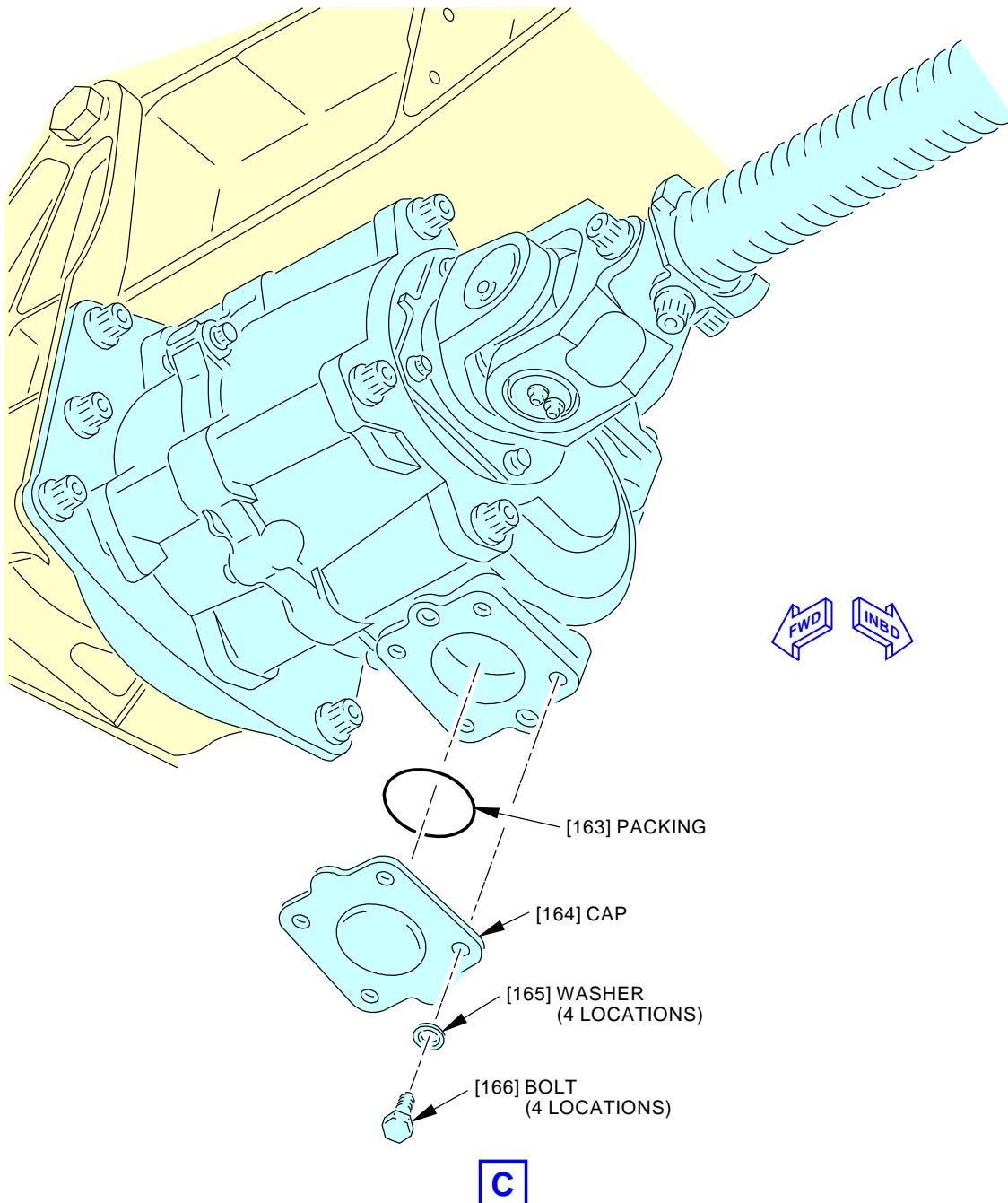
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-142-01-01

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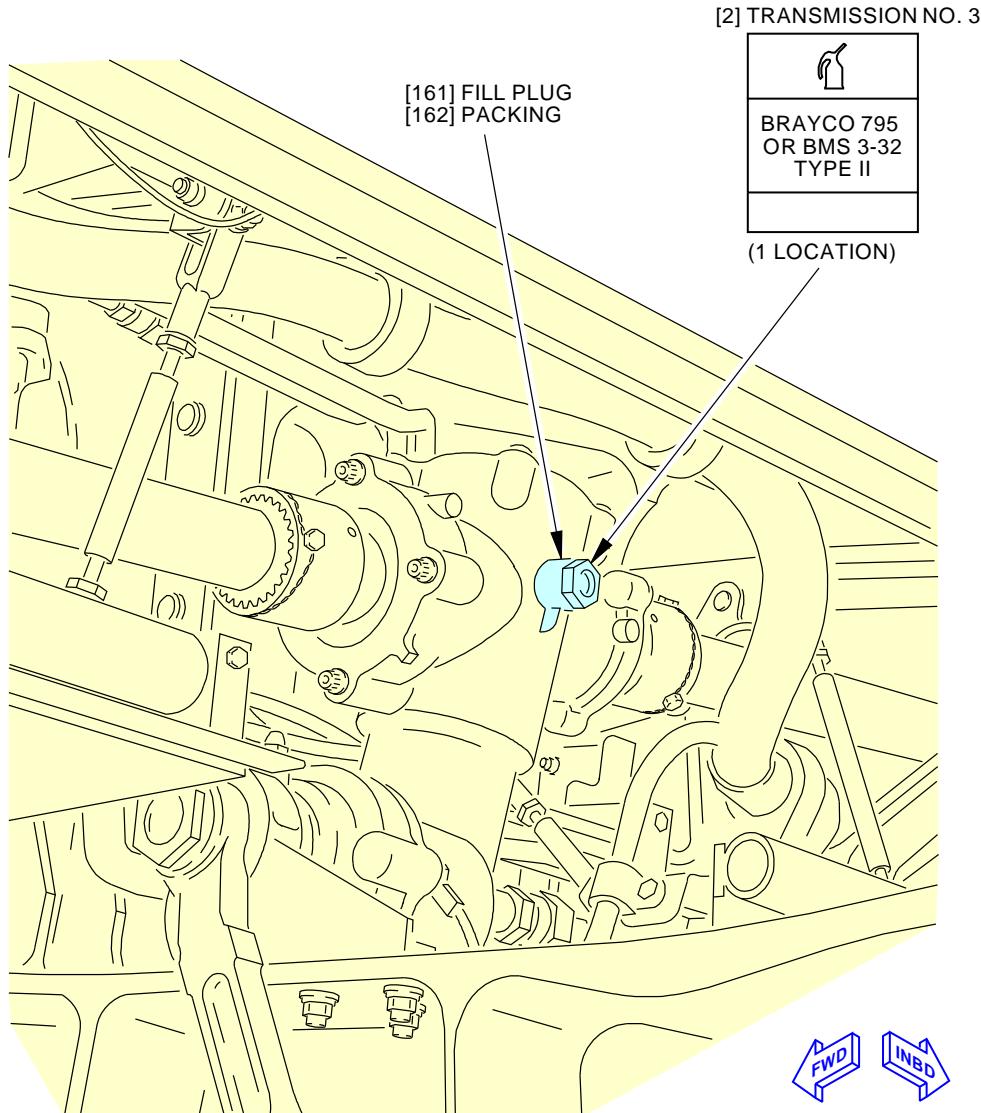
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 4 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-01-01 |



**TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

1 POINT



G32450 S0006561605_V3

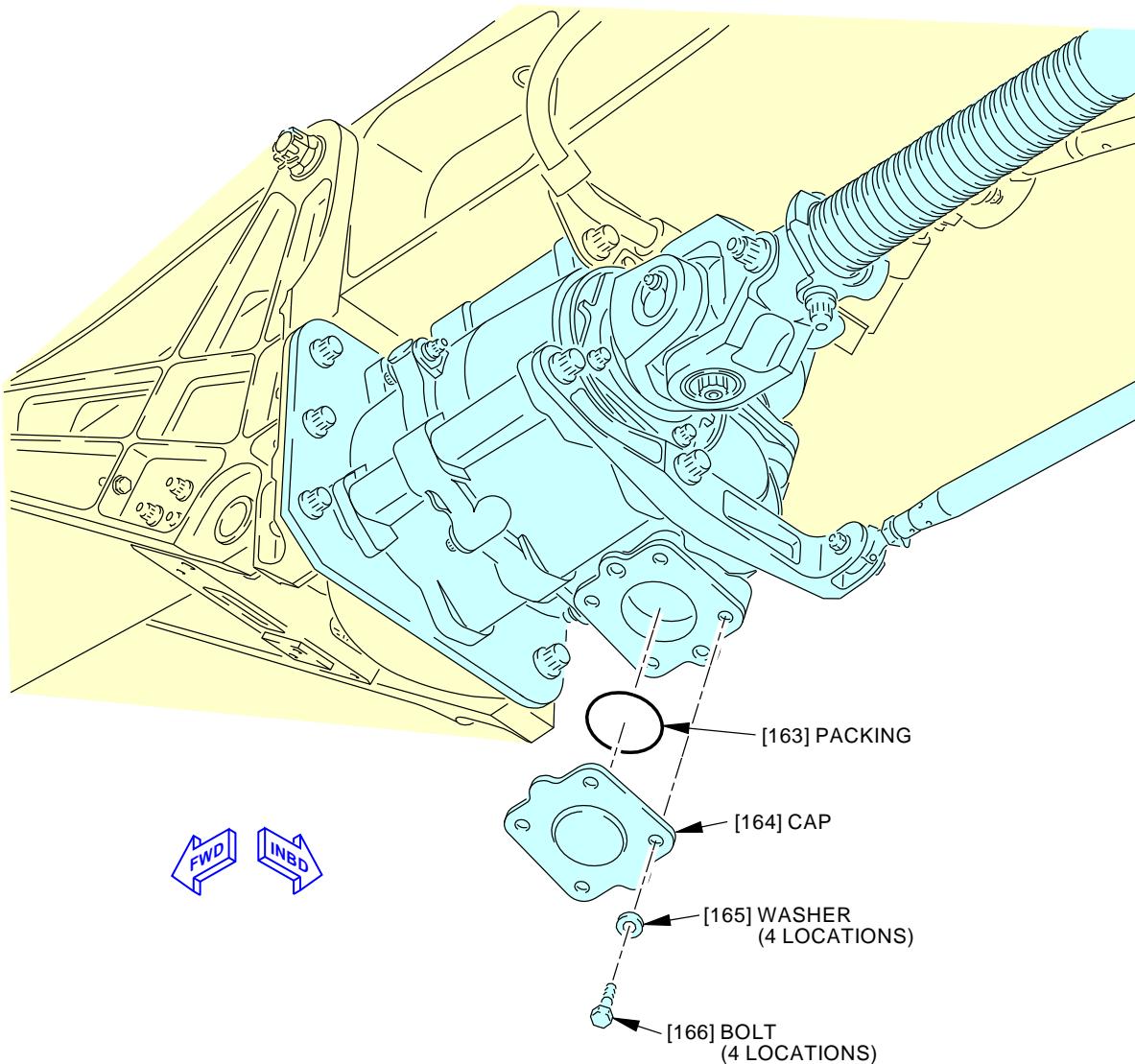
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 5 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-01-01 |



G32517 S0006561606_V2

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 6 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

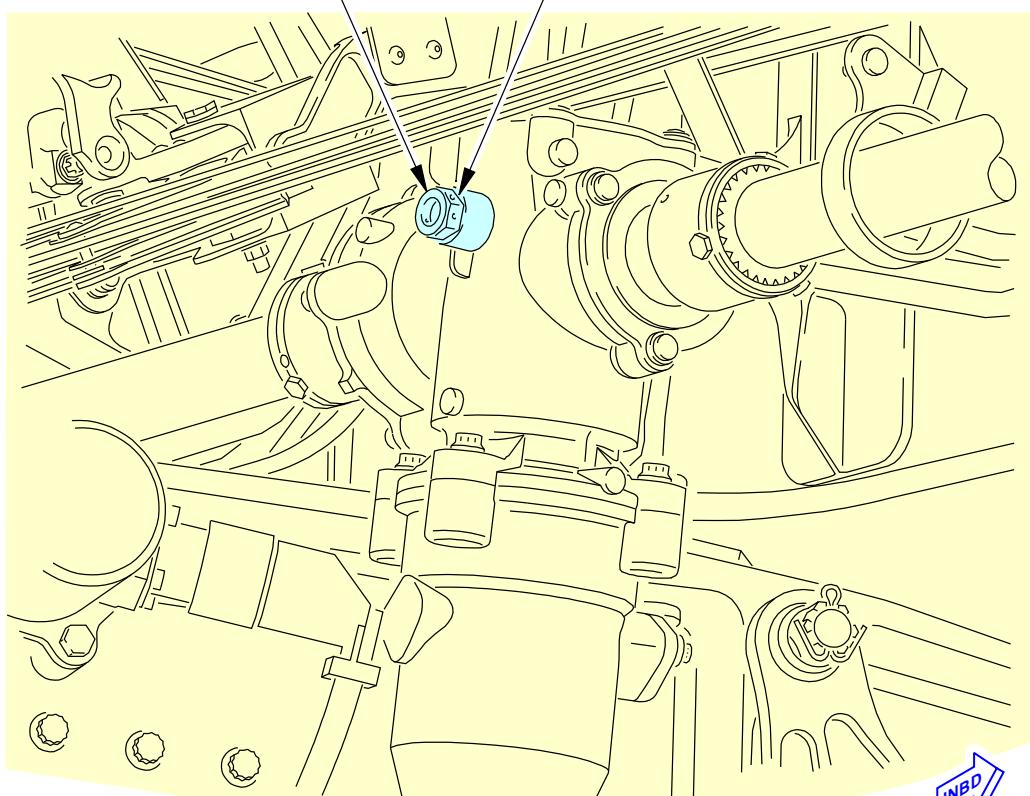
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[3] TRANSMISSION NO. 2[161] FILL PLUG
[162] PACKING

(1 LOCATION)

**TRANSMISSION NO. 2
(TRANSMISSION NO. 7 IS EQUIVALENT)**

1 POINT



G32550 S0006561607_V3

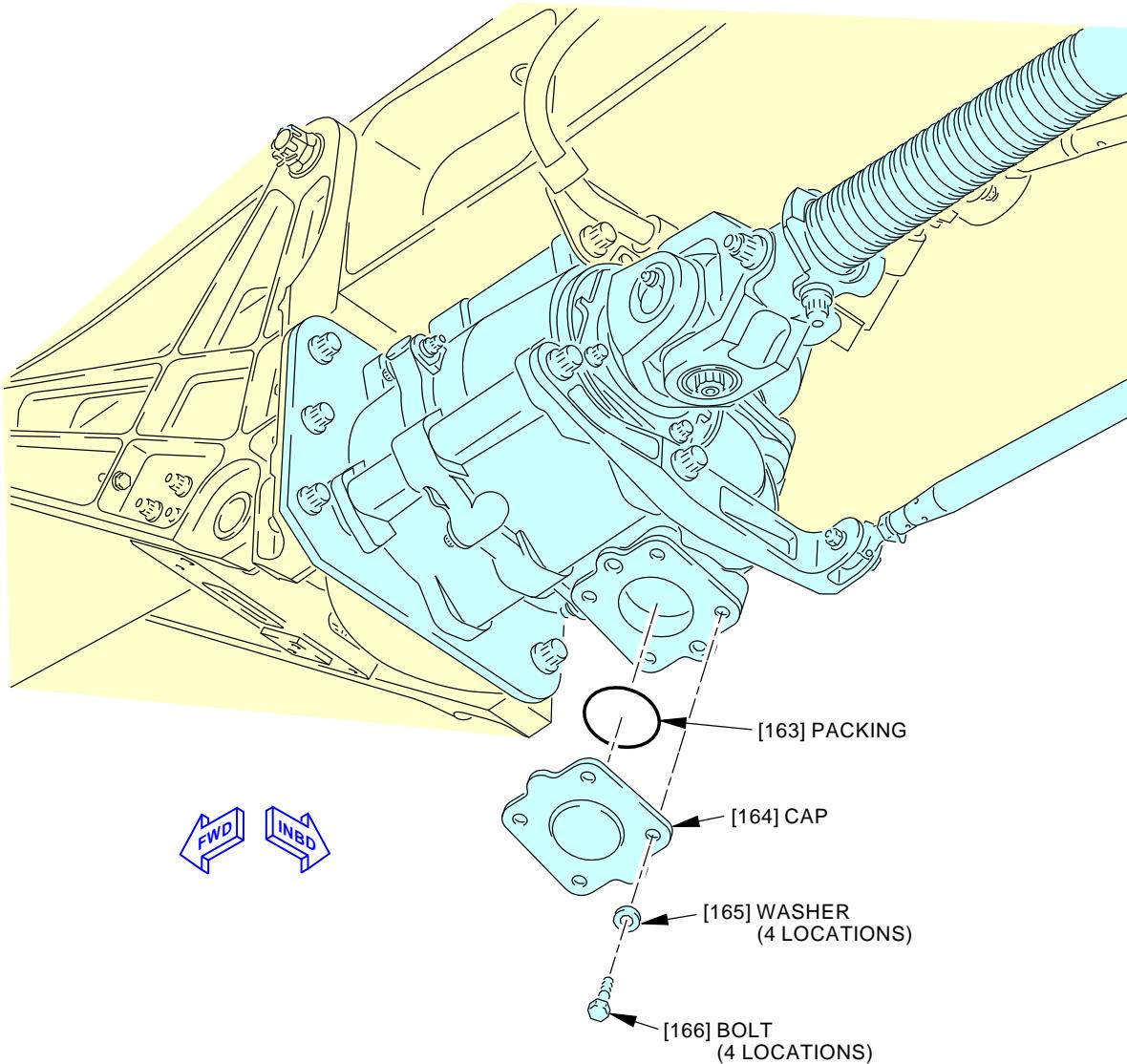
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 7 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-01-01 |



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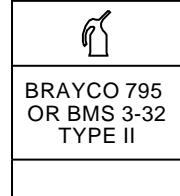
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 8 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

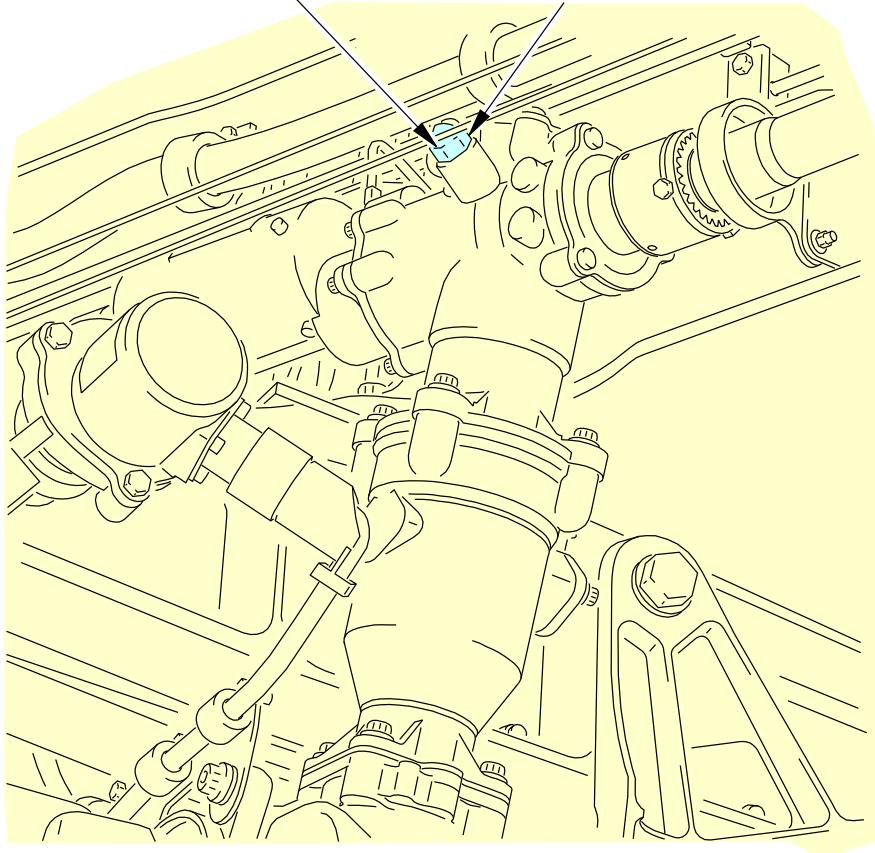
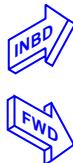
Page 12 of 13
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[4] TRANSMISSION NO. 1[161] FILL PLUG
[162] PACKING

(1 LOCATION)

**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)****1 POINT**

G32606 S0006561609_V3

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 9 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION OIL |
| | | D633A109-AKS 27-142-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-142-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 134 212 641 642 643 644 653 |

Replace the right wing flap drive transmission oil.

ACCESS NOTE: Flaps deployed.**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 27-51-18-000-802 | Inboard Flap Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-18-400-802 | Inboard Flap Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|-------------------------------|
| D00467 | Fluid - Landing Gear Shock Strut | BMS3-32 Type II |
| D00590 | Fluid - Flap Drive System - Brayco 795 | |
| G50136 | Compound - Corrosion Inhibiting, Non-drying | BMS3-38 |
| G50237 | Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L | BMS3-38, NSN 6850-01-469-7645 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| STD-3938 | Container - Oil Resistant, 10 gallon (38 l) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-02-01 |
|--|-------------|--|--|--|
| | | | | MECH INSP |
| TASK 12-22-51-610-804 | | | | |
| 1. Trailing Edge Flap Transmission Oil Replacement | | | | |
| (Figure 1) | | | | |
| A. General | | | | |
| (1) This task is applicable to all of the transmissions on the trailing edge flaps. | | | | |
| B. Expendables/Parts | | | | |
| AMM Item | Description | AIPC Reference | AIPC Effectivity | |
| 162 | Packing | 27-51-31-13-165 27-51-31-15-125 27-51-41-03-172 27-51-41-07-190 | AKS ALL AKS ALL AKS ALL AKS ALL | |
| 163 | Packing | 27-51-31-13-265 27-51-31-15-225 27-51-41-03-275 27-51-41-07-290 | AKS ALL AKS ALL AKS ALL AKS ALL | |
| C. Prepare for the Fluid Replacement | | | | |
| SUBTASK 12-22-51-860-021 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-020 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 12-22-51-010-004 | | | | |
| (3) Remove the aft fairings from the flap supports: | | | | |
| (a) For flap supports Number 1 and 8, do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| (b) For flap supports Number 2 and 7, do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804. | | | | |
| (c) For flap supports Number 3 and 6, do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802. | | | | |
| D. Trailing Edge Flap Transmission Oil Replacement | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-51-640-055 | | | | |
| (1) This table supplies data for the subsequent servicing steps: | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-02-01 |
|------|-------------|---------|------------------|--|

Table 1 Trailing Edge Flap Transmission Fluid Replacement

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | MECH | INSP |
|----------|--|---|-----------------------|---------------------|------|------|
| 1 | Transmission No. 4 (Transmission No. 5 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 2 | Transmission No. 3 (Transmission No. 6 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 3 | Transmission No. 2 (Transmission No. 7 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |
| 4 | Transmission No. 1 (Transmission No. 8 is Equivalent) | Brayco 795 fluid, D00590orfluid, D00467 | Fill | 1 | | |

SUBTASK 12-22-51-480-002

- (2) Put a 10 gallon (38 l) oil resistant container, STD-3938 below the applicable transmission to catch the fluid.

SUBTASK 12-22-51-680-002

- (3) Drain the fluid from the transmission:

- (a) Remove the bolts [166] and washers [165] that attach the cap [164] to the transmission.
- (b) Remove the cap [164] and the packing [163] from the transmission.
- (c) Wait for the Brayco 795 fluid, D00590 or fluid, D00467 to drain from the transmission.
- (d) Clean the fluid from the mating surface of the cap [164].
- (e) Apply Brayco 795 fluid, D00590 or fluid, D00467 to the new packing [163].

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION WHEN YOU USE COR-BAN 27L, G50237. IF IT GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER. GET MEDICAL AID. THIS MATERIAL CONTAINS FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONNEL.

- (f) Apply Cor-Ban 27L Compound, G50237 (preferred), or corrosion inhibiting compound, G50136 (alternate), to the mating surface of the cap [164].
- (g) Install the cap [164] and the new packing [163] in the transmission.
- (h) Install the bolts [166] and washers [165] to hold the cap [164].

SUBTASK 12-22-51-610-004

- (4) Fill the transmission with fluid:

- (a) Remove the fill plug [161] and packing [162] from the fill port.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-02-01 | | |
|------|-------------|---------|------------------|---|------|------|
| | | | | | MECH | INSP |
| | | | | (b) Add Brayco 795 fluid, D00590 or fluid, D00467 to the transmission until the fluid is at the level of the fill port. (c) Lubricate the new packing [162] with fluid. (d) Install the fill plug [161] and new packing [162] in the fill port. (e) Tighten the fill plug [161] to 140 ± 10 in-lb (15.8 ± 1.1 N·m). (f) Install lockwire on the fill plug [161]. | | |

E. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-004

- (1) Install the aft fairings on the flap supports:
 - (a) For flap supports Number 1 and 8, do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802.
 - (b) For flap supports Number 2 and 7, do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804.
 - (c) For flap supports Number 3 and 6, do this task: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802.

SUBTASK 12-22-51-440-020

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

SUBTASK 12-22-51-860-022

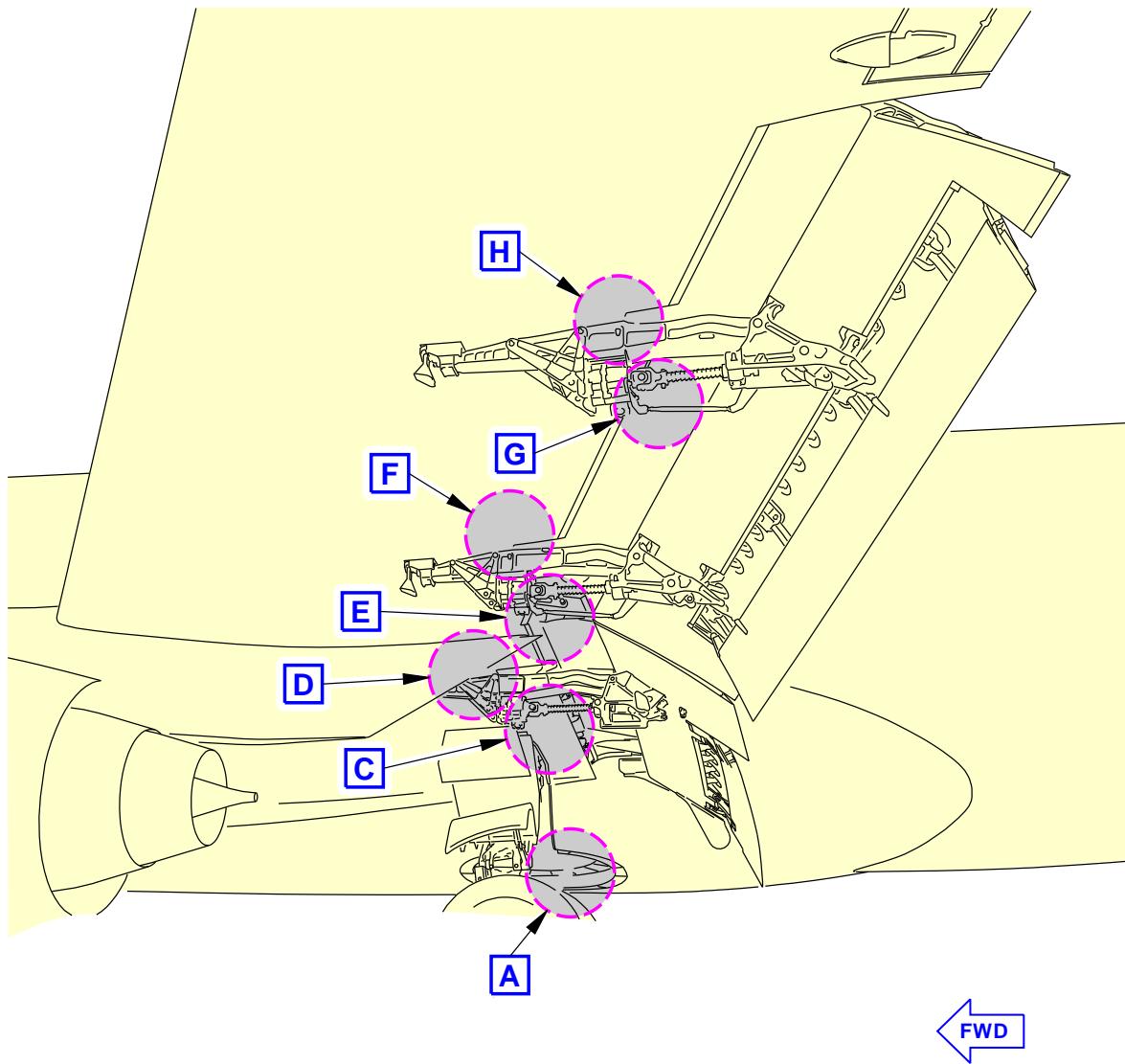
- (3) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | | |
|-------------------------------|----------------------|---|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL D633A109-AKS 27-142-02-01 | Page 4 of 13 Jun 15/2016 |
|-------------------------------|----------------------|---|---|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |



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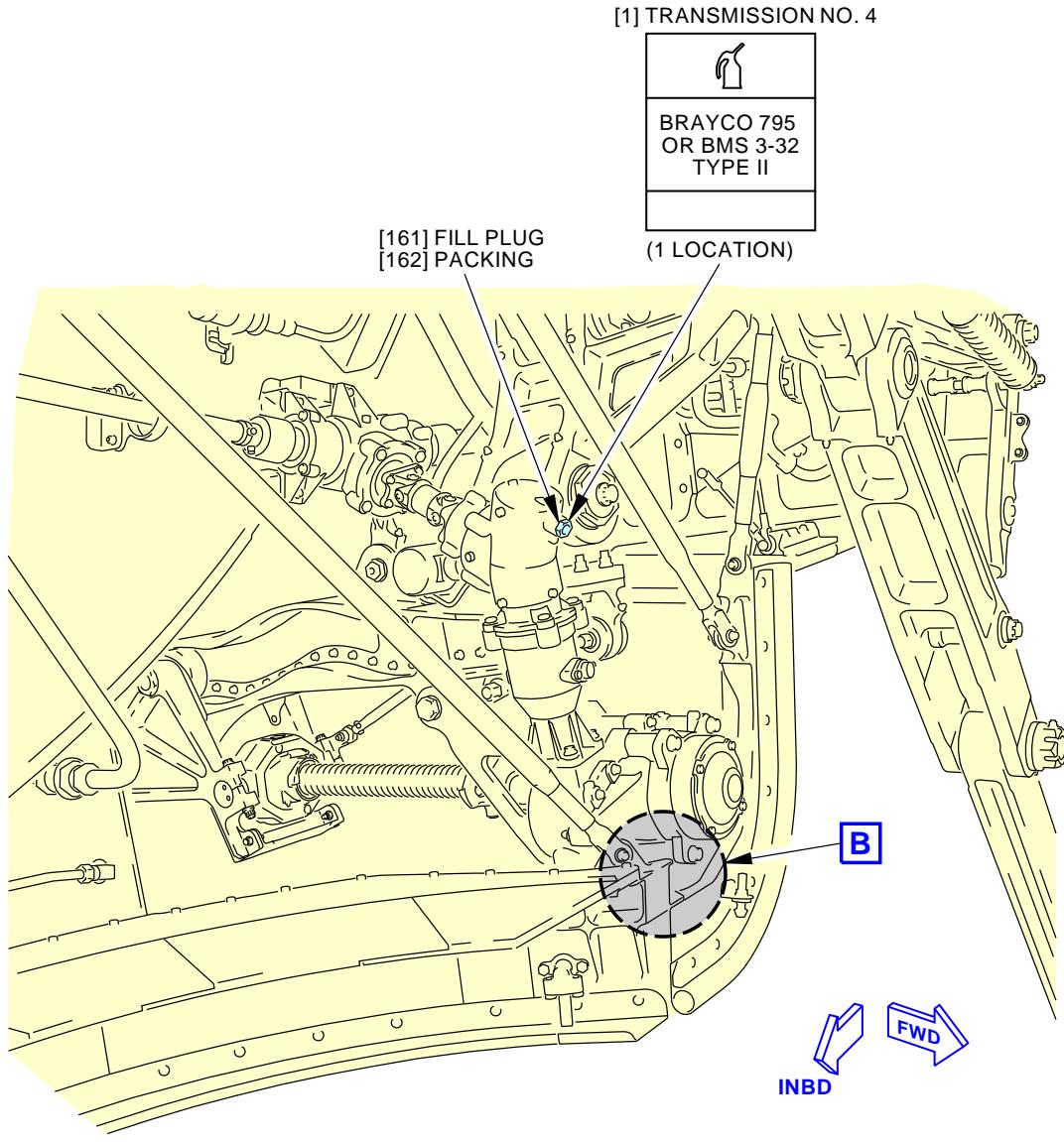
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 1 of 9)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |



**TRANSMISSION NO. 4
(TRANSMISSION NO. 5 IS EQUIVALENT)**

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 2 of 9)**

G32175 S0006561602_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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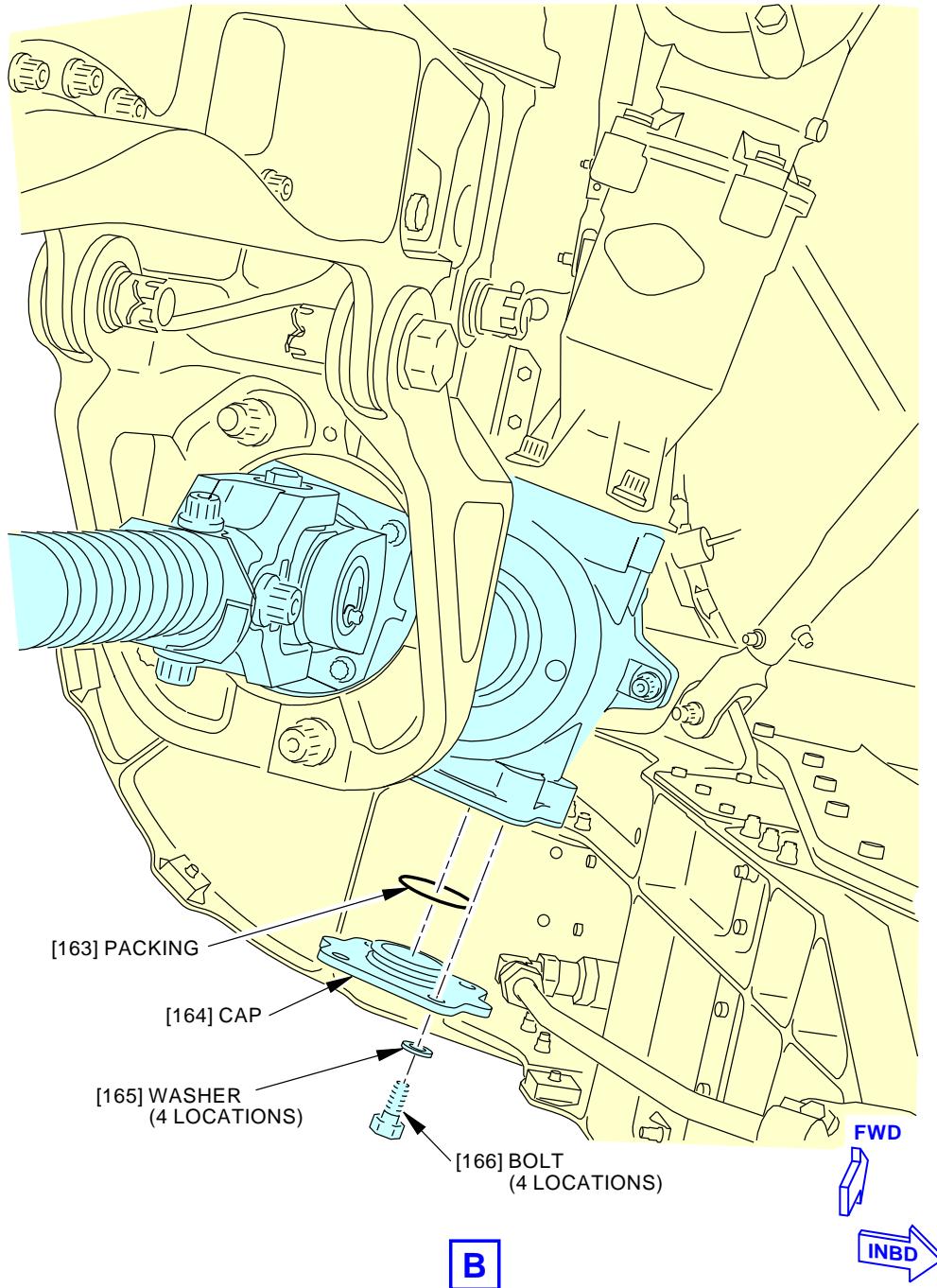
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-142-02-01

G32296 S0006561603_V2

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 3 of 9)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL****D633A109-AKS
27-142-02-01****Page 7 of 13
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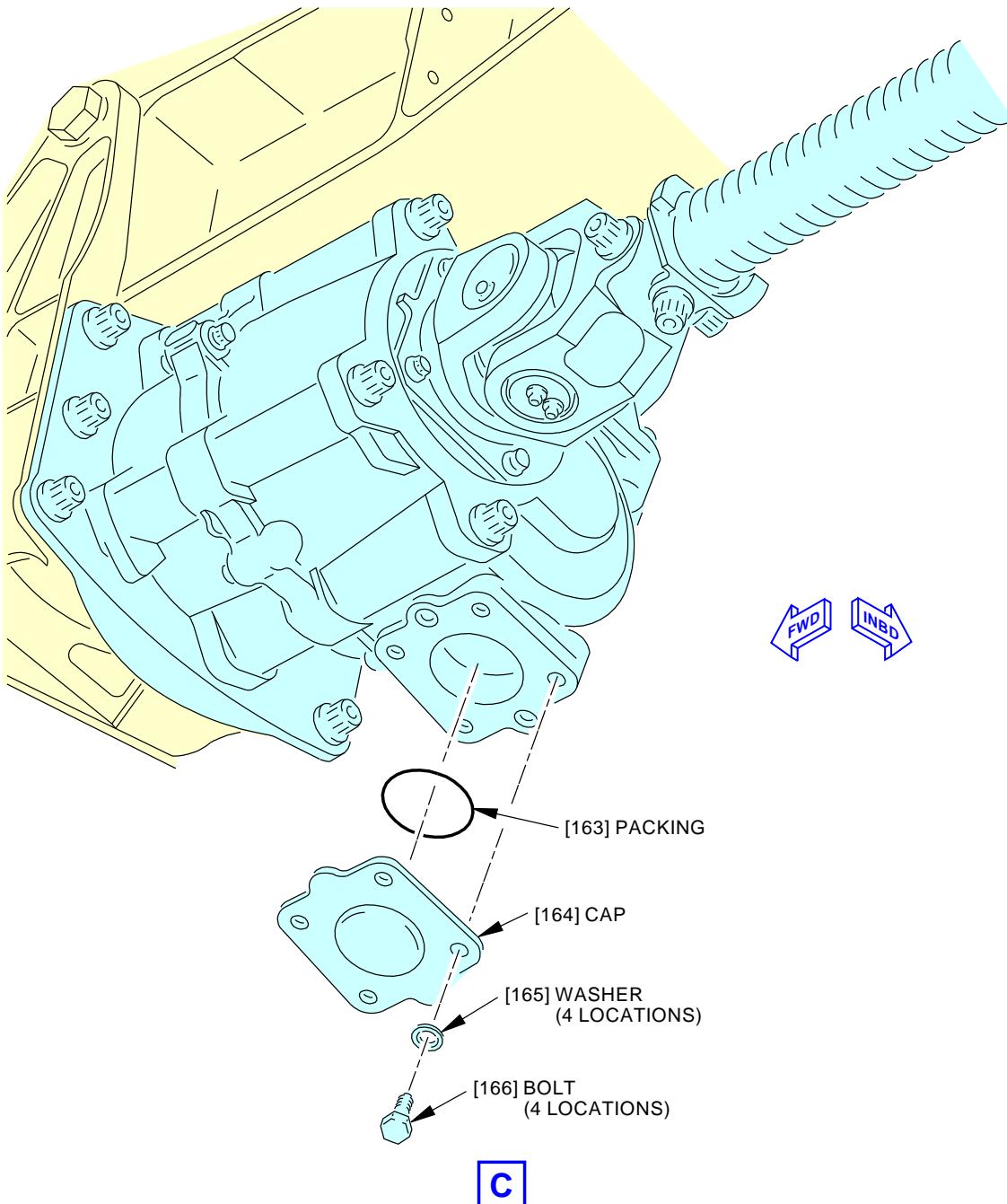
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

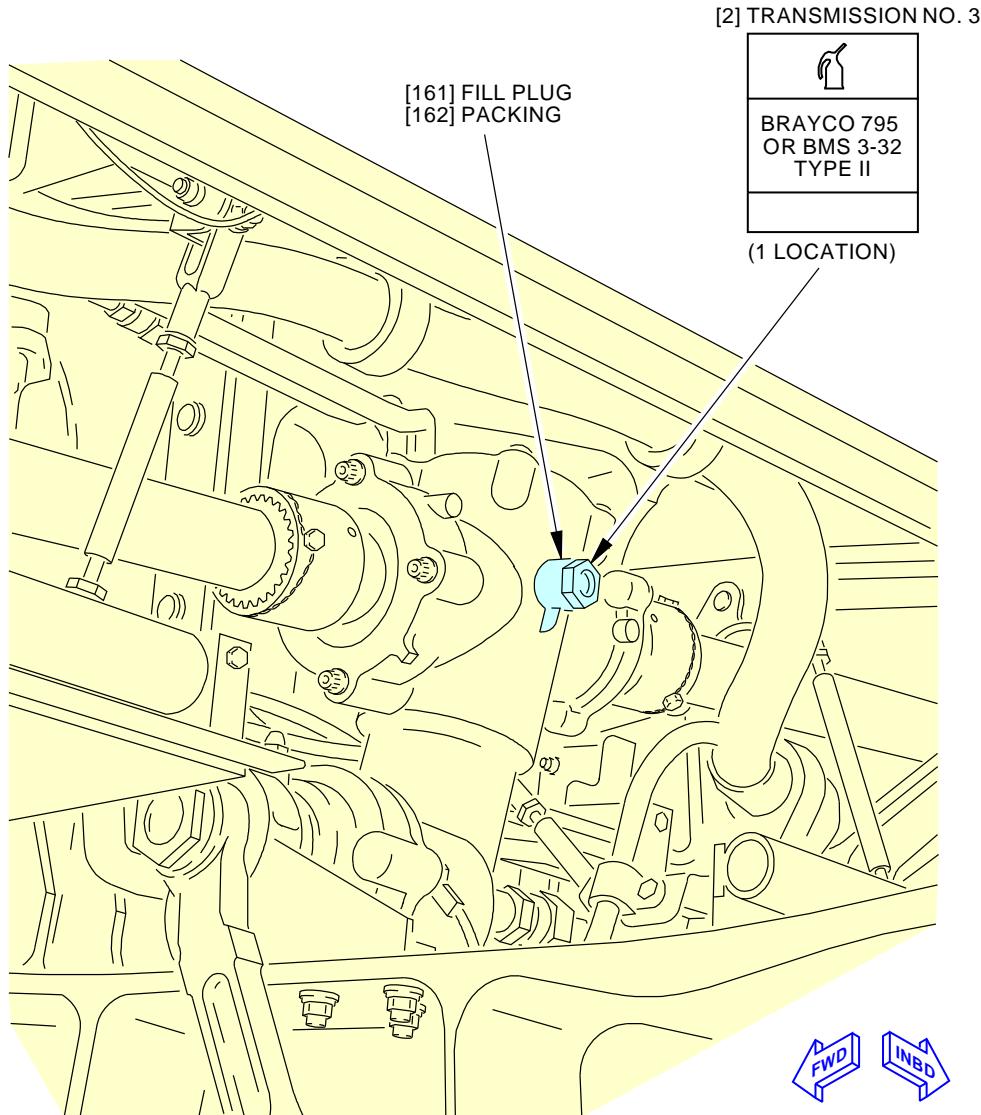
BOEING CARD NO.
27-142-02-01

G32395 S0006561604_V2

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 4 of 9)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL****D633A109-AKS
27-142-02-01****Page 8 of 13
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |

**TRANSMISSION NO. 3
(TRANSMISSION NO. 6 IS EQUIVALENT)**

1 POINT



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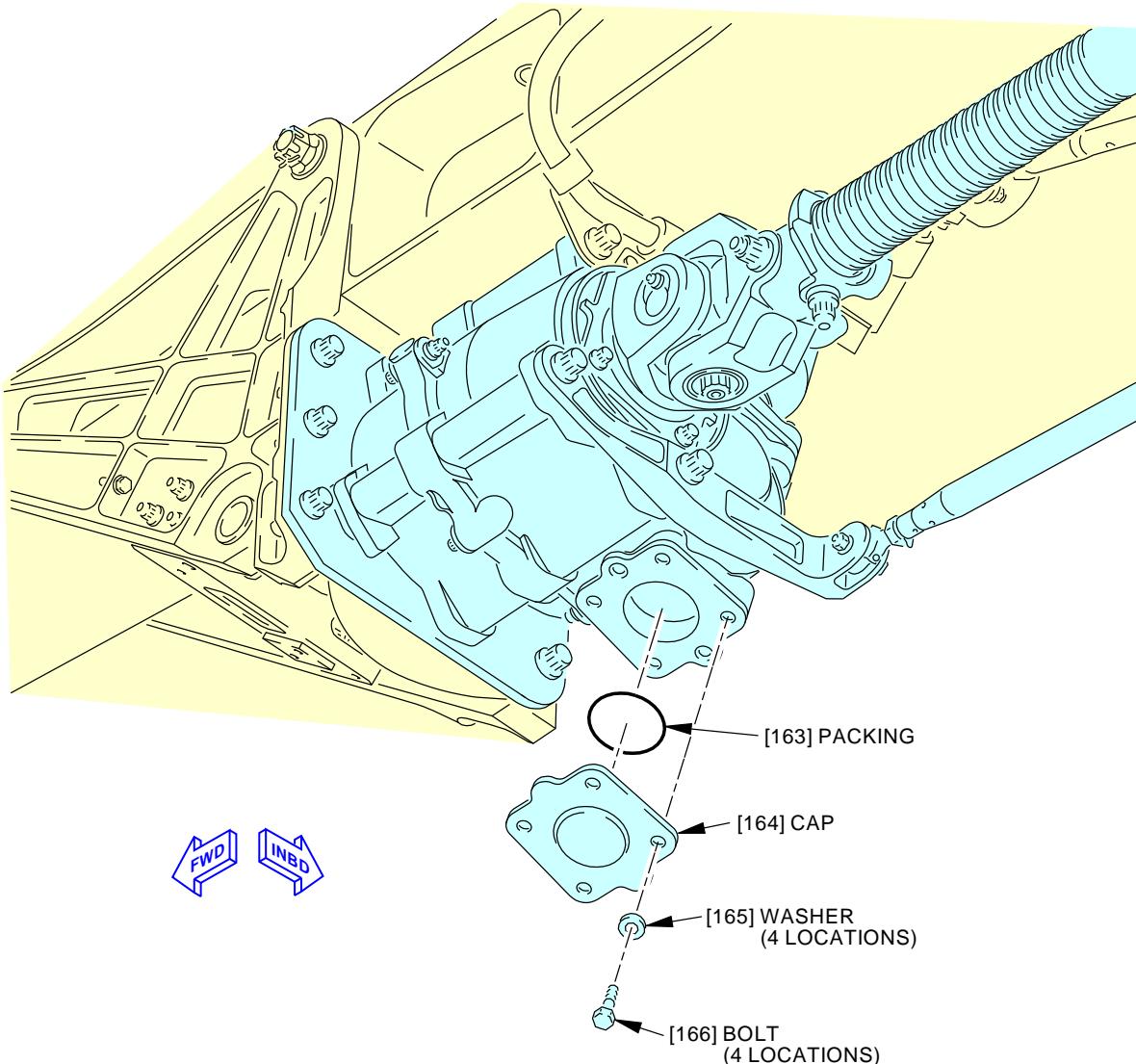
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 5 of 9)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |



G32517 S0006561606_V2

**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 6 of 9)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

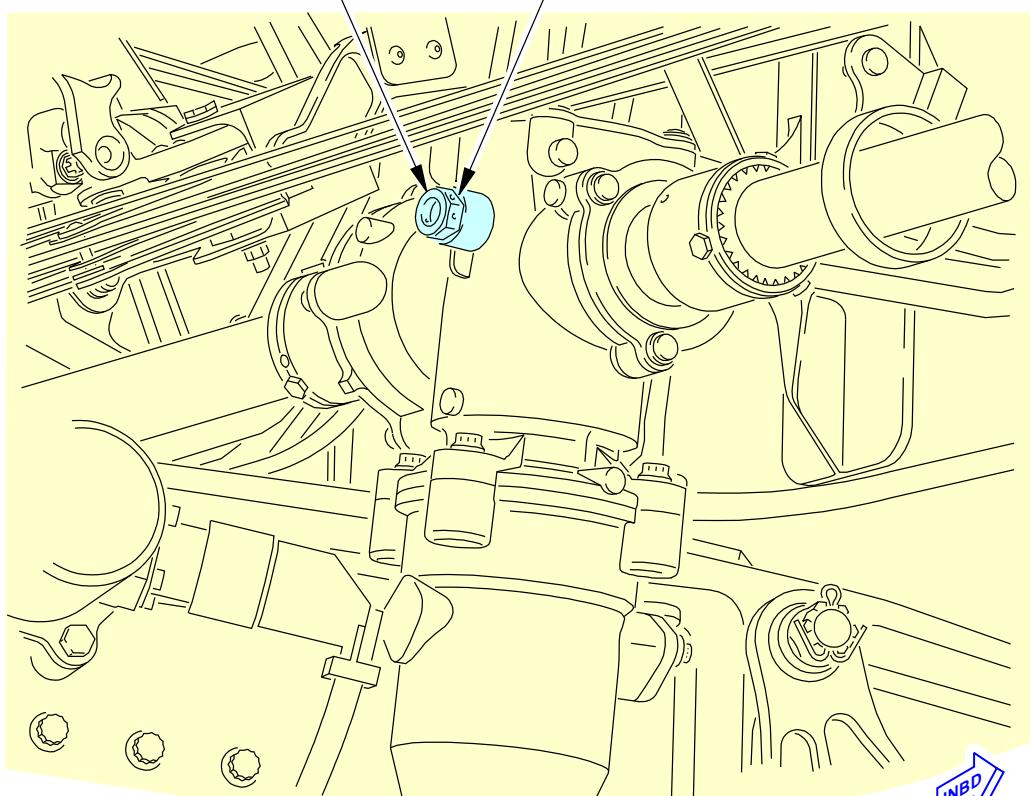
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |

[3] TRANSMISSION NO. 2[161] FILL PLUG
[162] PACKING

(1 LOCATION)



1 POINT



G32550 S0006561607_V3

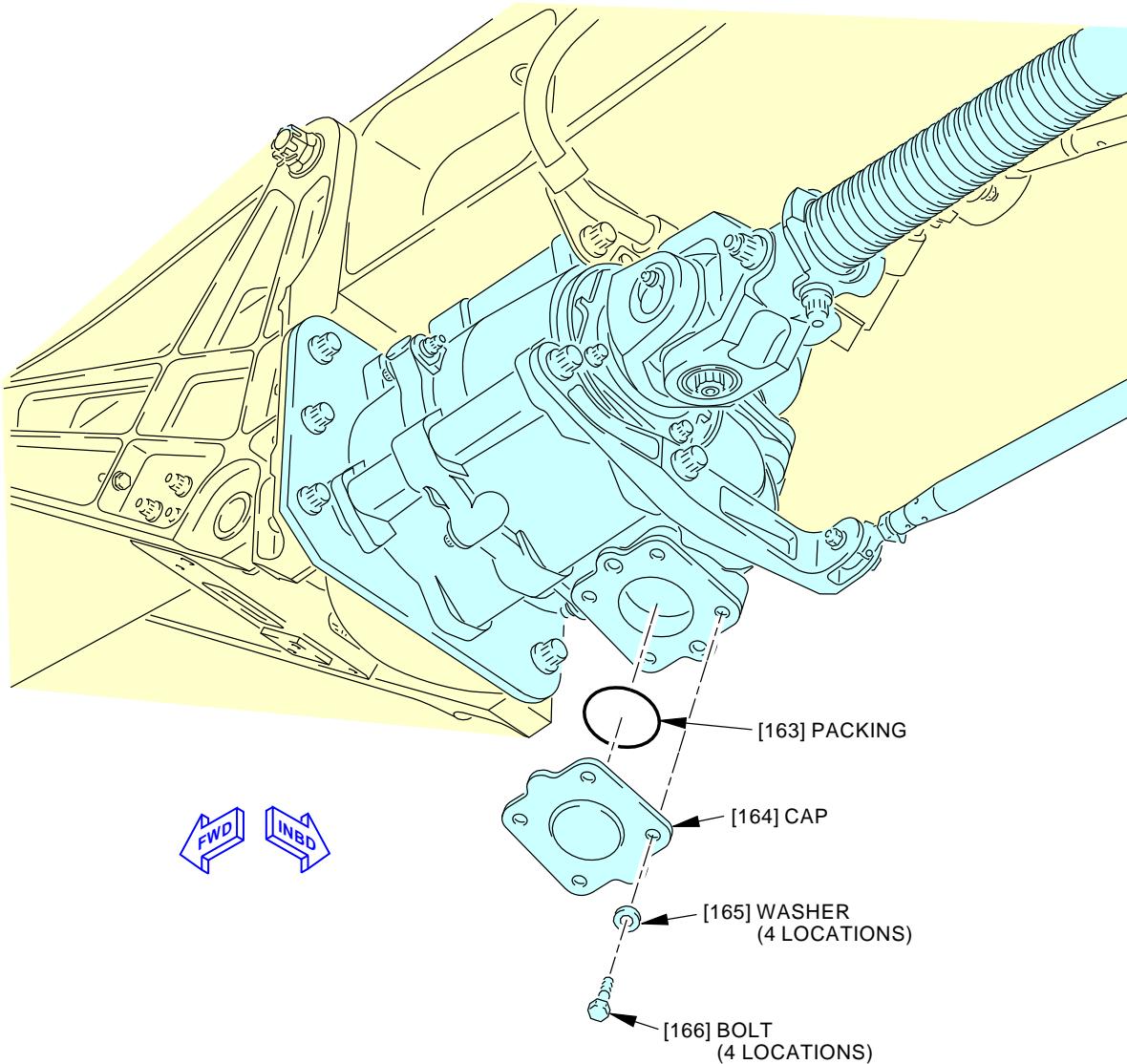
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 7 of 9)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-142-02-01 |



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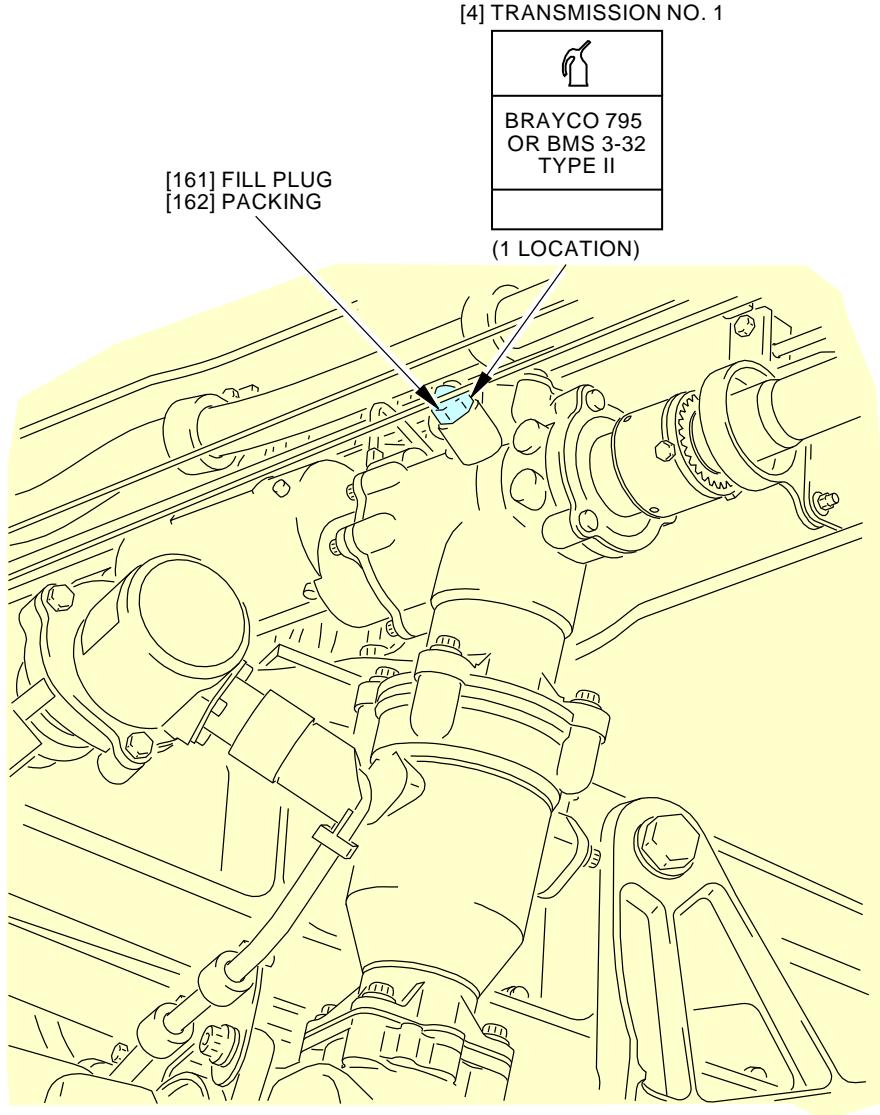
**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 8 of 9)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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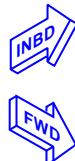
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-142-02-01 |
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|------|-------------|---------|------------------|--|



**TRANSMISSION NO. 1
(TRANSMISSION NO. 8 IS EQUIVALENT)**

1 POINT



**Trailing Edge Flap Transmission Fluid Replacement
Figure 1 (Sheet 9 of 9)**

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION UNIVERSAL OIL |
| | | D633A109-AKS 27-142-02-01 |

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AKS

737-600/700/800/900

TASK CARDS

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|-----------------|-------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-144-00-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 1000 FC | REPEAT 1000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 133 210 541 542 543 544 553 |
| | | | | | |

Lubricate the left wing trailing edge flap ballscrew assemblies and flap transmission universal joints.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | |
| | | D633A109-AKS 27-144-00-01 | Page 1 of 19 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
|--|---|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-802 | | | | |
| 1. Inboard Flap Inboard Ballscrew Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication SUBTASK 12-22-51-040-002 (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Inboard Ballscrew Lubrication (Table 1) SUBTASK 12-22-51-640-039 (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 1 Inboard Flap Inboard Ballscrew Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | No. 4 Ballscrew Nut (No. 5 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 2 | No. 4 U-Joint (No. 5 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |
| SUBTASK 12-22-51-640-003 (2) Lubricate the ballscrew nut with grease, D00633. <u>NOTE:</u> Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | |
| SUBTASK 12-22-51-640-004 (3) Lubricate the fittings on the U-joint with grease, D00633. <u>NOTE:</u> There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them. | | | | |
| C. Put the Airplane Back to Its Initial Condition SUBTASK 12-22-51-440-002 (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
|---|---|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-803 | | | | |
| 2. Inboard Flap Outboard Ballscrew and Gimbal Lubrication (Figure 2) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-003 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-003 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Outboard Ballscrew and Gimbal Lubrication (Table 2) | | | | |
| SUBTASK 12-22-51-640-040 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 2 Inboard Flap Outboard Ballscrew and Gimbal Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 2 | No. 3 Ballscrew Nut (No. 6 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 4 | No. 3 U-Joint (No. 6 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |
| SUBTASK 12-22-51-640-005 | | | | |
| (2) Lubricate the ballscrew nut with grease, D00633. | | | | |
| NOTE: Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | |
| SUBTASK 12-22-51-640-007 | | | | |
| (3) Lubricate the fittings on the U-joint with grease, D00633. | | | | |
| NOTE: There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-003 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-004 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
|---|---|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-804 | | | | |
| 3. Outboard Flap Inboard Ballscrew and Gimbal Lubrication (Figure 3) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-51-860-005 | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 12-22-51-040-004 | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Outboard Flap Inboard Ballscrew and Gimbal Lubrication (Table 3) | | | | |
| SUBTASK 12-22-51-640-041 | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 3 Outboard Flap Inboard Ballscrew and Gimbal Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 3 | No. 2 Ballscrew Nut (No. 7 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 4 | No. 2 U-Joint (No. 7 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |
| SUBTASK 12-22-51-640-008 | | | | |
| (2) Lubricate the ballscrew nut with grease, D00633. | | | | |
| NOTE: Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | |
| SUBTASK 12-22-51-640-010 | | | | |
| (3) Lubricate the fittings on the U-joint with grease, D00633. | | | | |
| NOTE: There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-004 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-006 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
|---|---|----------------|-----------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-805 | | | | |
| 4. Outboard Flap Outboard Ballscrew and Gimbal Lubrication (Figure 4) | | | | |
| <p>A. Prepare for the Lubrication</p> <p>SUBTASK 12-22-51-860-007</p> <p>(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.</p> <p>SUBTASK 12-22-51-040-005</p> <p>(2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.</p> | | | | |
| <p>B. Outboard Flap Outboard Ballscrew and Gimbal Lubrication (Table 4)</p> <p>SUBTASK 12-22-51-640-042</p> <p>(1) This table supplies data for the subsequent lubrication steps:</p> | | | | |
| Table 4 Outboard Flap Outboard Ballscrew and Gimbal Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 3 | No. 1 Ballscrew Nut (No. 8 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 4 | No. 1 U-Joint (No. 8 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |
| <p>SUBTASK 12-22-51-640-011</p> <p>(2) Lubricate the ballscrew nut with grease, D00633.</p> <p><u>NOTE:</u> Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.</p> | | | | |
| <p>SUBTASK 12-22-51-640-013</p> <p>(3) Lubricate the fittings on the U-joint with grease, D00633.</p> <p><u>NOTE:</u> There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them.</p> | | | | |
| <p>C. Put the Airplane Back to Its Initial Condition</p> <p>SUBTASK 12-22-51-440-005</p> <p>(1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.</p> <p>SUBTASK 12-22-51-860-008</p> <p>(2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.</p> | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
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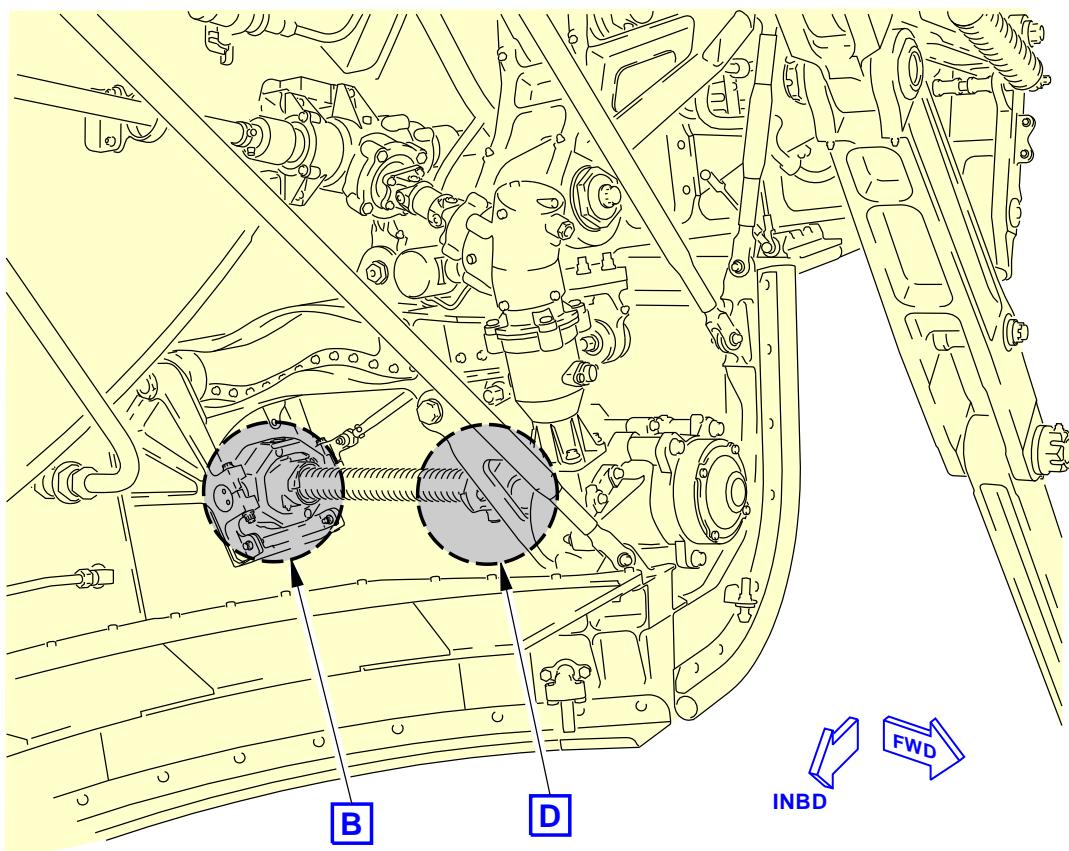
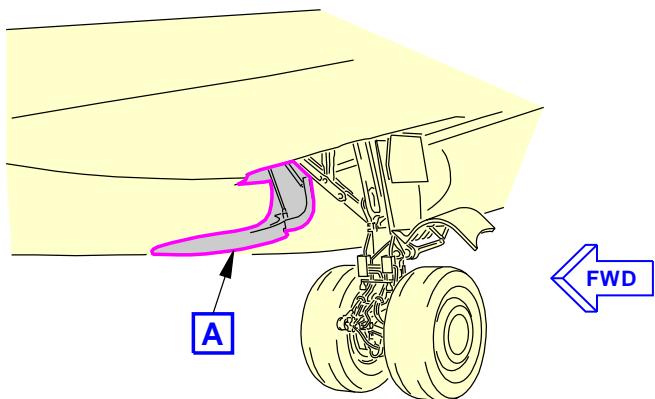
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-01

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

A

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**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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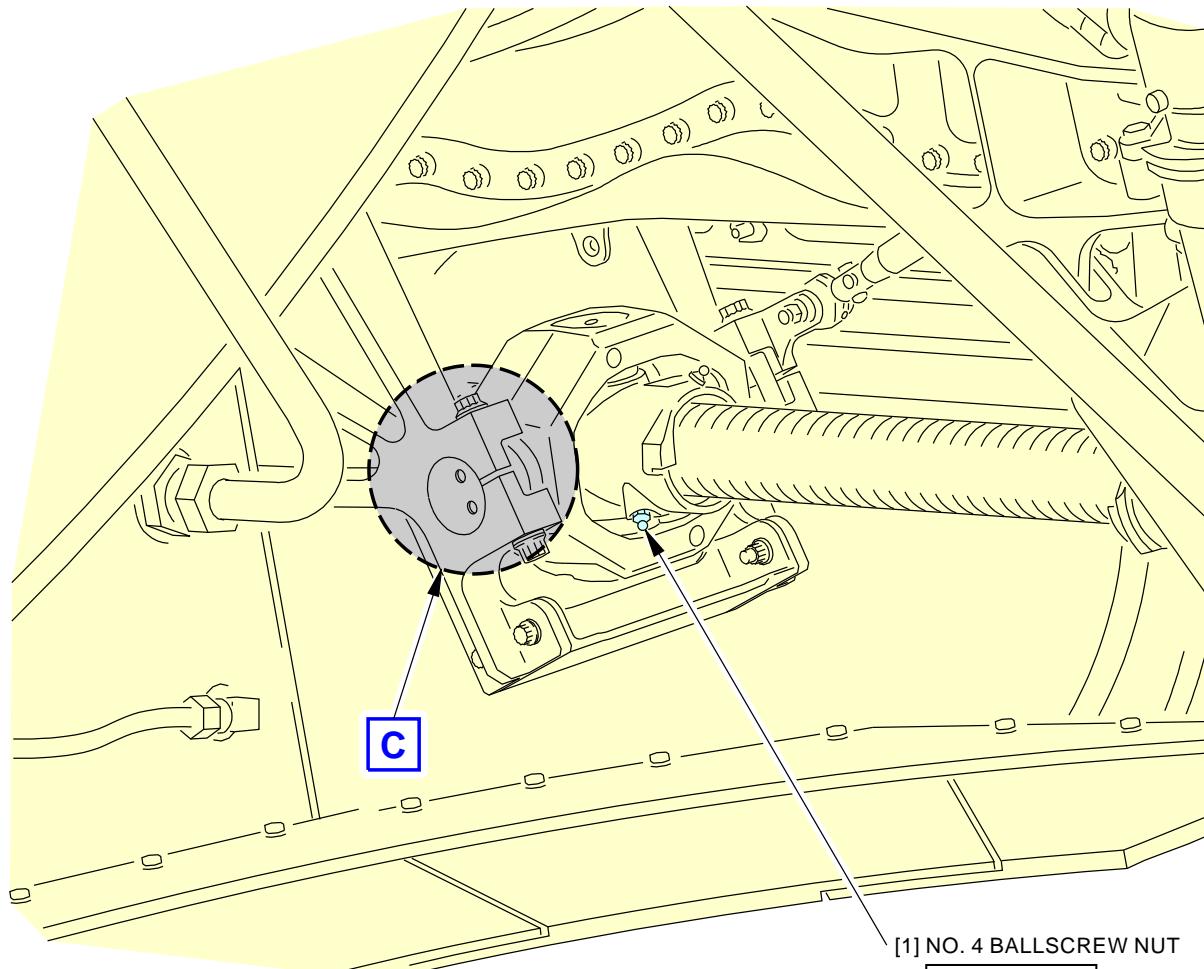
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-01

1 THE BALLSCREW NUT HAS
TWO GREASE FITTINGS. IT
IS ONLY NECESSARY TO
GREASE ONE OF THEM.

1 POINT

B

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**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 2 of 3)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

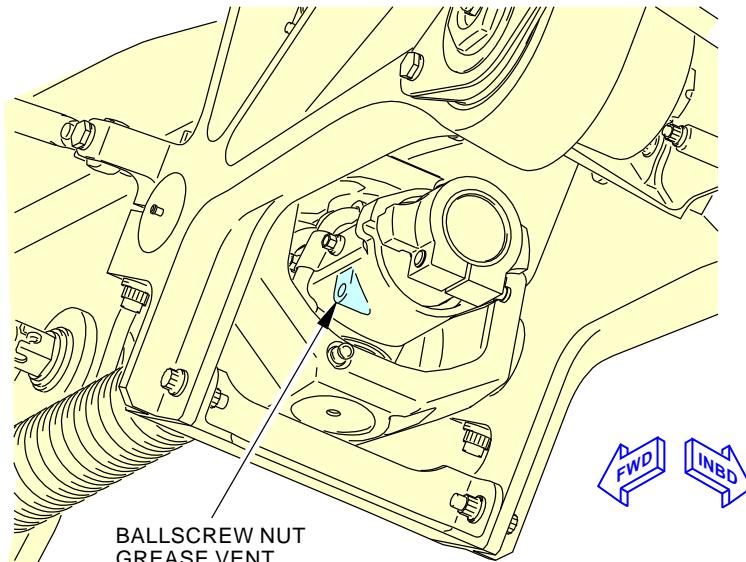
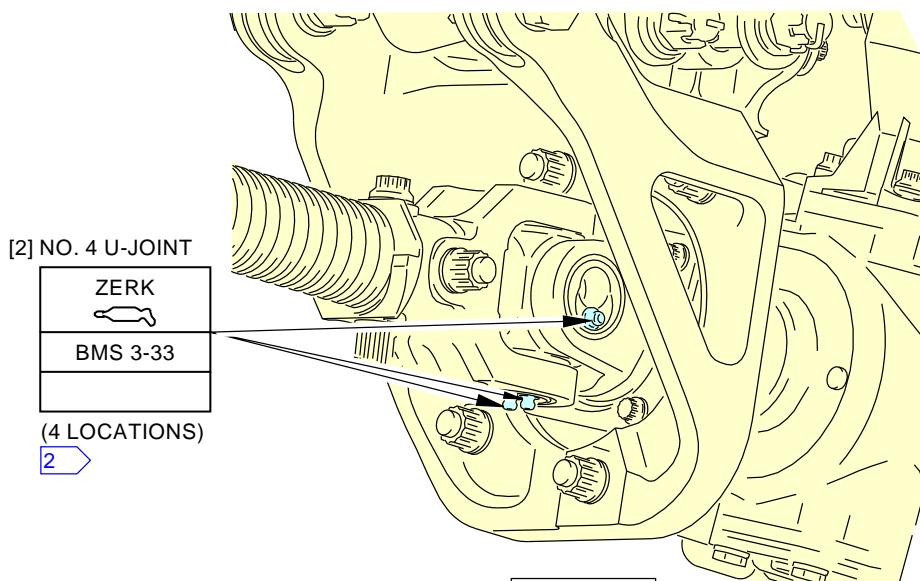
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-01**C**

2 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

D

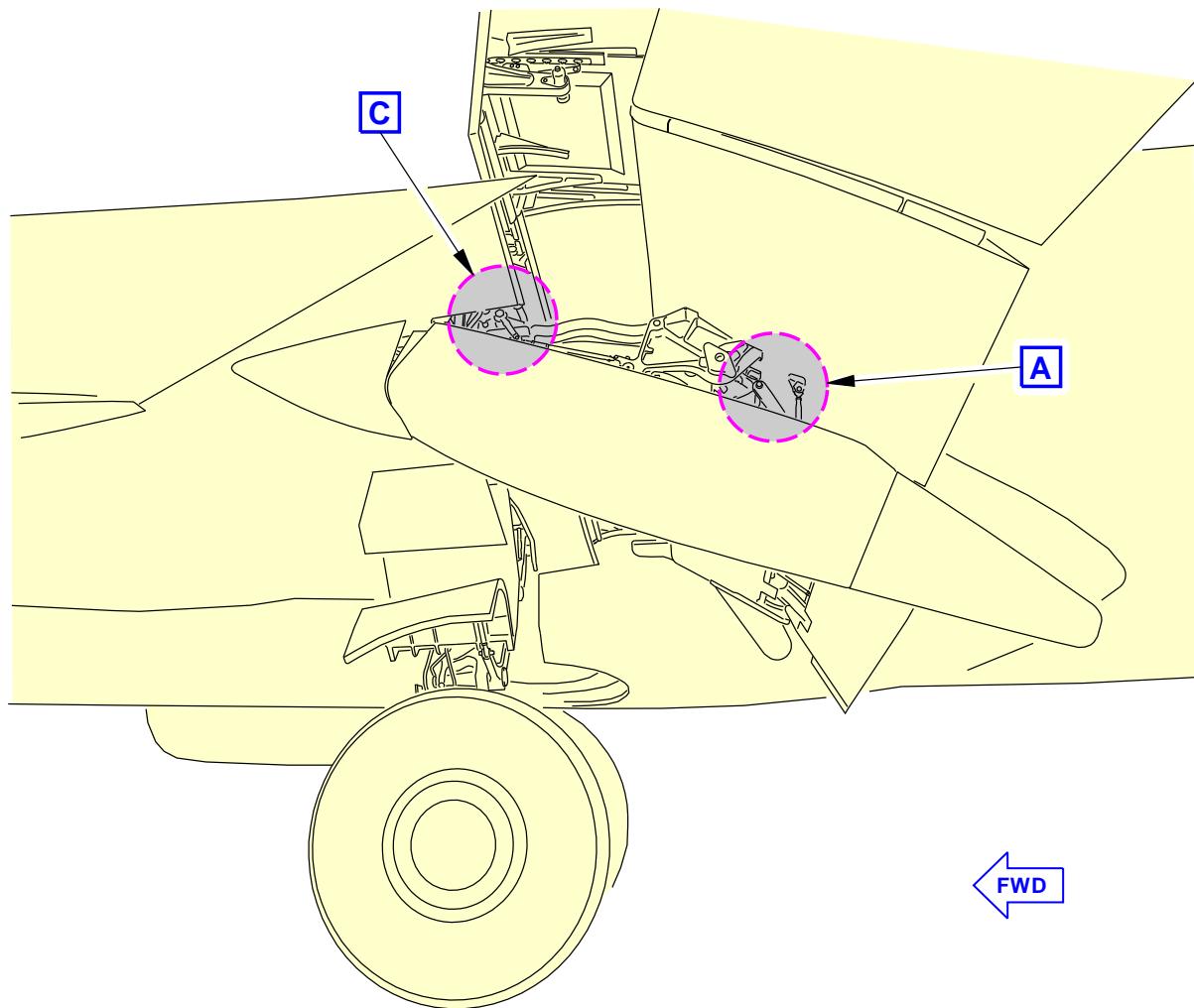
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**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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| | | | | 27-144-00-01 |



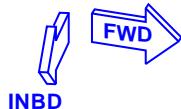
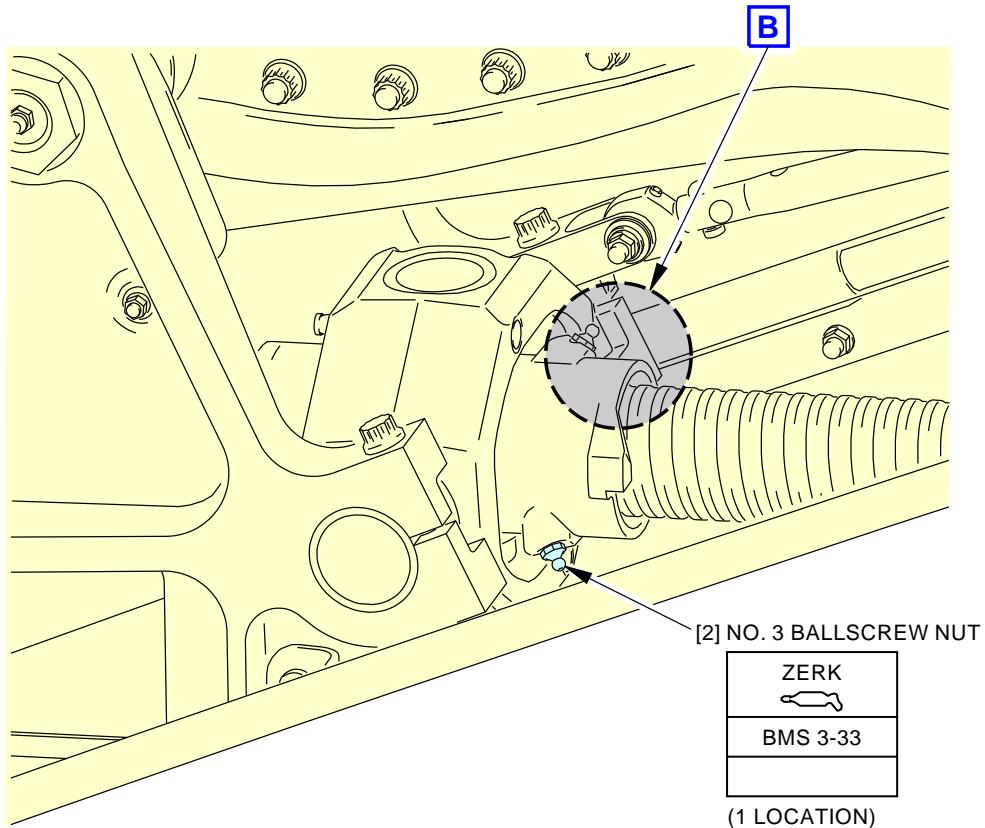
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**Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 1 of 3)**

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | |
| | | D633A109-AKS 27-144-00-01 | Page 9 of 19 Jun 15/2015 |

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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
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1 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

1 POINT



2 THE BALLSCREW NUT HAS
TWO GREASE FITTINGS. IT
IS ONLY NECESSARY TO
GREASE ONE OF THEM.

**Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 2 of 3)**

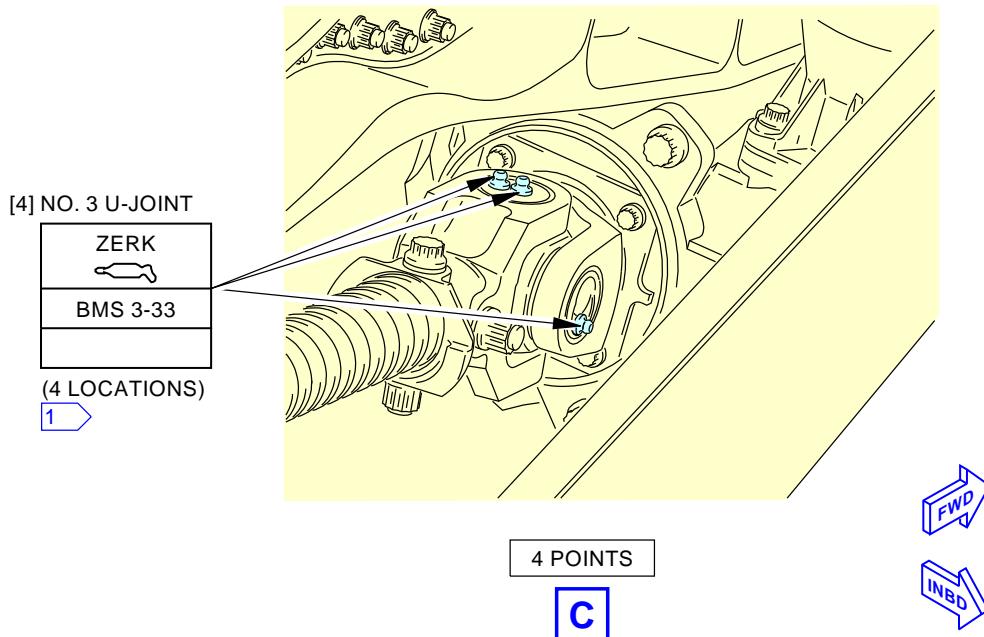
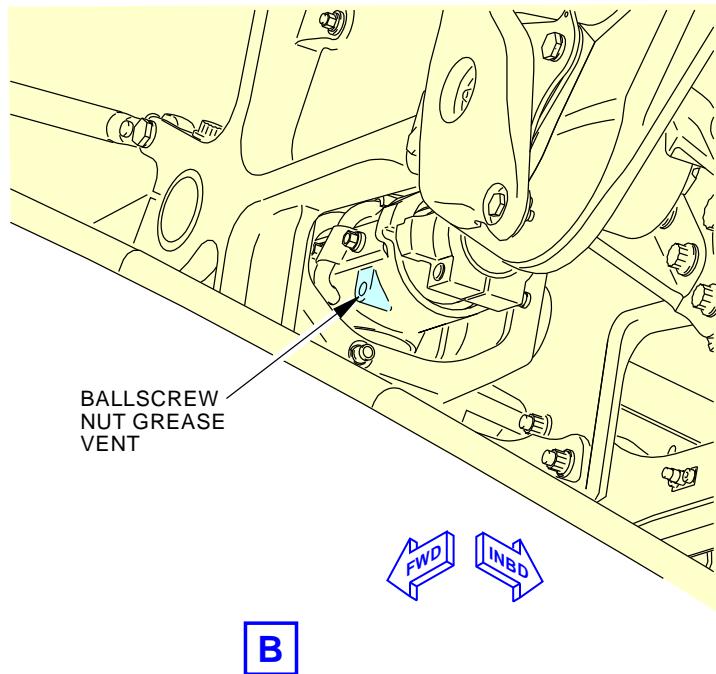
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-01 |
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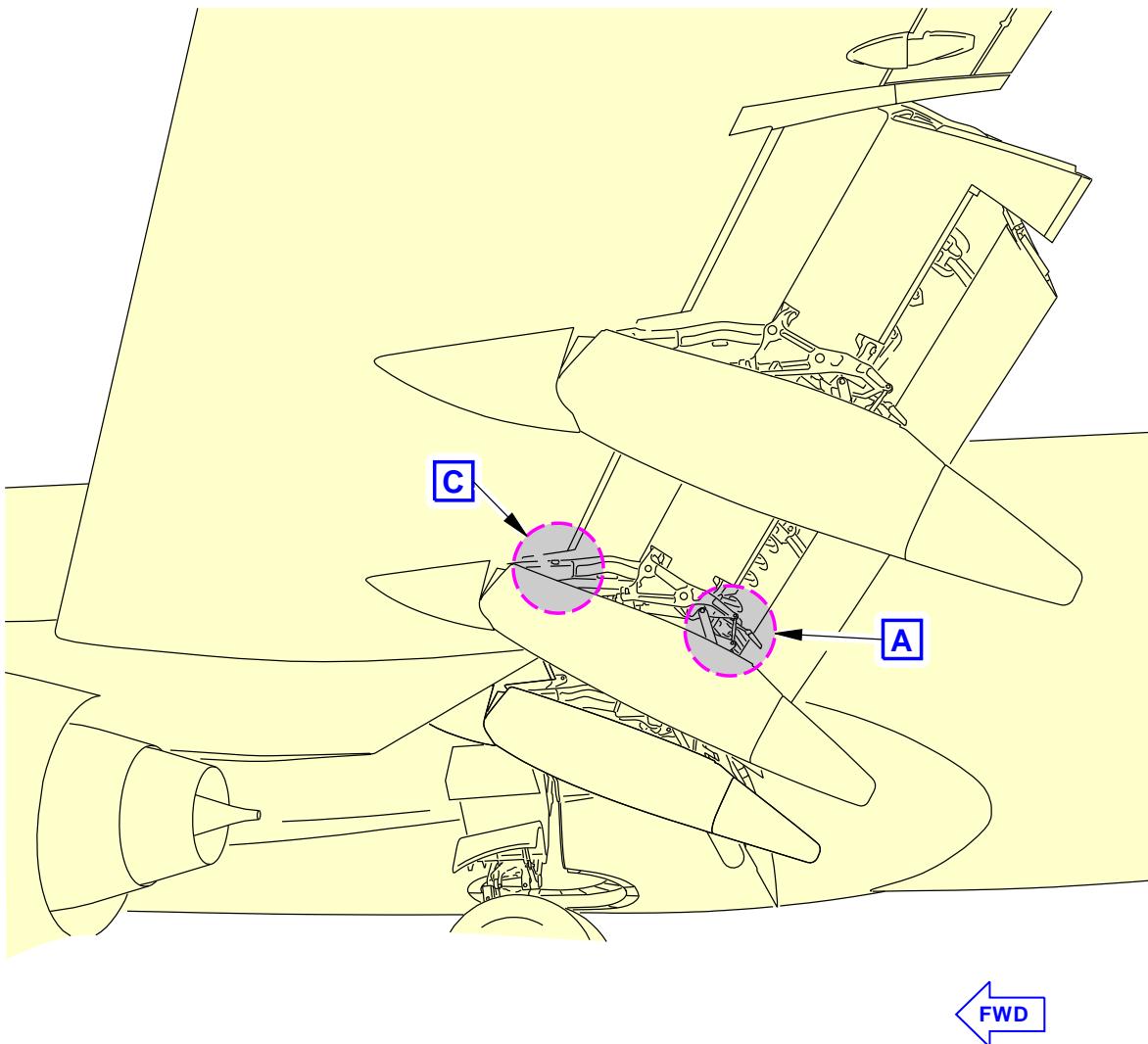
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**Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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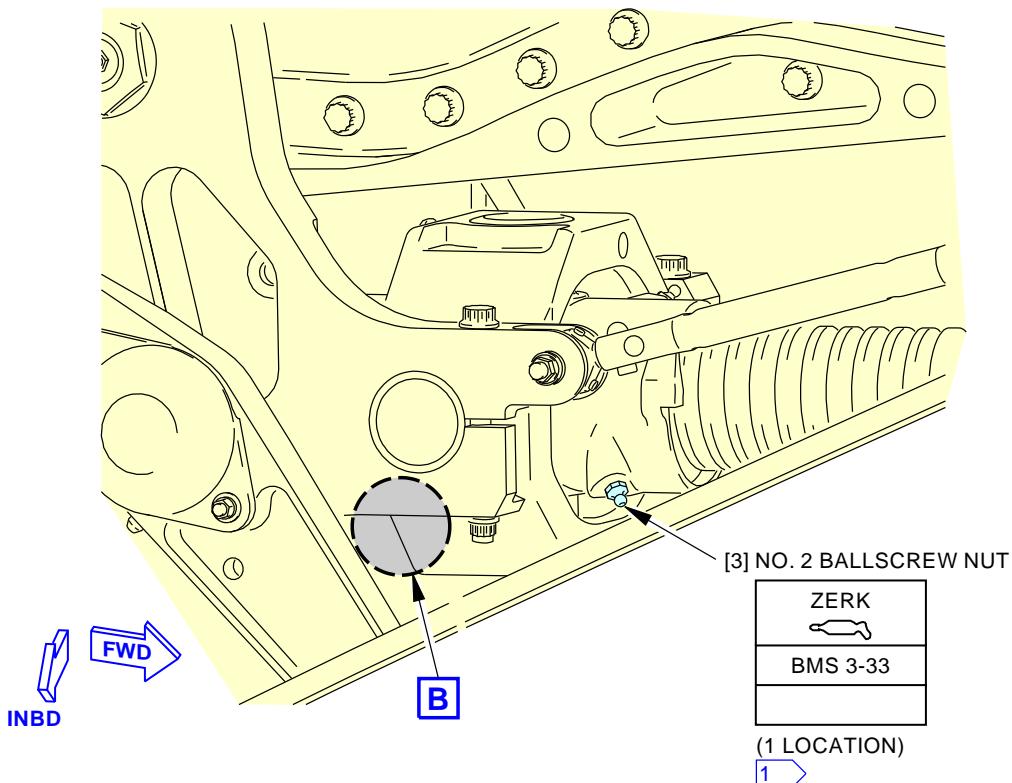
**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-01 |



- 1 THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.

**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 2 of 4)**

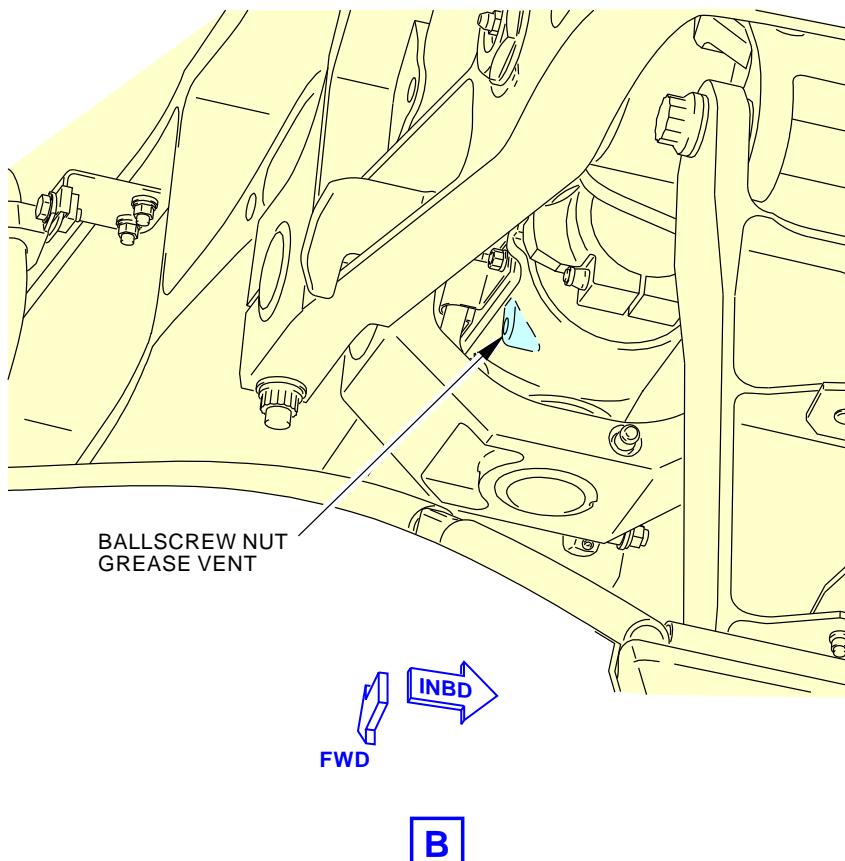
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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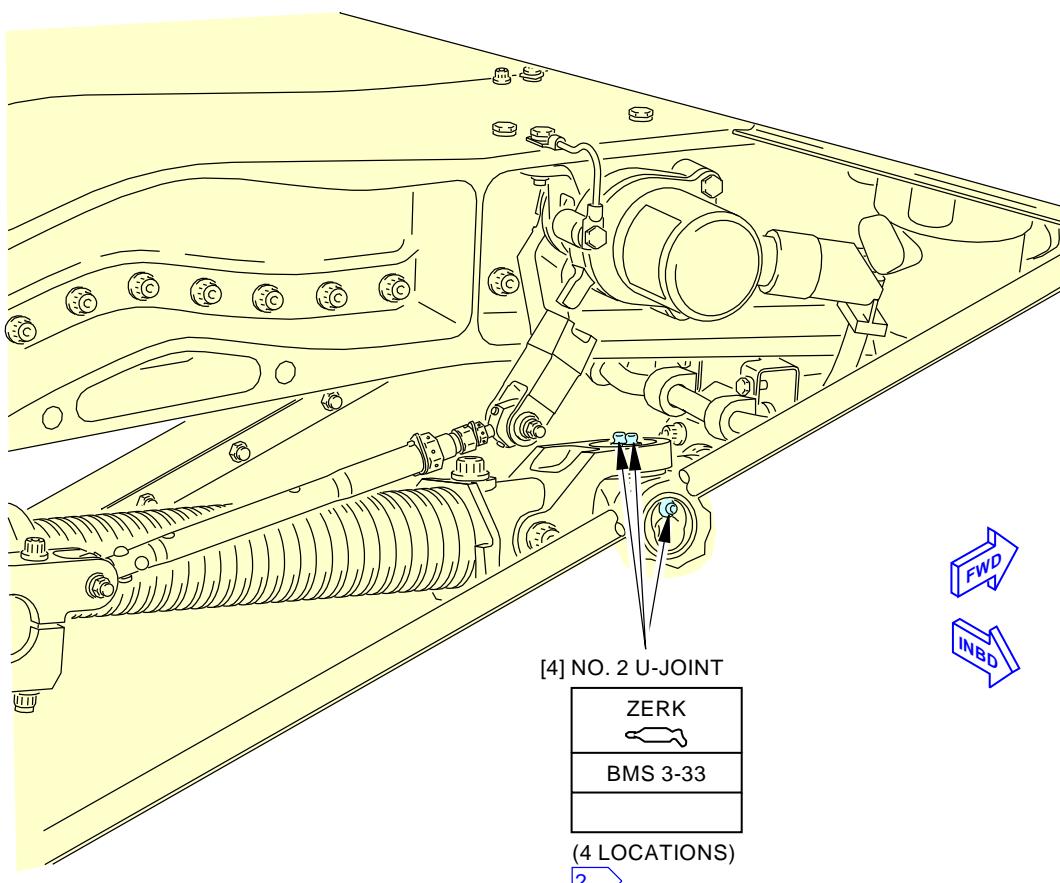
**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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TASK CARDS**

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| | | | | 27-144-00-01 |



ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 4 of 4)**

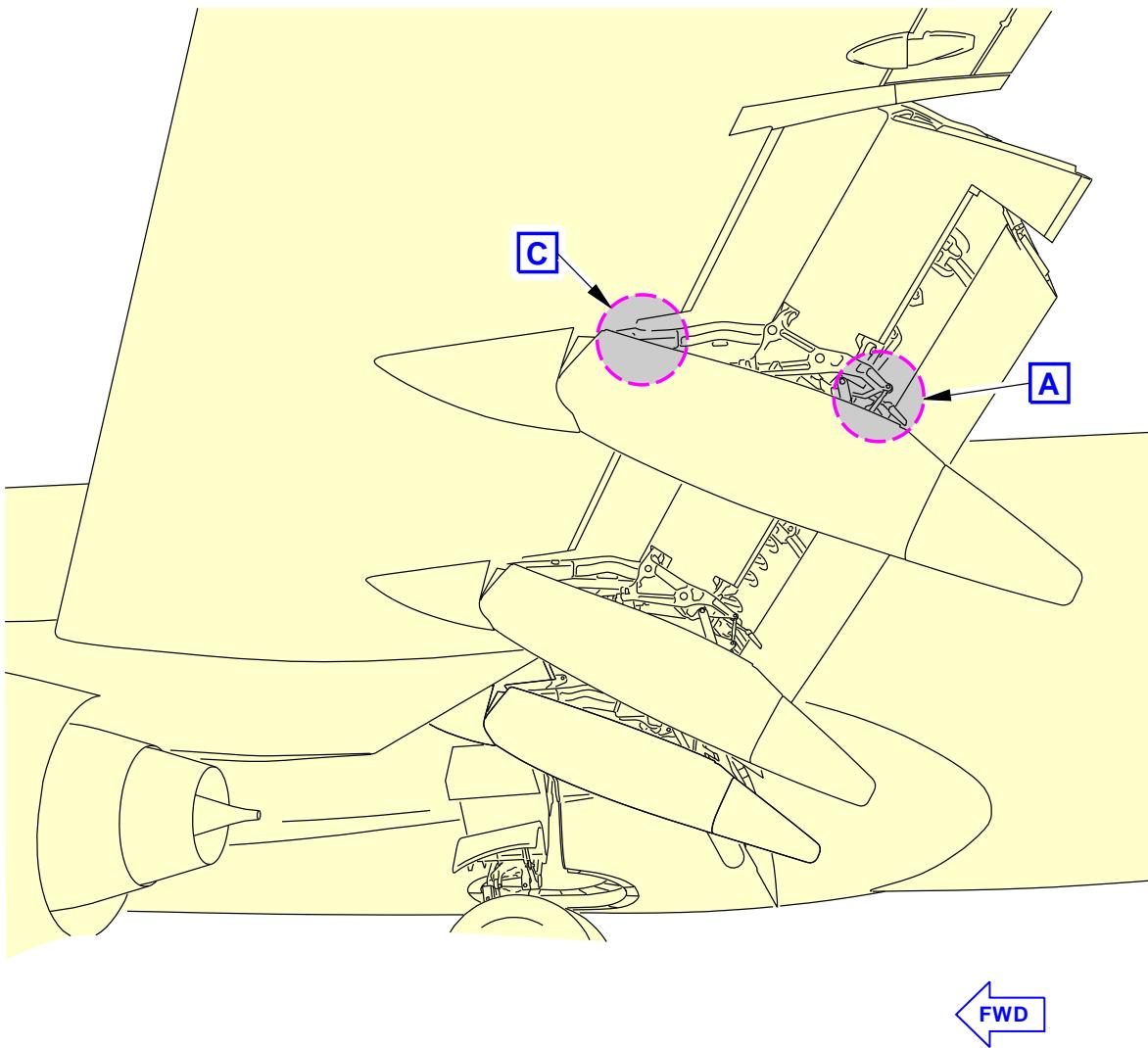
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
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|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-01 |



**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 1 of 4)**

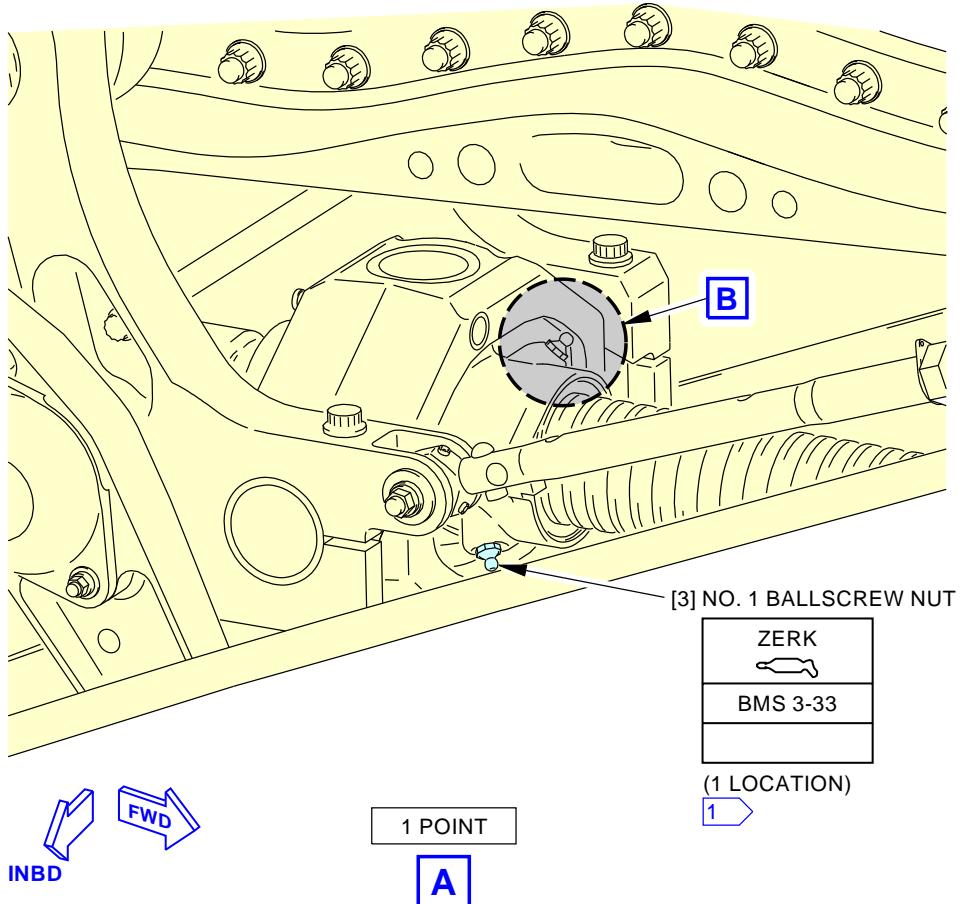
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
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| | | | | 27-144-00-01 |



- 1 THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.

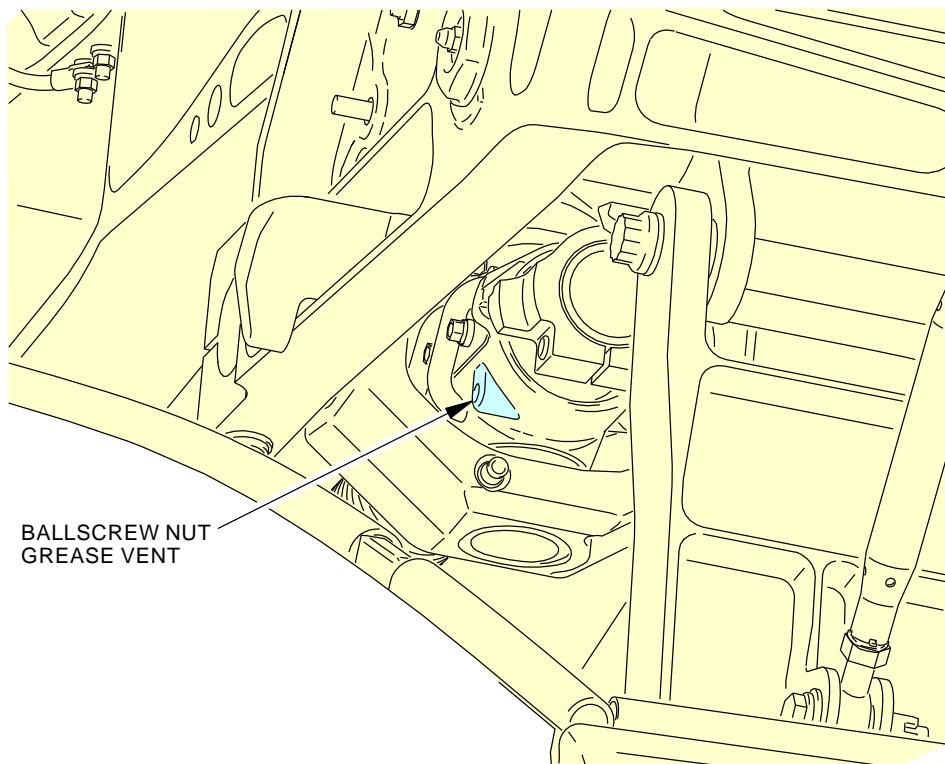
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**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-01 |



FWD INBD

B

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**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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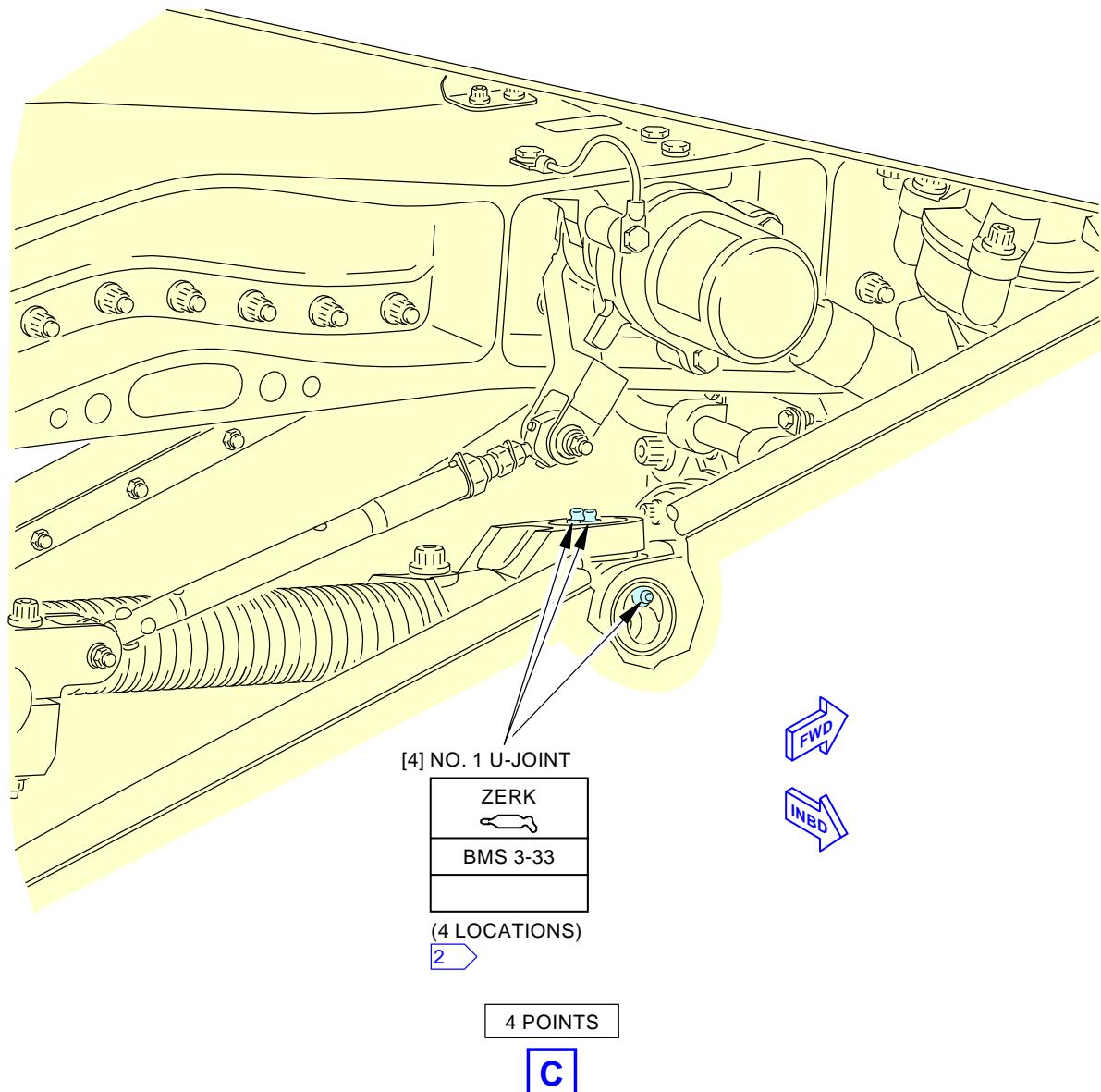
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-01

2 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

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**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-01 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | | | BOEING CARD NO. 27-144-00-02 |
| DATE | TASK LUBRICATE | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 1000 FC | REPEAT 1000 FC | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| STATION | SKILL AIRPL | ACCESS NOTE | | | ZONE 134 210 641 642 643 644 653 |
| | | | | | |

Lubricate the right wing trailing edge flap ballscrew assemblies and flap transmission universal joints.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | | |
|-------------------------------|----------------------|---|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | |
| | | D633A109-AKS 27-144-00-02 | Page 1 of 19 Jun 15/2015 |

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

| | | | | |
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-02 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-802

MECH

INSP

1. Inboard Flap Inboard Ballscrew Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-002

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

B. Inboard Flap Inboard Ballscrew Lubrication

(Table 1)

SUBTASK 12-22-51-640-039

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Inboard Flap Inboard Ballscrew Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| 1 | No. 4 Ballscrew Nut (No. 5 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 2 | No. 4 U-Joint (No. 5 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |

SUBTASK 12-22-51-640-003

- (2) Lubricate the ballscrew nut with grease, D00633.

NOTE: Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

SUBTASK 12-22-51-640-004

- (3) Lubricate the fittings on the U-joint with grease, D00633.

NOTE: There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-002

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

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|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-02 |
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TASK 12-22-51-640-803

MECH

INSP

2. Inboard Flap Outboard Ballscrew and Gimbal Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-003

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-003

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

B. Inboard Flap Outboard Ballscrew and Gimbal Lubrication

(Table 2)

SUBTASK 12-22-51-640-040

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Inboard Flap Outboard Ballscrew and Gimbal Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| 2 | No. 3 Ballscrew Nut (No. 6 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| 4 | No. 3 U-Joint (No. 6 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 |

SUBTASK 12-22-51-640-005

- (2) Lubricate the ballscrew nut with grease, D00633.

NOTE: Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

SUBTASK 12-22-51-640-007

- (3) Lubricate the fittings on the U-joint with grease, D00633.

NOTE: There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-003

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

SUBTASK 12-22-51-860-004

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-02 | MECH | INSP |
|--|---|------------------|------------------------------|--|------|------|
| | | | | | | |
| TASK 12-22-51-640-804 | | | | | | |
| 3. Outboard Flap Inboard Ballscrew and Gimbal Lubrication | | | | | | |
| (Figure 3) | | | | | | |
| A. Prepare for the Lubrication | | | | | | |
| SUBTASK 12-22-51-860-005 | | | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | | | |
| SUBTASK 12-22-51-040-004 | | | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | | | |
| B. Outboard Flap Inboard Ballscrew and Gimbal Lubrication | | | | | | |
| (Table 3) | | | | | | |
| SUBTASK 12-22-51-640-041 | | | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | | | |
| Table 3 Outboard Flap Inboard Ballscrew and Gimbal Servicing | | | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | | |
| 3 | No. 2 Ballscrew Nut (No. 7 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 | | |
| 4 | No. 2 U-Joint (No. 7 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 | | |
| SUBTASK 12-22-51-640-008 | | | | | | |
| (2) Lubricate the ballscrew nut with grease, D00633. | | | | | | |
| <u>NOTE:</u> Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | | | |
| SUBTASK 12-22-51-640-010 | | | | | | |
| (3) Lubricate the fittings on the U-joint with grease, D00633. | | | | | | |
| <u>NOTE:</u> There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them. | | | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | | | |
| SUBTASK 12-22-51-440-004 | | | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | | | |
| SUBTASK 12-22-51-860-006 | | | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | | | |
| ———— END OF TASK ———— | | | | | | |

| | | | |
|-------------------------------|----------------------|---|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | |
| | | D633A109-AKS 27-144-00-02 | Page 4 of 19 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-02 | MECH | INSP |
|--|---|------------------|------------------------------|--|------|------|
| | | | | | | |
| TASK 12-22-51-640-805 | | | | | | |
| 4. Outboard Flap Outboard Ballscrew and Gimbal Lubrication | | | | | | |
| (Figure 4) | | | | | | |
| A. Prepare for the Lubrication | | | | | | |
| SUBTASK 12-22-51-860-007 | | | | | | |
| (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | | | |
| SUBTASK 12-22-51-040-005 | | | | | | |
| (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | | | |
| B. Outboard Flap Outboard Ballscrew and Gimbal Lubrication | | | | | | |
| (Table 4) | | | | | | |
| SUBTASK 12-22-51-640-042 | | | | | | |
| (1) This table supplies data for the subsequent lubrication steps: | | | | | | |
| Table 4 Outboard Flap Outboard Ballscrew and Gimbal Servicing | | | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | | |
| 3 | No. 1 Ballscrew Nut (No. 8 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 | | |
| 4 | No. 1 U-Joint (No. 8 U-Joint is Equivalent) | grease, D00633 | Zerk | 4 | | |
| SUBTASK 12-22-51-640-011 | | | | | | |
| (2) Lubricate the ballscrew nut with grease, D00633. | | | | | | |
| <u>NOTE:</u> Put grease in the ballscrew nut until new grease comes out of the vent. The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | | | |
| SUBTASK 12-22-51-640-013 | | | | | | |
| (3) Lubricate the fittings on the U-joint with grease, D00633. | | | | | | |
| <u>NOTE:</u> There are four lubrication fittings on the U-joint. It is necessary to lubricate all of them. | | | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | | | |
| SUBTASK 12-22-51-440-005 | | | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | | | |
| SUBTASK 12-22-51-860-008 | | | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | | | |
| ———— END OF TASK ———— | | | | | | |

| | | | |
|-------------------------------|----------------------|---|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS | |
| | | D633A109-AKS 27-144-00-02 | Page 5 of 19 Jun 15/2016 |

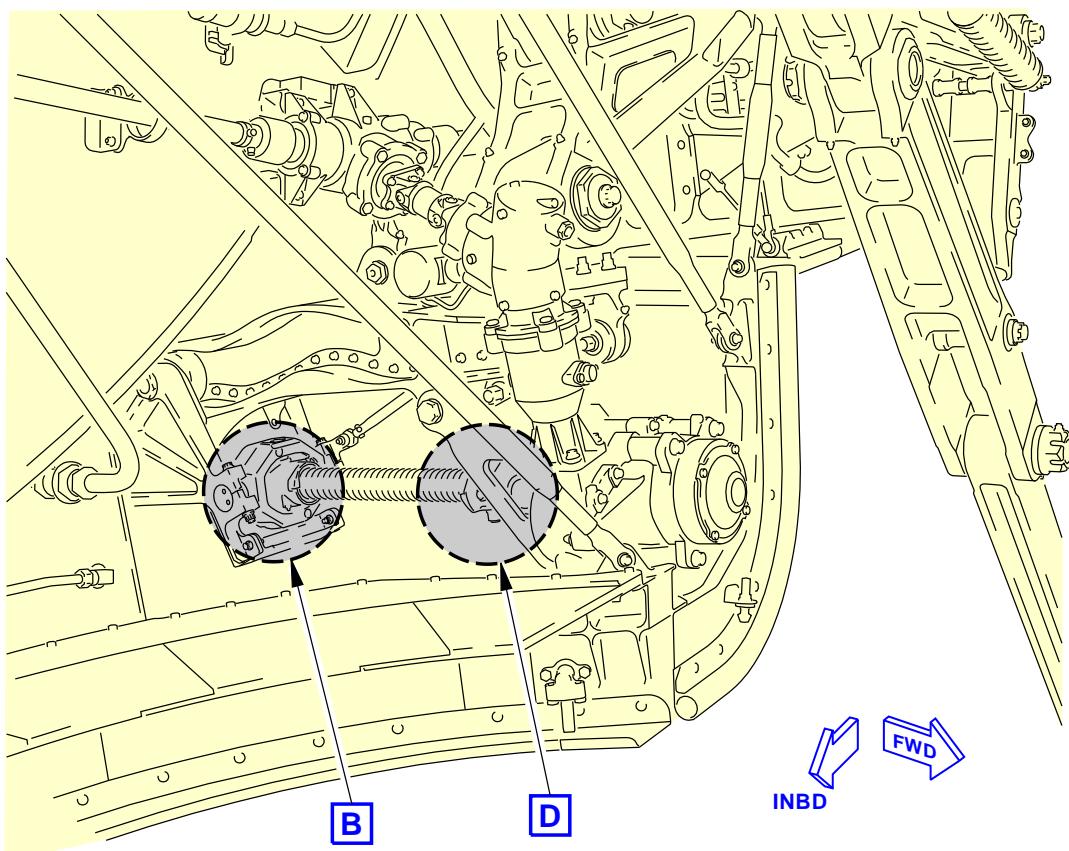
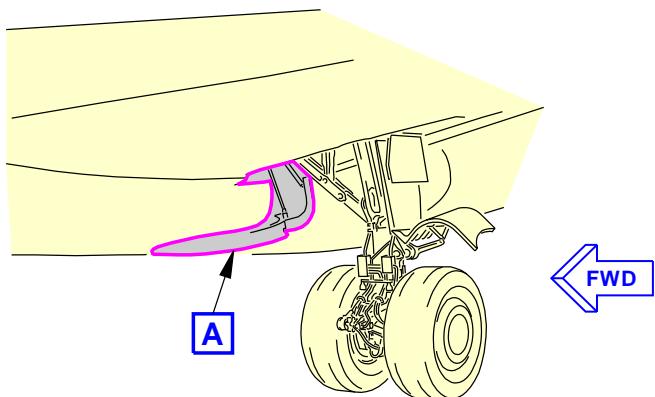
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02

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

A

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**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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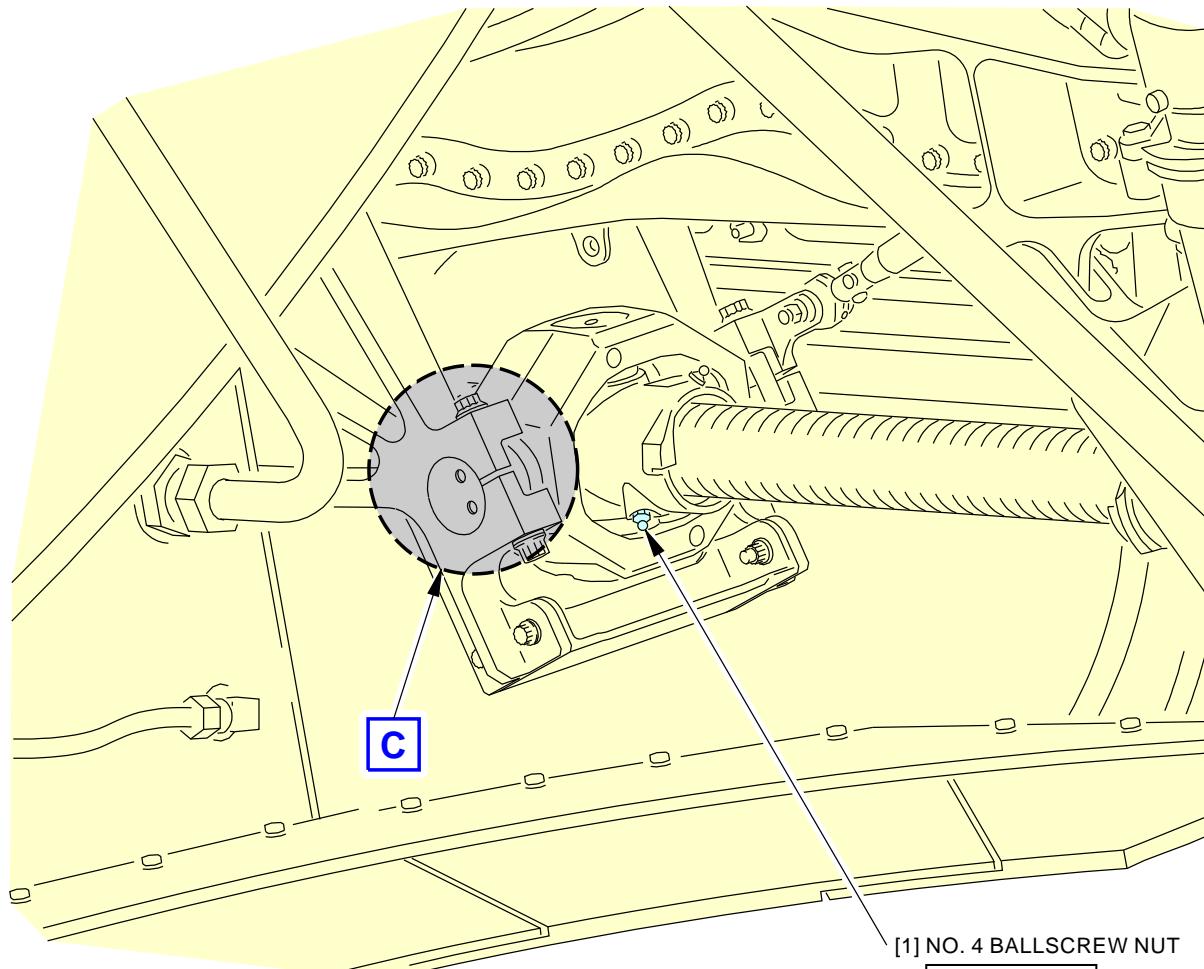
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02

1 THE BALLSCREW NUT HAS
TWO GREASE FITTINGS. IT
IS ONLY NECESSARY TO
GREASE ONE OF THEM.

**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 2 of 3)**

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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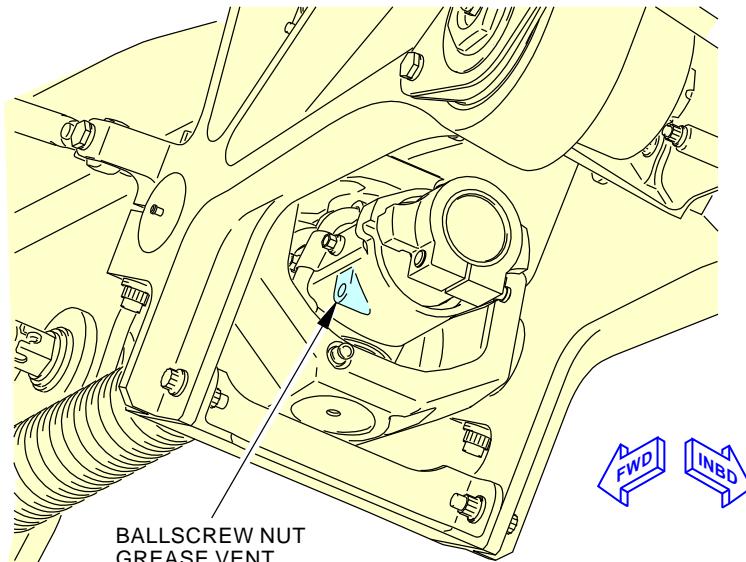
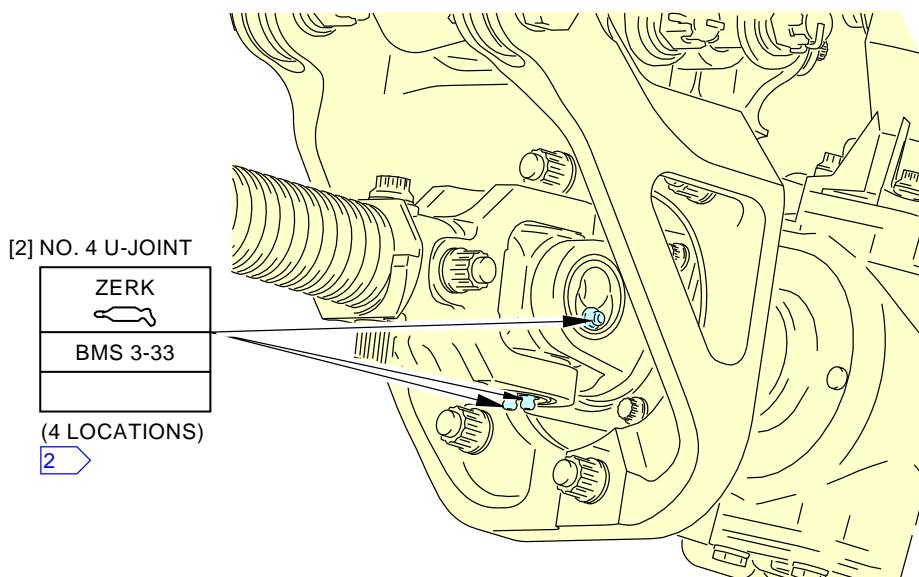
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02**C****D**

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**Inboard Flap Inboard Ballscrew Servicing
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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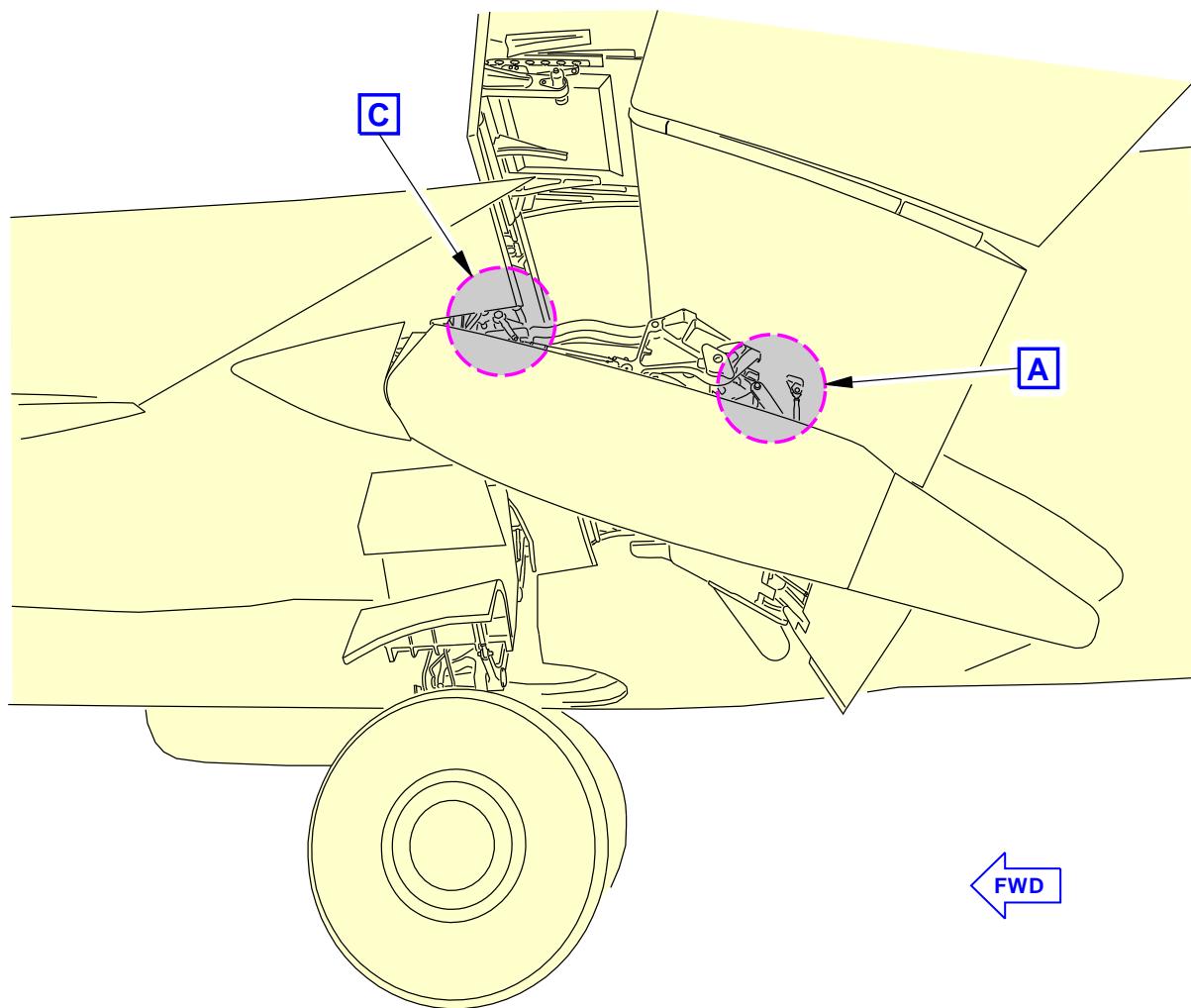
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02

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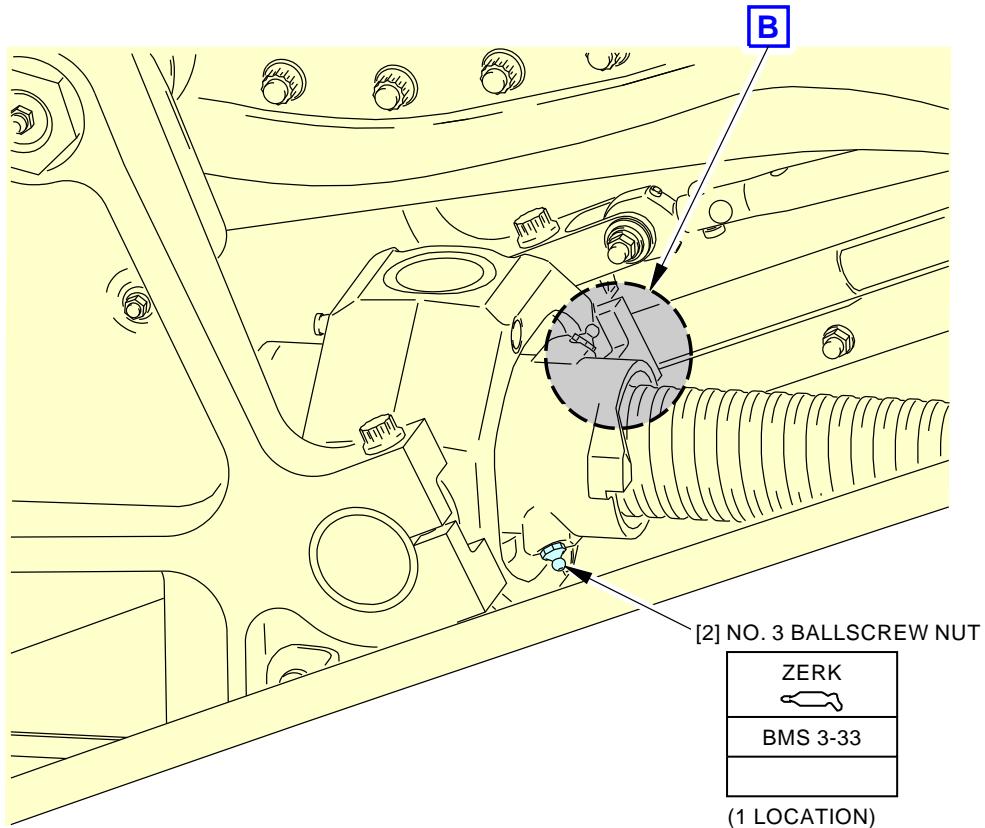
**Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-144-00-02 |
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|------|-------------|---------|------------------|--|



1 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

1 POINT



2 THE BALLSCREW NUT HAS
TWO GREASE FITTINGS. IT
IS ONLY NECESSARY TO
GREASE ONE OF THEM.

Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 2 of 3)

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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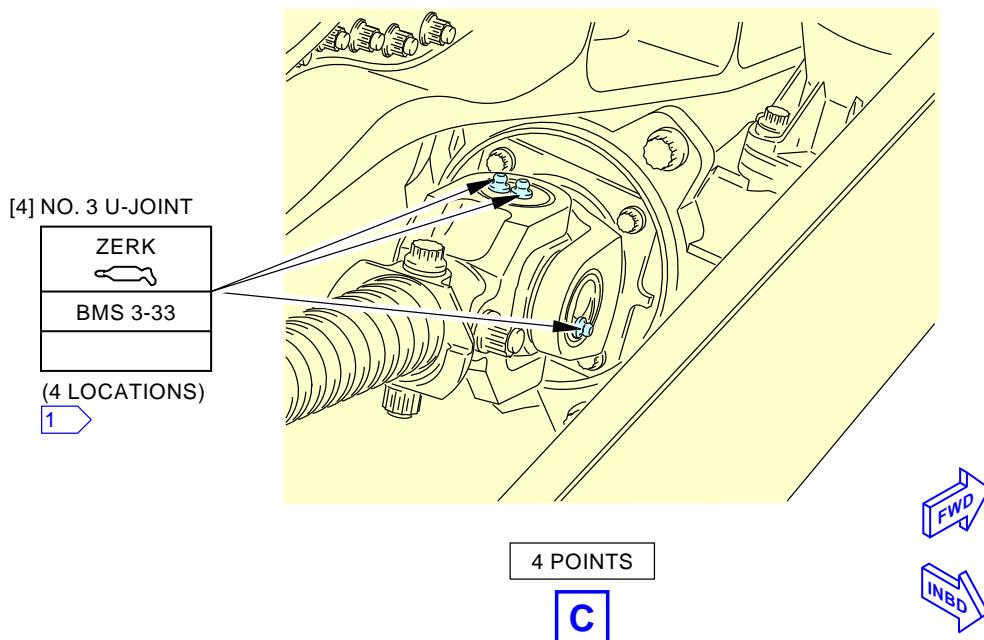
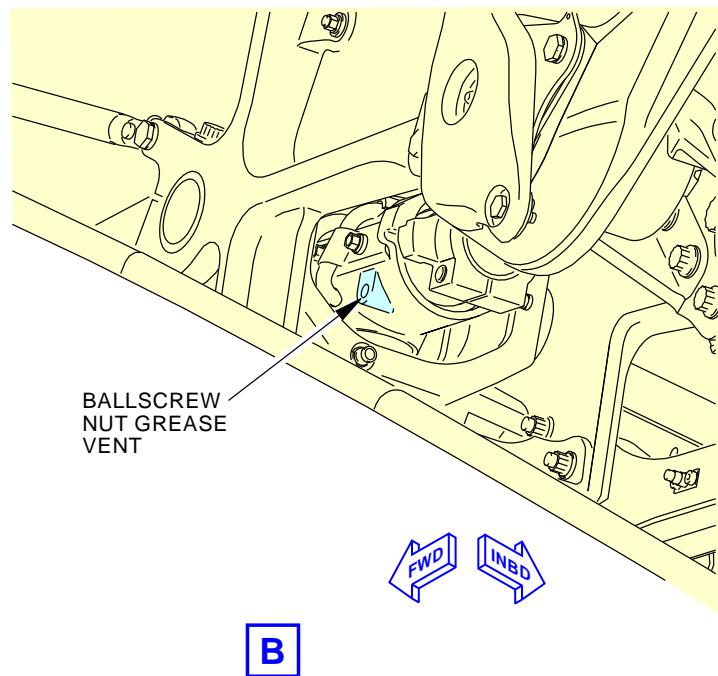
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02

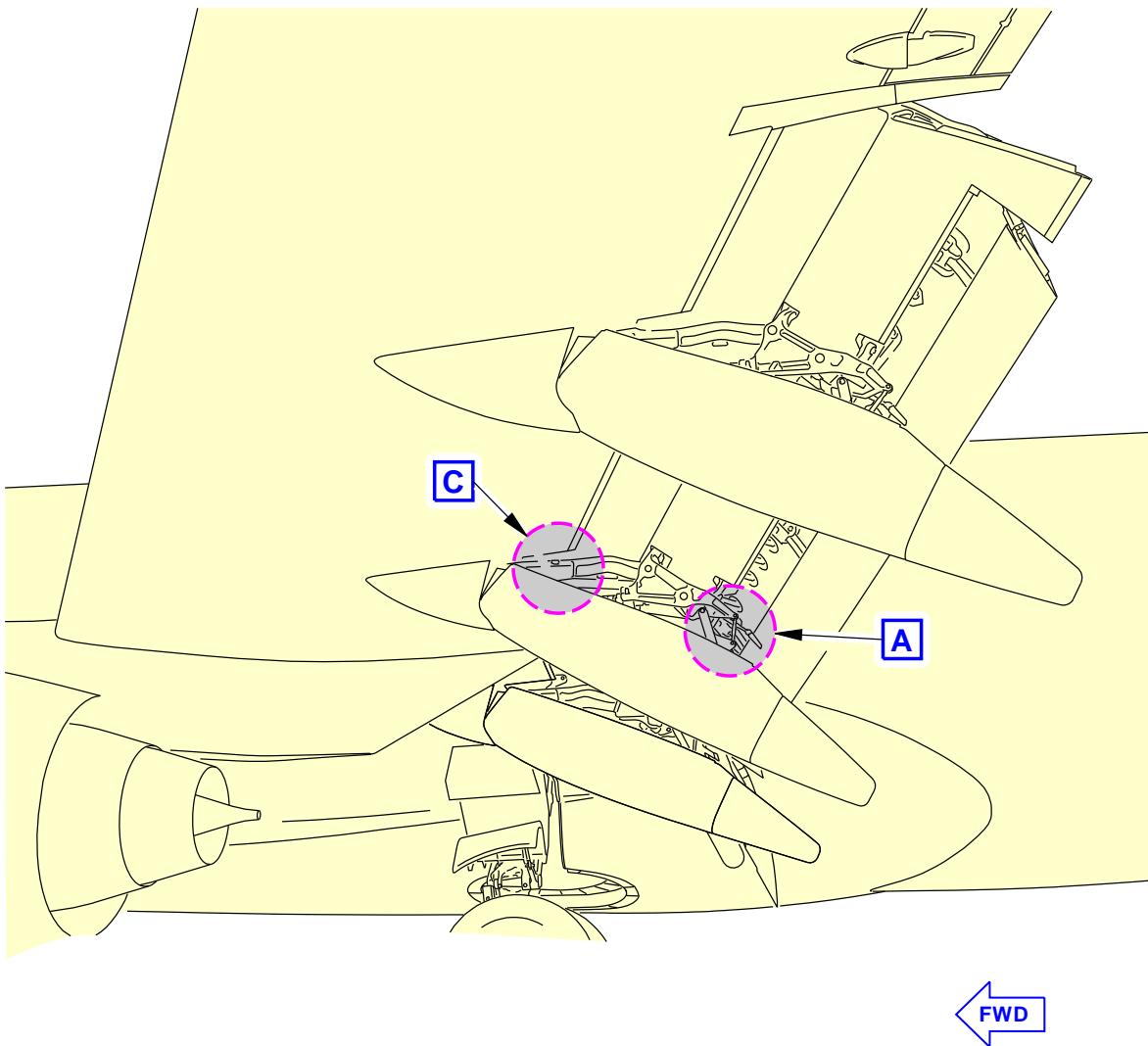
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**Inboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 2 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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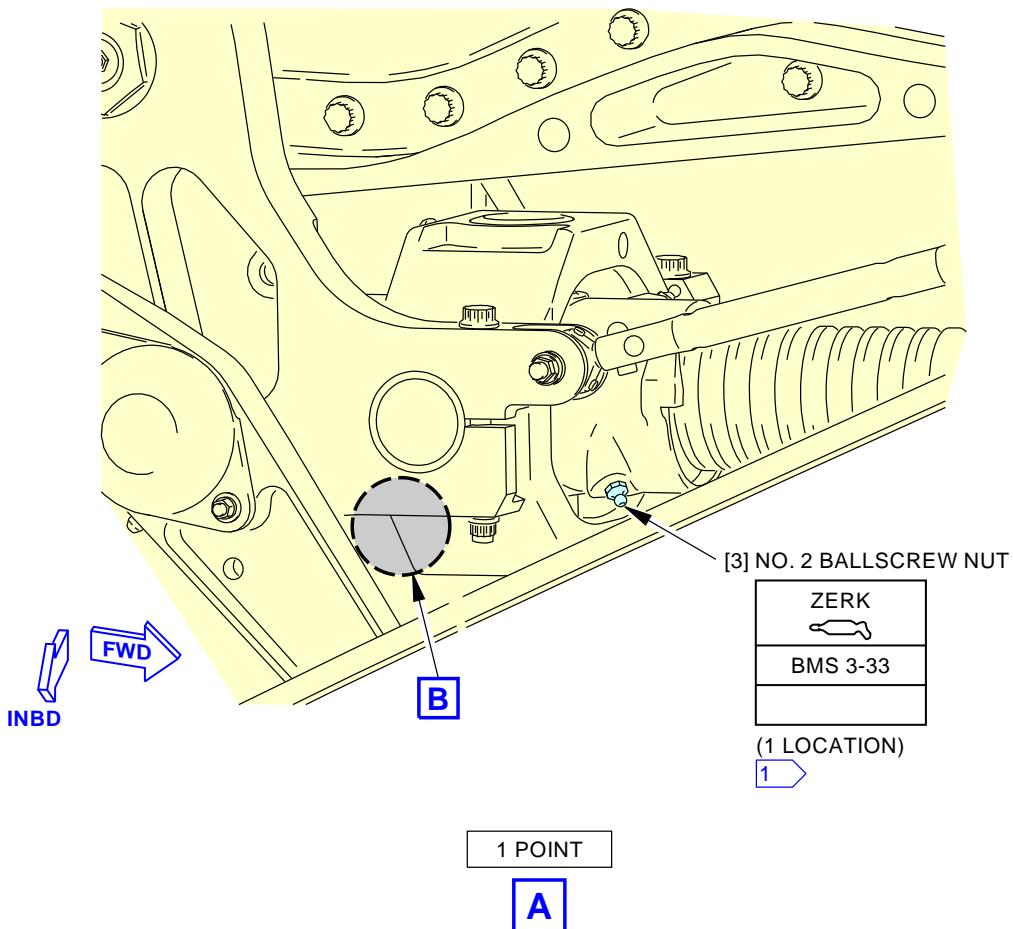
**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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AKS**737-600/700/800/900
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| | | | | 27-144-00-02 |



**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 2 of 4)**

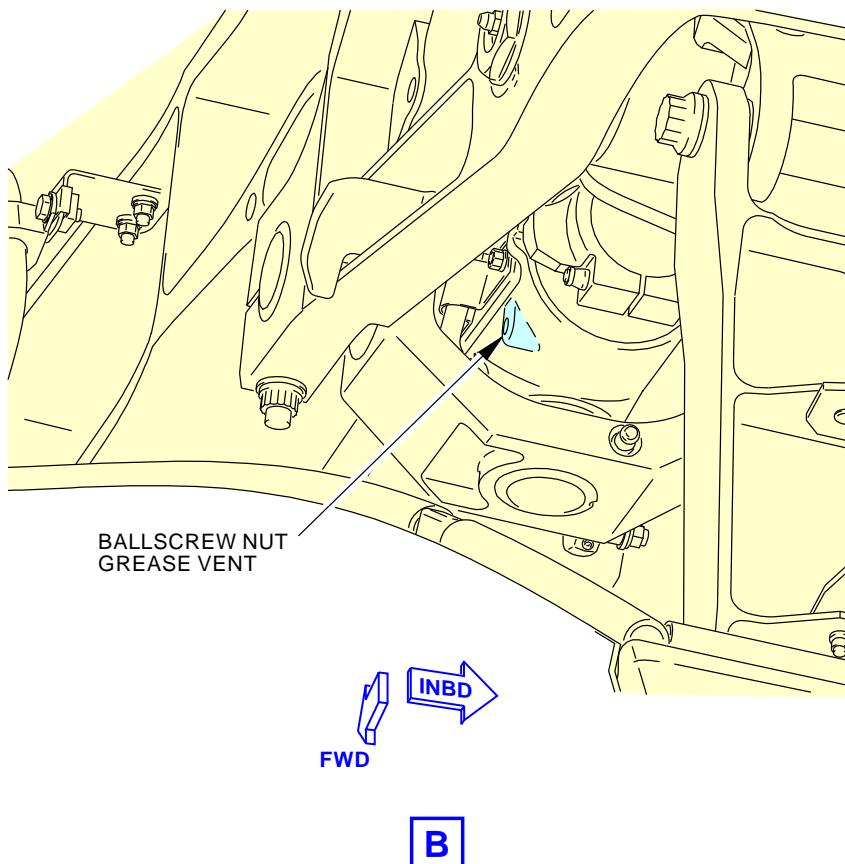
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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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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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| | | | | 27-144-00-02 |



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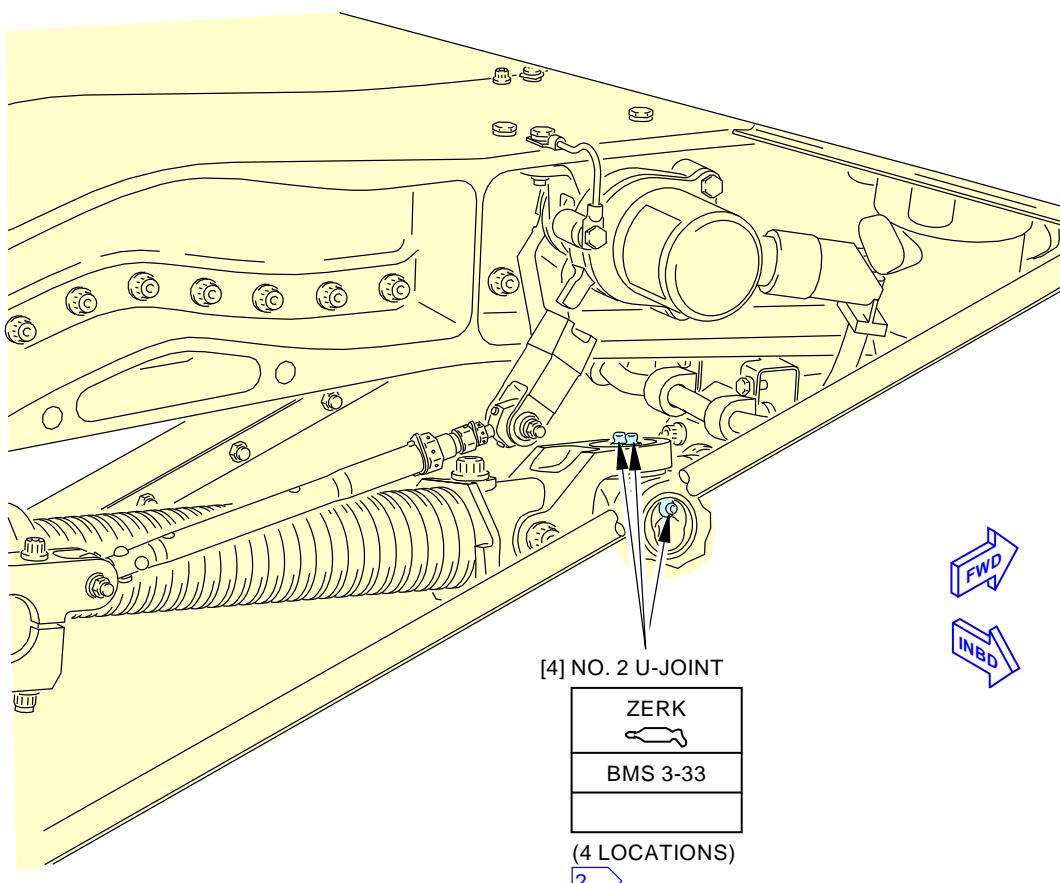
**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-02 |



4 POINTS

C

2 ➤ ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

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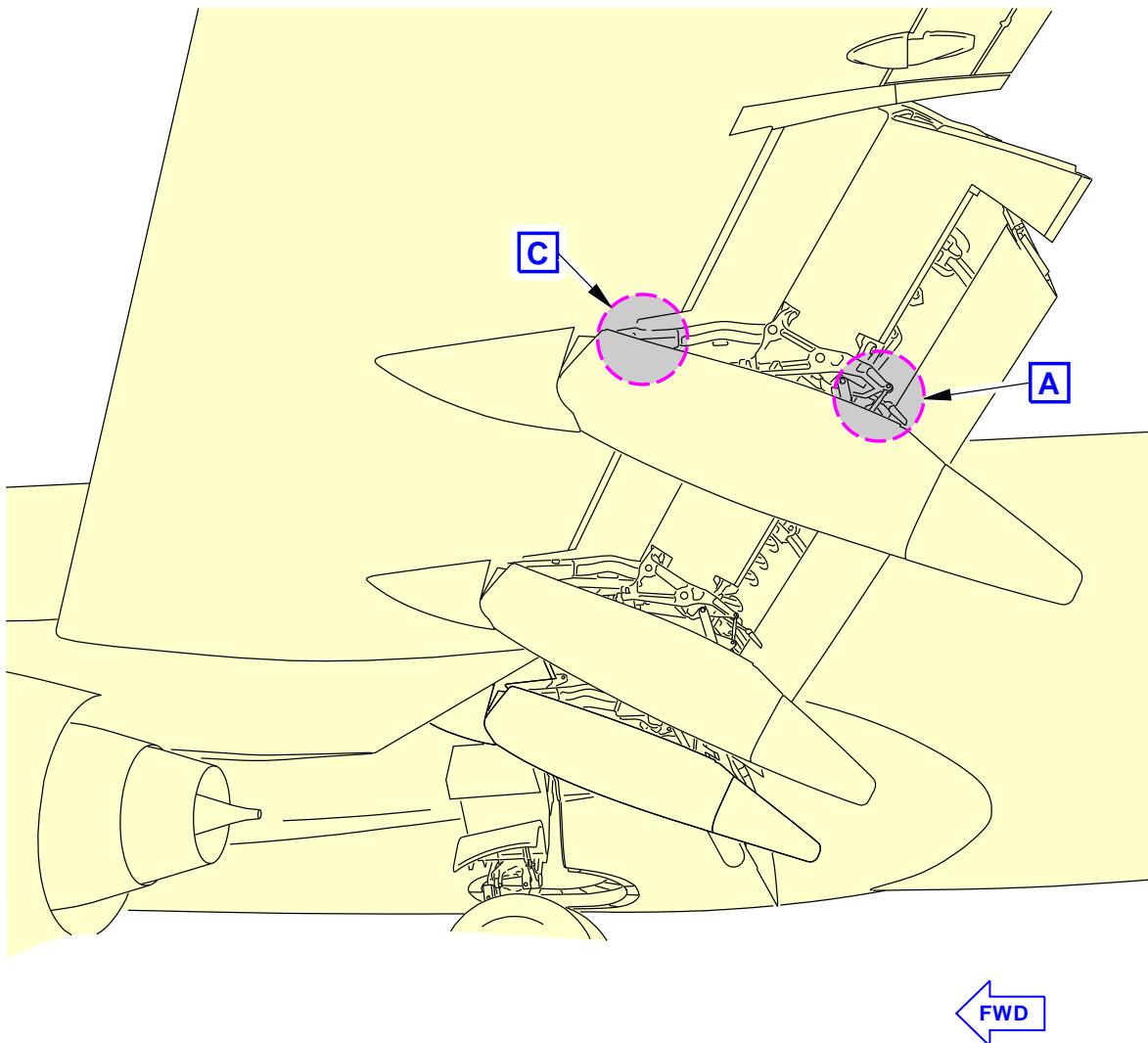
**Outboard Flap Inboard Ballscrew and Gimbal Servicing
Figure 3 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-02 |



**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 1 of 4)**

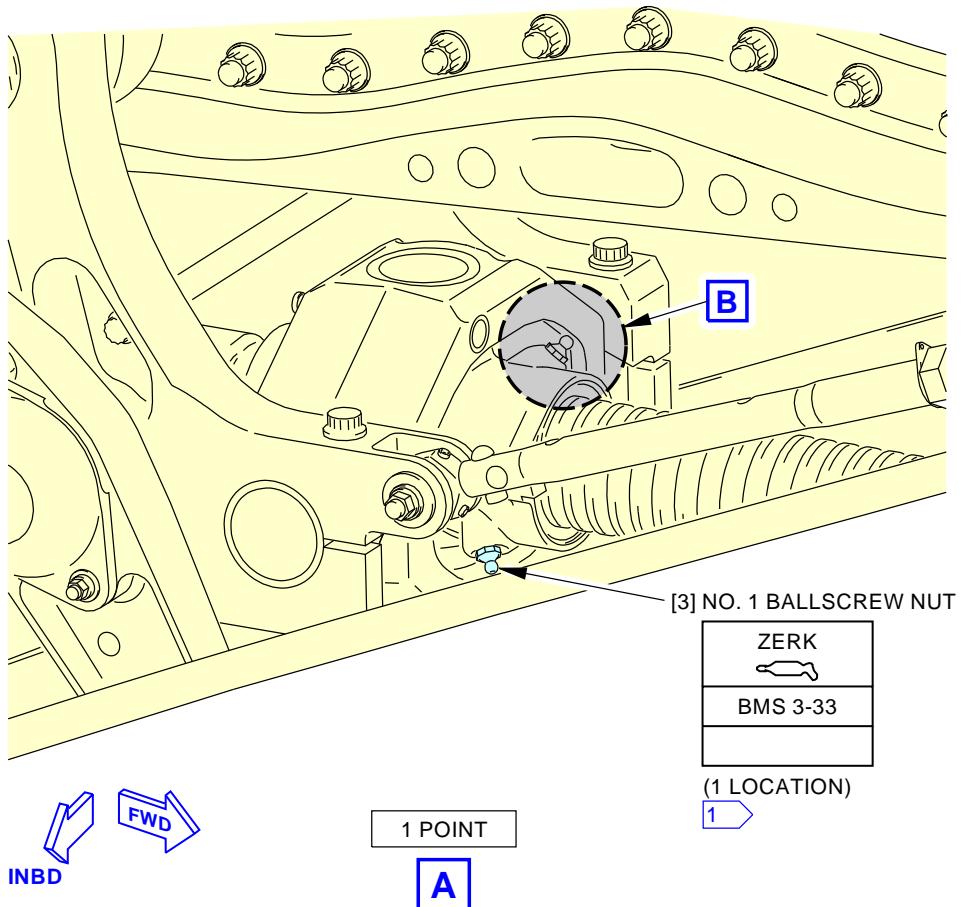
G29174 S0006561519_V2

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-02 |



- 1 THE BALLSCREW NUT HAS
TWO GREASE FITTINGS. IT
IS ONLY NECESSARY TO
GREASE ONE OF THEM.

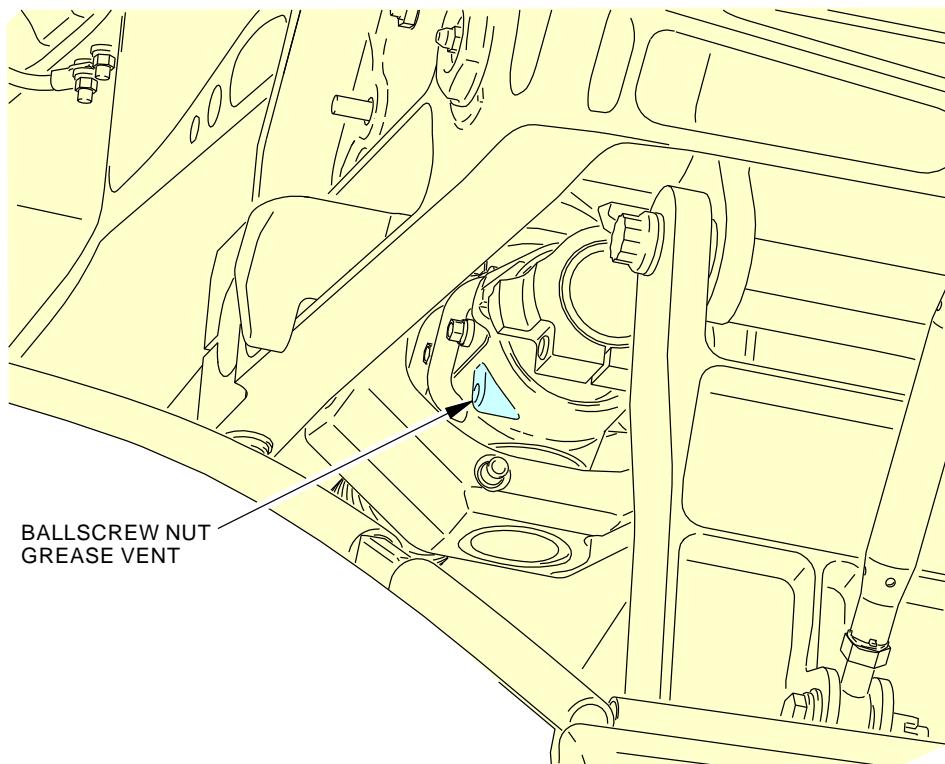
L76820 S0006561521_V2

**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-144-00-02 |



FWD INBD

B

L76878 S0006561523_V2

**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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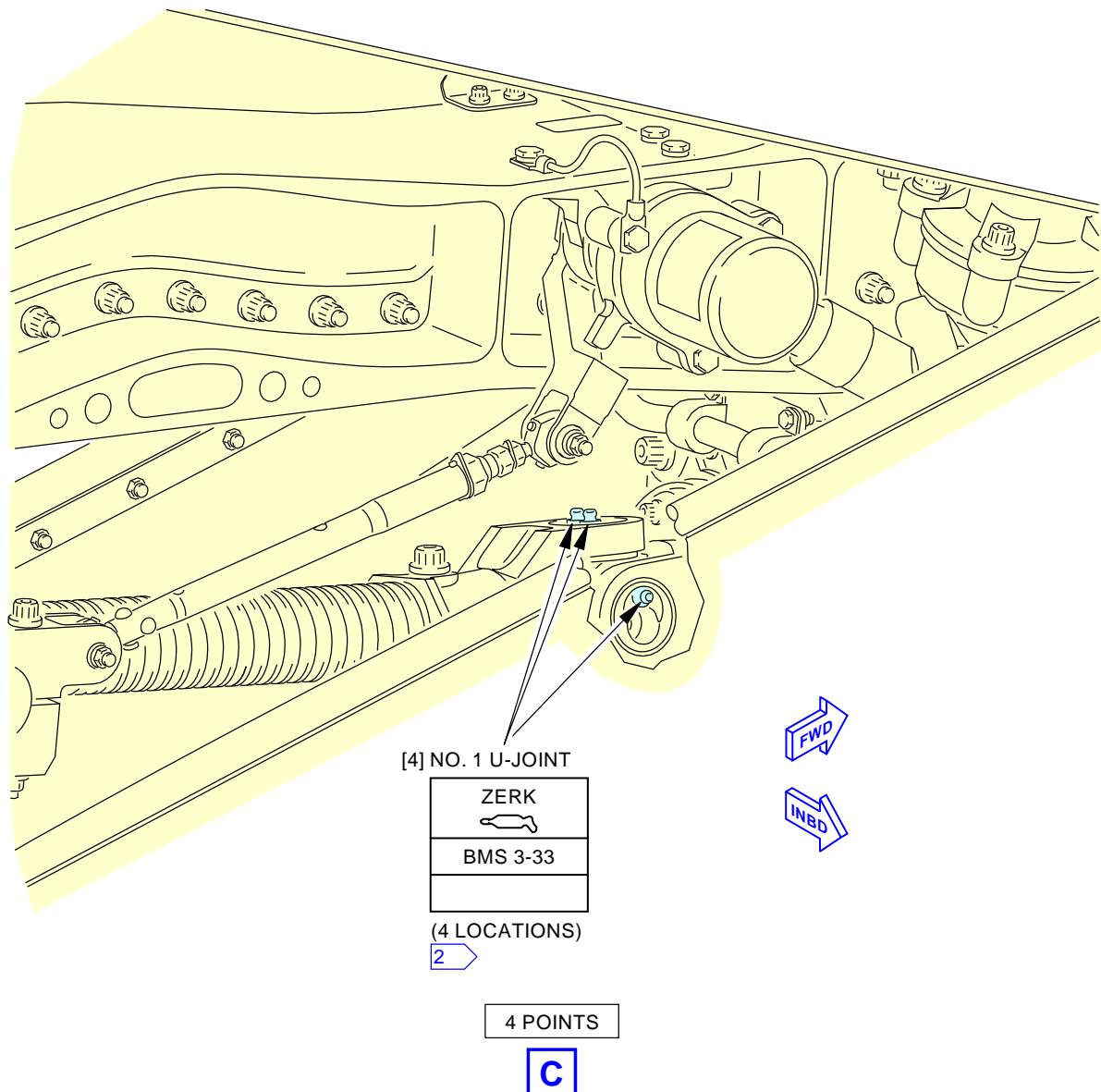
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-144-00-02

2 ONE MORE LUBE POINT IS
ON THE OPPOSITE SIDE
(NOT SHOWN).

G29218 S0006561525_V2

**Outboard Flap Outboard Ballscrew and Gimbal Servicing
Figure 4 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP BALLSCREW ASSEMBLIES AND TRANSMISSION UNIVERSAL JOINTS |
| | | D633A109-AKS 27-144-00-02 |

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737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING BALLSCREW ASSEMBLY BACKLASH | | | BOEING CARD NO. 27-148-01-01 |
| DATE | TASK FUNCTIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 133 210 541 542 543 544 553 |

Functionally check the left wing trailing edge flaps ballscrew assembly backlash.

ACCESS NOTE: Flaps deployed.

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 27-51-18-000-802 | Inboard Flap Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-18-400-802 | Inboard Flap Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-32-000-801 | Inboard Flap Outboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-32-000-802 | Inboard Flap Inboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-32-400-801 | Inboard Flap Outboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-32-400-802 | Inboard Flap Inboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-42-000-801 | Outboard Flap Outboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-42-000-802 | Outboard Flap Inboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-42-400-801 | Outboard Flap Outboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-42-400-802 | Outboard Flap Inboard Ballscrew and Gimbal 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) |

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-1753 | Equipment - Test, Flap Screw Backlash Part #: C27030-94 Supplier: 81205 |

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|-------------------------------|----------------------|--|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | D633A109-AKS 27-148-01-01 | Page 1 of 21 Jun 15/2015 |
|-------------------------------|----------------------|--|-------------------------------------|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-32-220-801 | | | | |
| 1. Inboard Flap Outboard Ballscrew Inspection (Figure 1) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew at flap supports No. 3 and 6.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-32-860-011 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 27-51-32-480-009 WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 27-51-32-040-003 <ul style="list-style-type: none">(3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Inboard Flap Outboard Ballscrew Backlash Check Without the Lever and Clamp Tool NOTE: With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-32-480-010 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: NOTE: The dial indicator assembly is a part of the tester, SPL-1753<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. NOTE: Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. SUBTASK 27-51-32-220-004<ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut: | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH D633A109-AKS 27-148-01-01 | Page 2 of 21 Jun 15/2015 |
|-------------------------------|----------------------|--|---|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Push up on the outboard trailing edge end of the inboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-004 | | | | |
| (3) | If the backlash is more than 0.007 in. (0.178 mm), then replace the ballscrew assembly. These are the tasks: Inboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-801, Inboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-801. | | | |
| SUBTASK 27-51-32-080-004 | | | | |
| (4) | Remove the dial indicator assembly from the ballscrew. | | | |
| SUBTASK 27-51-32-440-007 | | | | |
| (5) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-017 | | | | |
| (6) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| D. Inboard Flap Outboard Ballscrew Backlash Check with the lever and clamp tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-32-020-007 | | | | |
| (1) | Do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802 | | | |
| SUBTASK 27-51-32-440-008 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-018 | | | | |
| (3) | Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| SUBTASK 27-51-32-040-006 | | | | |
| (4) | Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | |
| SUBTASK 27-51-32-480-001 | | | | |
| (5) | Install the lever and clamp tool on the ballscrew: <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | |
| (a) | Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 3 of 21 Jun 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (b) | Tighten the clamp-up bolt to 200-300 pound-inches (22.6 to 33.8 newton-meters). | | | |
| | <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | |
| SUBTASK 27-51-32-480-002 | | | | |
| (6) | Install the dial indicator assembly on the ballscrew: | | | |
| | <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | |
| (a) | Put the dial indicator assembly on the ballscrew. | | | |
| | <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-32-220-001 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: | | | |
| (a) | Move the handles of the lever and clamp tool together until the dial indicator stops. | | | |
| | <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. | | | |
| | <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-001 | | | | |
| (8) | If the backlash is more than 0.007 in. (0.178 mm), then replace the ballscrew assembly. | | | |
| | These are the tasks: | | | |
| | Inboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-801, | | | |
| | Inboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-801. | | | |
| SUBTASK 27-51-32-080-001 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| E. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-32-410-002 | | | | |
| (1) | Do this task: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802, if you removed it. | | | |
| SUBTASK 27-51-32-440-003 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-012 | | | | |
| (3) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 4 of 21 Jun 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|----------------------|--|-----------------------------|--|
| SUBTASK 27-51-32-020-008 | | | | MECH INSP |
| (4) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801, if not necessary. | | | | |
| END OF TASK | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | | |
| | | D633A109-AKS 27-148-01-01 | Page 5 of 21 Jun 15/2015 | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-32-220-802 | | | | |
| 2. Inboard Flap Inboard Ballscrew Inspection (Figure 2) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew and gimbal at flap supports No. 4 and 5.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-32-860-013 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-32-480-005 WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-32-040-004 <ul style="list-style-type: none">(3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Inboard Flap Inboard Ballscrew Backlash Check Without the Lever and Clamp Tool NOTE: With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-32-480-008 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: NOTE: The dial indicator assembly is a part of the tester, SPL-1753.<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. NOTE: Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. | | | | |
| SUBTASK 27-51-32-220-003 <ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut: | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 6 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) Push up on the inboard trailing edge end of the inboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | | |
| (b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | | |
| (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-32-960-003 | | | | |
| (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: | | | | |
| Inboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-802, | | | | |
| Inboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-802. | | | | |
| SUBTASK 27-51-32-080-003 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-32-440-005 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-32-860-015 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Inboard Flap Inboard Ballscrew Backlash Check with the lever and clamp tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-32-000-002 | | | | |
| (1) Do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802 | | | | |
| SUBTASK 27-51-32-440-006 | | | | |
| (2) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-32-860-016 | | | | |
| (3) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-32-040-005 | | | | |
| (4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-32-480-003 | | | | |
| (5) Install the lever and clamp tool on the ballscrew: <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 7 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (b) | Tighten the clamp-up bolt to 200-300 pound-inches (22.6 to 33.8 newton-meters). | | | |
| | <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | |
| SUBTASK 27-51-32-480-004 | | | | |
| (6) | Install the dial indicator assembly on the ballscrew: | | | |
| | <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | |
| (a) | Put the dial indicator assembly on the ballscrew. | | | |
| | <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-32-220-002 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: | | | |
| (a) | Move the handles of the lever and clamp tool together until the dial indicator stops. | | | |
| | <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. | | | |
| | <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-002 | | | | |
| (8) | If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | |
| | These are the tasks: | | | |
| | Inboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-802, | | | |
| | Inboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-802. | | | |
| SUBTASK 27-51-32-080-002 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| E. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-32-400-001 | | | | |
| (1) | If you removed the fairing, do this task to install: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802. | | | |
| SUBTASK 27-51-32-440-004 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-014 | | | | |
| (3) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 8 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|----------------------|--|-----------------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-32-020-009 | | | | |
| (4) If the landing gear downlock pins are not needed, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801. | | | | |
| END OF TASK | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | | |
| | | D633A109-AKS 27-148-01-01 | Page 9 of 21 Jun 15/2015 | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-42-220-801 | | | | |
| 3. Outboard Flap Outboard Ballscrew Inspection (Figure 3) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew and ballscrew nut at flap supports No. 1 and 8.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-42-860-011 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 27-51-42-040-003 <ul style="list-style-type: none">(2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Outboard Flap Outboard Ballscrew Backlash Check Without the Lever and Clamp Tool <u>NOTE:</u> With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-42-480-001 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753.<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. SUBTASK 27-51-42-220-001<ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut:<ul style="list-style-type: none">(a) Push up on the outboard trailing edge of the outboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew.(b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash.(c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 10 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-42-960-001 | | | | |
| (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: | | | | |
| Outboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-801, | | | | |
| Outboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-801. | | | | |
| SUBTASK 27-51-42-080-001 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-42-440-003 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-012 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Outboard Flap Outboard Ballscrew Backlash Check With the Lever and Clamp Tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-42-010-003 | | | | |
| (1) Do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| SUBTASK 27-51-42-440-004 | | | | |
| (2) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-013 | | | | |
| (3) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-42-040-004 | | | | |
| (4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-42-480-002 | | | | |
| (5) Install the lever and clamp tool on the ballscrew: | | | | |
| <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. | | | | |
| <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |
| (b) Tighten the clamp-up bolt to 200-300 pound-inches (22.6-33.8 newton-meters). | | | | |
| <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | | |
| SUBTASK 27-51-42-480-003 | | | | |
| (6) Install the dial indicator assembly on the ballscrew: | | | | |
| <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 11 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Put the dial indicator assembly on the ballscrew. <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-42-220-002 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: (a) Move the handles of the lever and clamp tool together until the dial indicator stops. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-42-960-002 | | | | |
| (8) | If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | |
| These are the tasks: Outboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-801, Outboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-801. | | | | |
| SUBTASK 27-51-42-080-002 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| SUBTASK 27-51-42-410-003 | | | | |
| (10) | Do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802. | | | |
| SUBTASK 27-51-42-440-005 | | | | |
| (11) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-42-860-014 | | | | |
| (12) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

— END OF TASK —

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 12 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-42-220-802 | | | | |
| 4. Outboard Flap Inboard Ballscrew Inspection (Figure 3) | | | | |
| A. General (1) This task is applicable to the ballscrew and ballscrew nut at flap supports No. 2 and 7. (2) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method. (a) You can push up on the trailing edge of the flap to apply the load. (b) You can use the lever and clamp tool to apply the load to the ballscrew nut. (3) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-42-860-015 (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-42-040-005 (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Outboard Flap Inboard Ballscrew Backlash Check Without the Lever and Clamp Tool NOTE: With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-42-480-004 (1) Install the dial indicator assembly on the ballscrew: NOTE: The dial indicator assembly is a part of the tester, SPL-1753. (a) Put the dial indicator assembly on the ballscrew. NOTE: Make sure the pointer touches the forward end of the ballscrew nut. (b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. (c) Adjust the dial indicator to zero. | | | | |
| SUBTASK 27-51-42-220-003 (2) Measure the backlash of the ballscrew and ballscrew nut: (a) Push up on the inboard trailing edge end of the outboard flap. NOTE: This will apply a load to the ballscrew nut, and move it forward on the ballscrew. (b) Use the dial indicator to measure the movement of the ballscrew nut. NOTE: The movement of the ballscrew nut is the backlash. (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-42-960-003 (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| These are the tasks: | | | | |
| Outboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-802, Outboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-802. | | | | |
| SUBTASK 27-51-42-080-003 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-42-440-006 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-016 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Outboard Flap Inboard Ballscrew Backlash Check With the Lever and Clamp Tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-42-010-004 | | | | |
| (1) Do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804. | | | | |
| SUBTASK 27-51-42-860-017 | | | | |
| (2) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-42-040-006 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-42-480-005 | | | | |
| (4) Install the lever and clamp tool on the ballscrew: | | | | |
| <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. | | | | |
| <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |
| (b) Tighten the clamp-up bolt to 200-300 pound-inches (22.6-33.8 newton-meters). | | | | |
| <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | | |
| SUBTASK 27-51-42-480-006 | | | | |
| (5) Install the dial indicator assembly on the ballscrew: | | | | |
| <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | | |
| (a) Put the dial indicator assembly on the ballscrew. | | | | |
| <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | | |
| (b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | | |
| (c) Adjust the dial indicator to zero. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 14 of 21 Jun 15/2015 |

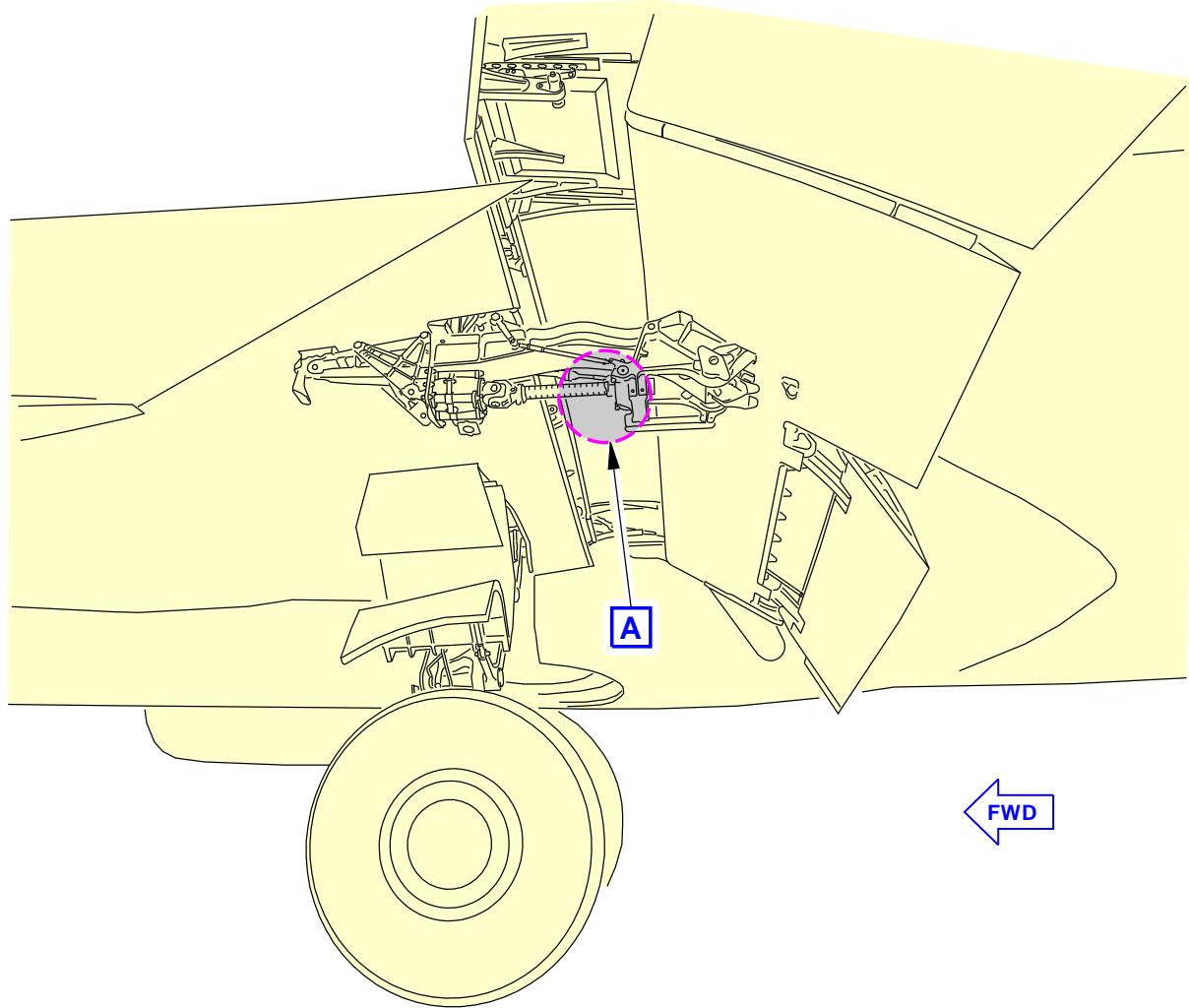
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-42-220-004 | | | | |
| (6) Measure the backlash of the ballscrew and ballscrew nut: | | | | |
| (a) Move the handles of the lever and clamp tool together until the dial indicator stops. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | | |
| (b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | | |
| (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-42-960-004 | | | | |
| (7) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: Outboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-802, Outboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-802. | | | | |
| SUBTASK 27-51-42-080-004 | | | | |
| (8) Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | | |
| SUBTASK 27-51-42-410-004 | | | | |
| (9) Do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804. | | | | |
| SUBTASK 27-51-42-440-007 | | | | |
| (10) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-018 | | | | |
| (11) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| — END OF TASK — | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-01-01 | Page 15 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-01-01 |



G98848 S0006570293_V2

**Inboard Flap Outboard Ballscrew and Gimbal Inspection
Figure 1 (Sheet 1 of 2)**

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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-01-01 |

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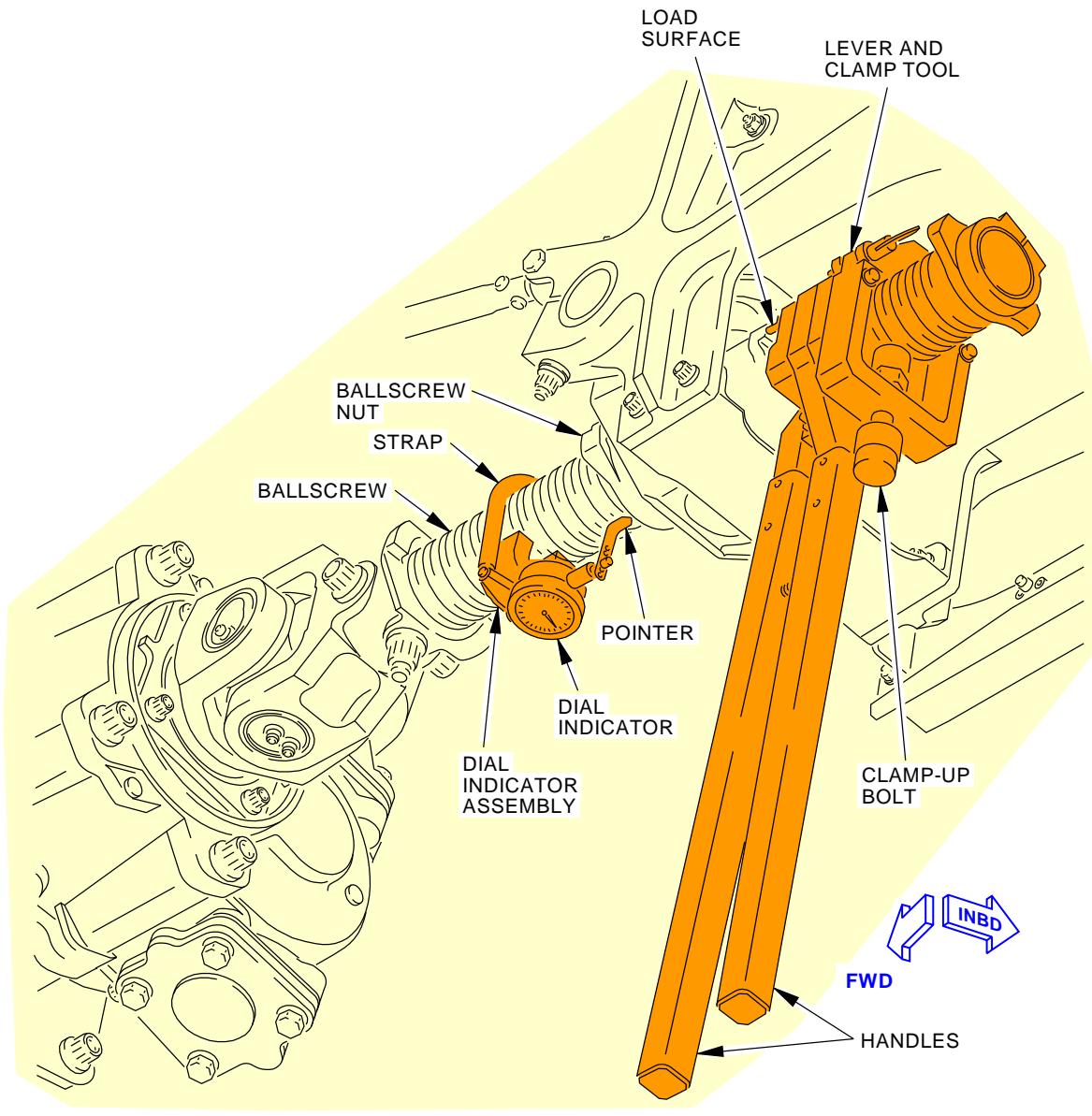
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-01-01

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**Inboard Flap Outboard Ballscrew and Gimbal Inspection
Figure 1 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-01-01****Page 17 of 21
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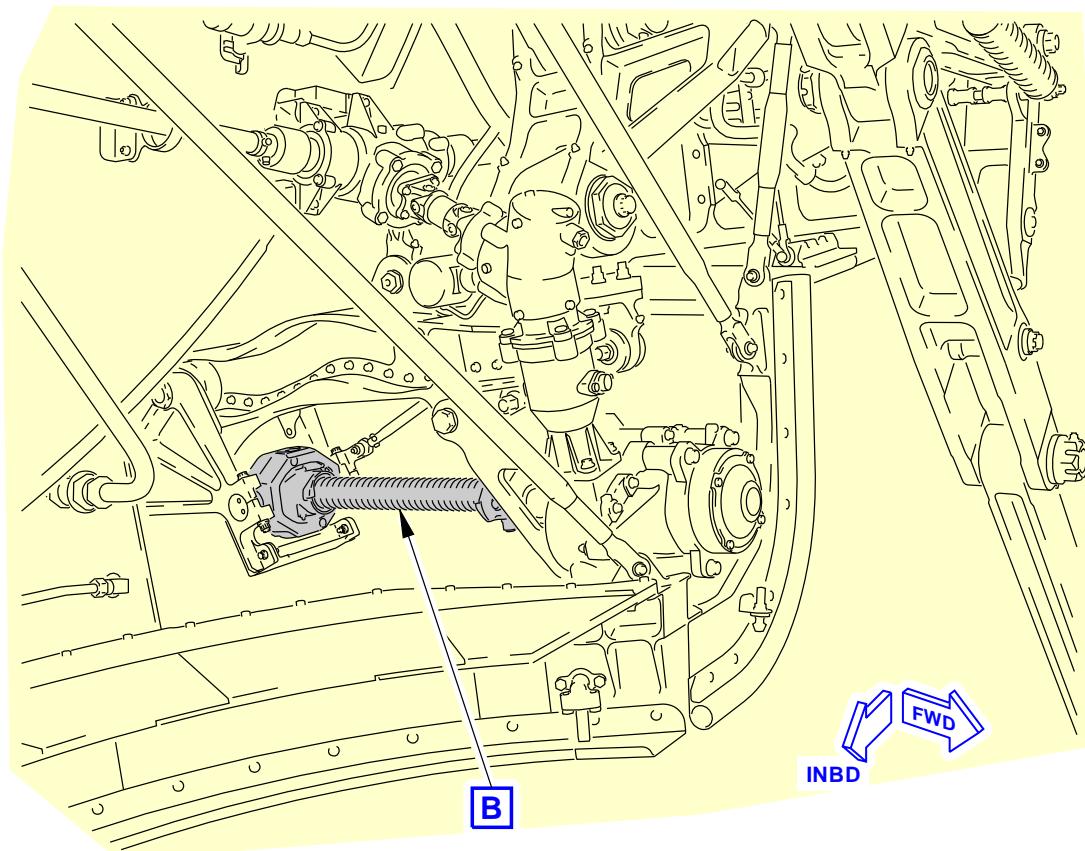
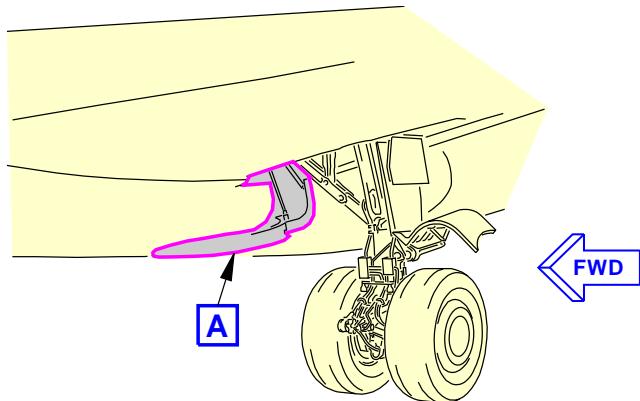
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-01-01

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

A

G98871 S0006570296_V2

**Inboard Flap Inboard Ballscrew and Gimbal Inspection
Figure 2 (Sheet 1 of 2)**

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-01-01 |

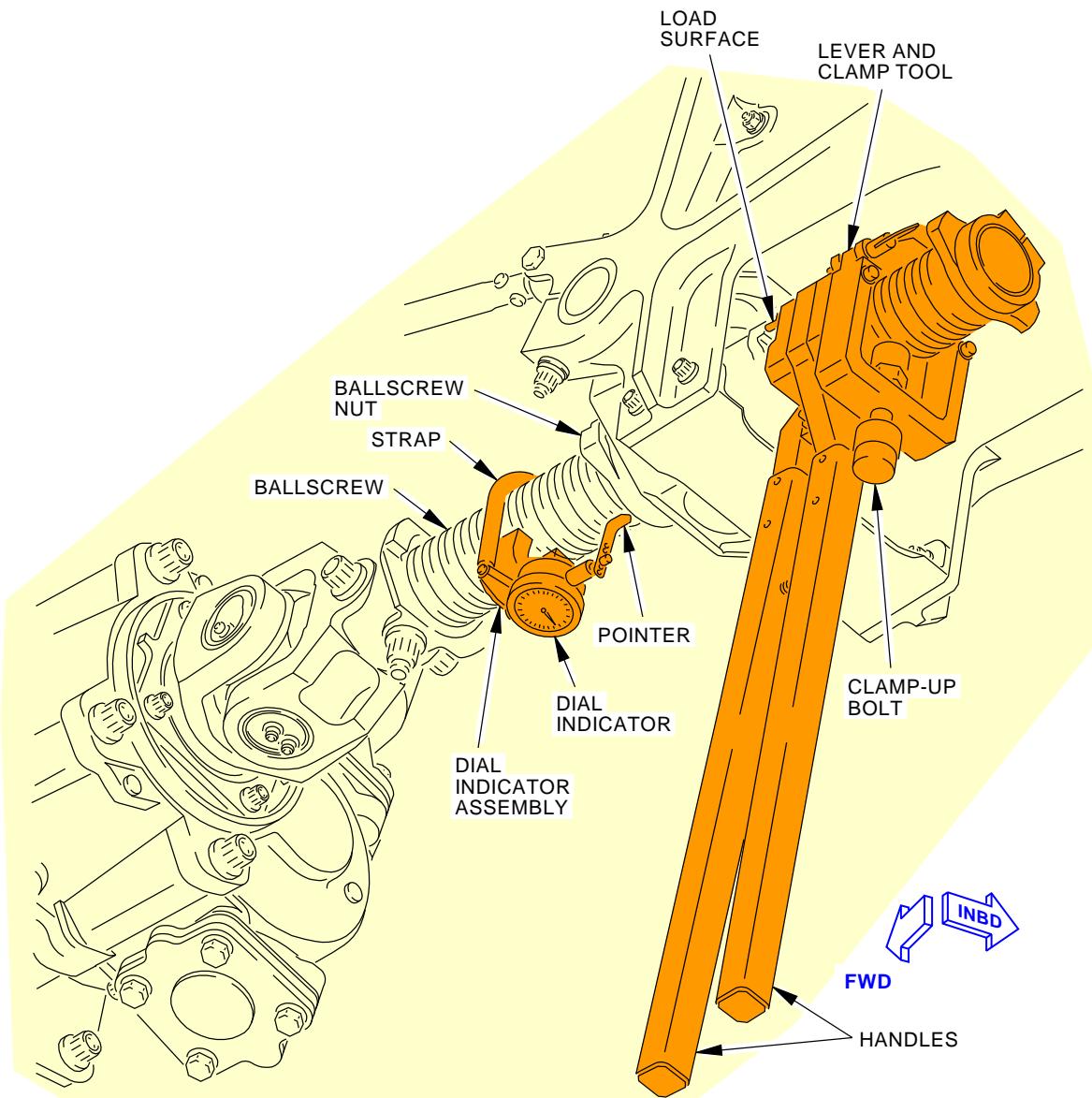
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-01-01**B**

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**Inboard Flap Inboard Ballscrew and Gimbal Inspection
Figure 2 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-01-01****Page 19 of 21
Jun 15/2015**

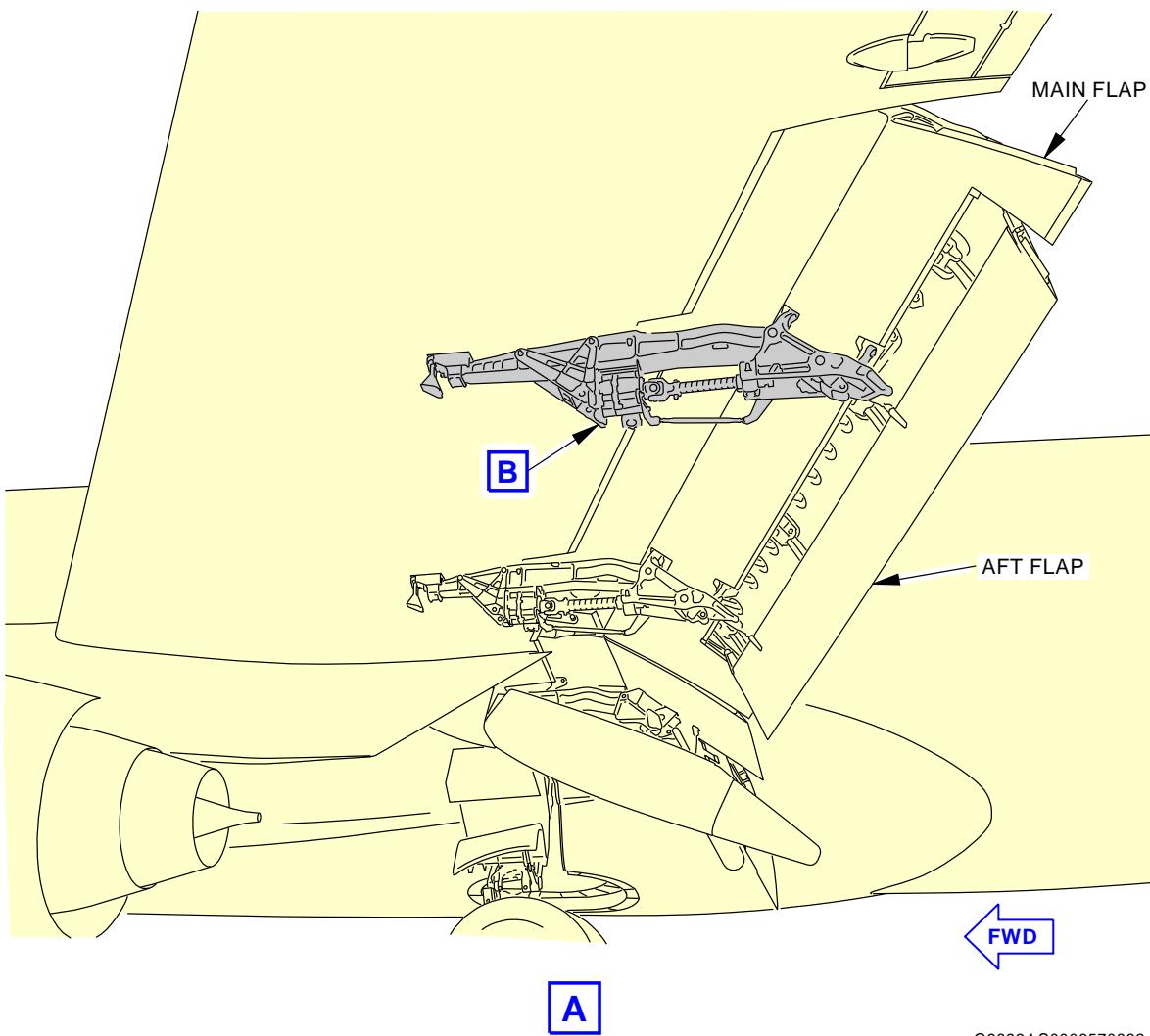
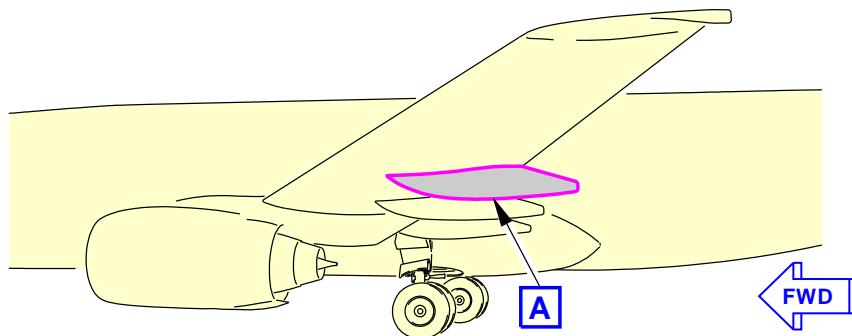
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-01-01

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**Outboard Flap Ballscrew and Gimbal Inspection
Figure 3 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-01-01****Page 20 of 21
Jun 15/2015**

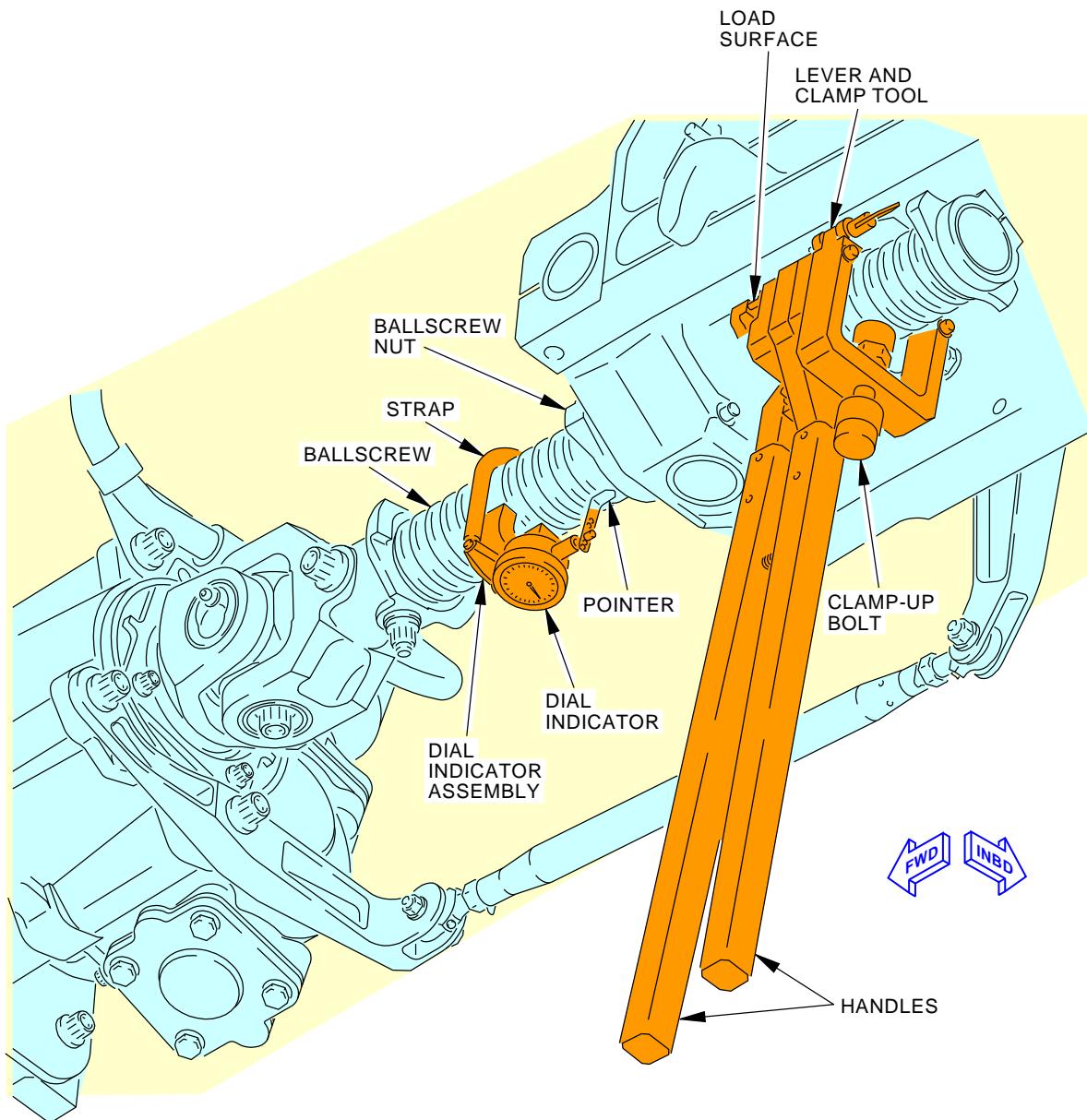
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-01-01**OUTBOARD FLAP OUTBOARD SUPPORT
(OUTBOARD FLAP INBOARD SUPPORT EQUIVALENT)****B**

G98935 S0006570333_V2

**Outboard Flap Ballscrew and Gimbal Inspection
Figure 3 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-01-01****Page 21 of 21
Jun 15/2015**

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

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|--|---|
| AIRLINE CARD NO | | TITLE RIGHT WING BALLSCREW ASSEMBLY BACKLASH | | | BOEING CARD NO. 27-148-02-01 |
| DATE | TASK FUNCTIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | ZONE 134 210 641 642 643 644 653 | |
| | | | | | |

Functionally check the right wing trailing edge flaps ballscrew assembly backlash.

ACCESS NOTE: Flaps deployed.

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 27-51-18-000-802 | Inboard Flap Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-18-400-802 | Inboard Flap Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-32-000-801 | Inboard Flap Outboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-32-000-802 | Inboard Flap Inboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-32-400-801 | Inboard Flap Outboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-32-400-802 | Inboard Flap Inboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-42-000-801 | Outboard Flap Outboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-42-000-802 | Outboard Flap Inboard Ballscrew and Gimbal Removal (P/B 401) |
| AMM 27-51-42-400-801 | Outboard Flap Outboard Ballscrew and Gimbal Installation (P/B 401) |
| AMM 27-51-42-400-802 | Outboard Flap Inboard Ballscrew and Gimbal 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) |

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-1753 | Equipment - Test, Flap Screw Backlash Part #: C27030-94 Supplier: 81205 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH | |
| | | D633A109-AKS 27-148-02-01 | Page 1 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-32-220-801 | | | | |
| 1. Inboard Flap Outboard Ballscrew Inspection (Figure 1) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew at flap supports No. 3 and 6.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-32-860-011 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 27-51-32-480-009 WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. SUBTASK 27-51-32-040-003 <ul style="list-style-type: none">(3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Inboard Flap Outboard Ballscrew Backlash Check Without the Lever and Clamp Tool NOTE: With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-32-480-010 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: NOTE: The dial indicator assembly is a part of the tester, SPL-1753<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. NOTE: Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. SUBTASK 27-51-32-220-004<ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut: | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH D633A109-AKS 27-148-02-01 | Page 2 of 21 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. 27-148-02-01 |
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| | | | | MECH INSP |
| | | | | |
| (a) | Push up on the outboard trailing edge end of the inboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-004 | | | | |
| (3) | If the backlash is more than 0.007 in. (0.178 mm), then replace the ballscrew assembly. These are the tasks: Inboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-801, Inboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-801. | | | |
| SUBTASK 27-51-32-080-004 | | | | |
| (4) | Remove the dial indicator assembly from the ballscrew. | | | |
| SUBTASK 27-51-32-440-007 | | | | |
| (5) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-017 | | | | |
| (6) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| D. Inboard Flap Outboard Ballscrew Backlash Check with the lever and clamp tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-32-020-007 | | | | |
| (1) | Do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802 | | | |
| SUBTASK 27-51-32-440-008 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-018 | | | | |
| (3) | Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| SUBTASK 27-51-32-040-006 | | | | |
| (4) | Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | |
| SUBTASK 27-51-32-480-001 | | | | |
| (5) | Install the lever and clamp tool on the ballscrew: <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | |
| (a) | Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (b) | Tighten the clamp-up bolt to 200-300 pound-inches (22.6 to 33.8 newton-meters). | | | |
| | <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | |
| SUBTASK 27-51-32-480-002 | | | | |
| (6) | Install the dial indicator assembly on the ballscrew: | | | |
| | <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | |
| (a) | Put the dial indicator assembly on the ballscrew. | | | |
| | <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-32-220-001 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: | | | |
| (a) | Move the handles of the lever and clamp tool together until the dial indicator stops. | | | |
| | <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. | | | |
| | <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-001 | | | | |
| (8) | If the backlash is more than 0.007 in. (0.178 mm), then replace the ballscrew assembly. | | | |
| | These are the tasks: | | | |
| | Inboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-801, | | | |
| | Inboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-801. | | | |
| SUBTASK 27-51-32-080-001 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| E. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-32-410-002 | | | | |
| (1) | Do this task: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802, if you removed it. | | | |
| SUBTASK 27-51-32-440-003 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-012 | | | | |
| (3) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|----------------------|---|-----------------------------|--|
| SUBTASK 27-51-32-020-008 | | | | MECH INSP |
| (4) Do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801, if not necessary. | | | | |
| END OF TASK | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH | | |
| | | D633A109-AKS 27-148-02-01 | Page 5 of 21 Jun 15/2015 | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-32-220-802 | | | | |
| 2. Inboard Flap Inboard Ballscrew Inspection (Figure 2) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew and gimbal at flap supports No. 4 and 5.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-32-860-013 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-32-480-005 WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-32-040-004 <ul style="list-style-type: none">(3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Inboard Flap Inboard Ballscrew Backlash Check Without the Lever and Clamp Tool <u>NOTE:</u> With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-32-480-008 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753.<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. | | | | |
| SUBTASK 27-51-32-220-003 <ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut: | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH D633A109-AKS 27-148-02-01 | Page 6 of 21 Jun 15/2015 |
|-------------------------------|----------------------|---|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) Push up on the inboard trailing edge end of the inboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | | |
| (b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | | |
| (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-32-960-003 | | | | |
| (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: | | | | |
| Inboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-802, | | | | |
| Inboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-802. | | | | |
| SUBTASK 27-51-32-080-003 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-32-440-005 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-32-860-015 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Inboard Flap Inboard Ballscrew Backlash Check with the lever and clamp tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-32-000-002 | | | | |
| (1) Do this task: Inboard Flap Support Aft Fairing Removal, AMM TASK 27-51-18-000-802 | | | | |
| SUBTASK 27-51-32-440-006 | | | | |
| (2) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-32-860-016 | | | | |
| (3) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-32-040-005 | | | | |
| (4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-32-480-003 | | | | |
| (5) Install the lever and clamp tool on the ballscrew: <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (b) | Tighten the clamp-up bolt to 200-300 pound-inches (22.6 to 33.8 newton-meters). | | | |
| | <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | |
| SUBTASK 27-51-32-480-004 | | | | |
| (6) | Install the dial indicator assembly on the ballscrew: | | | |
| | <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | |
| (a) | Put the dial indicator assembly on the ballscrew. | | | |
| | <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-32-220-002 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: | | | |
| (a) | Move the handles of the lever and clamp tool together until the dial indicator stops. | | | |
| | <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. | | | |
| | <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-32-960-002 | | | | |
| (8) | If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | |
| | These are the tasks: | | | |
| | Inboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-32-000-802, | | | |
| | Inboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-32-400-802. | | | |
| SUBTASK 27-51-32-080-002 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| E. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-32-400-001 | | | | |
| (1) | If you removed the fairing, do this task to install: Inboard Flap Support Aft Fairing Installation, AMM TASK 27-51-18-400-802. | | | |
| SUBTASK 27-51-32-440-004 | | | | |
| (2) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-32-860-014 | | | | |
| (3) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
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| | | | | MECH INSP |
| SUBTASK 27-51-32-020-009 | | | | |
| (4) If the landing gear downlock pins are not needed, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801. | | | | |
| ———— END OF TASK —— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH | | |
| | | D633A109-AKS 27-148-02-01 | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-42-220-801 | | | | |
| 3. Outboard Flap Outboard Ballscrew Inspection (Figure 3) | | | | |
| A. General <ul style="list-style-type: none">(1) This procedure is a scheduled maintenance task.(2) This task is applicable to the ballscrew and ballscrew nut at flap supports No. 1 and 8.(3) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method.<ul style="list-style-type: none">(a) You can push up on the trailing edge of the flap to apply the load.(b) You can use the lever and clamp tool to apply the load to the ballscrew nut.(4) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-42-860-011 <ul style="list-style-type: none">(1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. SUBTASK 27-51-42-040-003 <ul style="list-style-type: none">(2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Outboard Flap Outboard Ballscrew Backlash Check Without the Lever and Clamp Tool <u>NOTE:</u> With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-42-480-001 <ul style="list-style-type: none">(1) Install the dial indicator assembly on the ballscrew: <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753.<ul style="list-style-type: none">(a) Put the dial indicator assembly on the ballscrew. <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut.(b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew.(c) Adjust the dial indicator to zero. SUBTASK 27-51-42-220-001<ul style="list-style-type: none">(2) Measure the backlash of the ballscrew and ballscrew nut:<ul style="list-style-type: none">(a) Push up on the outboard trailing edge of the outboard flap. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew.(b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash.(c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH D633A109-AKS 27-148-02-01 | Page 10 of 21 Jun 15/2015 |
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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-42-960-001 | | | | |
| (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: | | | | |
| Outboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-801, | | | | |
| Outboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-801. | | | | |
| SUBTASK 27-51-42-080-001 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-42-440-003 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-012 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Outboard Flap Outboard Ballscrew Backlash Check With the Lever and Clamp Tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-42-010-003 | | | | |
| (1) Do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| SUBTASK 27-51-42-440-004 | | | | |
| (2) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-013 | | | | |
| (3) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-42-040-004 | | | | |
| (4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-42-480-002 | | | | |
| (5) Install the lever and clamp tool on the ballscrew: | | | | |
| <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. | | | | |
| <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |
| (b) Tighten the clamp-up bolt to 200-300 pound-inches (22.6-33.8 newton-meters). | | | | |
| <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | | |
| SUBTASK 27-51-42-480-003 | | | | |
| (6) Install the dial indicator assembly on the ballscrew: | | | | |
| <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (a) | Put the dial indicator assembly on the ballscrew. <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | |
| (b) | Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | |
| (c) | Adjust the dial indicator to zero. | | | |
| SUBTASK 27-51-42-220-002 | | | | |
| (7) | Measure the backlash of the ballscrew and ballscrew nut: (a) Move the handles of the lever and clamp tool together until the dial indicator stops. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | |
| (b) | Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | |
| (c) | Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | |
| SUBTASK 27-51-42-960-002 | | | | |
| (8) | If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | |
| These are the tasks: Outboard Flap Outboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-801, Outboard Flap Outboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-801. | | | | |
| SUBTASK 27-51-42-080-002 | | | | |
| (9) | Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | |
| SUBTASK 27-51-42-410-003 | | | | |
| (10) | Do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802. | | | |
| SUBTASK 27-51-42-440-005 | | | | |
| (11) | Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | |
| SUBTASK 27-51-42-860-014 | | | | |
| (12) | Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |

— END OF TASK —

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-42-220-802 | | | | |
| 4. Outboard Flap Inboard Ballscrew Inspection (Figure 3) | | | | |
| A. General (1) This task is applicable to the ballscrew and ballscrew nut at flap supports No. 2 and 7. (2) There are two methods that you can use to apply a load to the ballscrew nut to measure the movement on the ballscrew. This procedure gives instructions for each method. (a) You can push up on the trailing edge of the flap to apply the load. (b) You can use the lever and clamp tool to apply the load to the ballscrew nut. (3) It is not necessary to use the two methods to apply the load. | | | | |
| B. Prepare for the Inspection SUBTASK 27-51-42-860-015 (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-42-040-005 (2) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| C. Outboard Flap Inboard Ballscrew Backlash Check Without the Lever and Clamp Tool NOTE: With this method, you manually push on the trailing edge of the flap to apply the load to the ballscrew nut. SUBTASK 27-51-42-480-004 (1) Install the dial indicator assembly on the ballscrew: NOTE: The dial indicator assembly is a part of the tester, SPL-1753. (a) Put the dial indicator assembly on the ballscrew. NOTE: Make sure the pointer touches the forward end of the ballscrew nut. (b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. (c) Adjust the dial indicator to zero. | | | | |
| SUBTASK 27-51-42-220-003 (2) Measure the backlash of the ballscrew and ballscrew nut: (a) Push up on the inboard trailing edge end of the outboard flap. NOTE: This will apply a load to the ballscrew nut, and move it forward on the ballscrew. (b) Use the dial indicator to measure the movement of the ballscrew nut. NOTE: The movement of the ballscrew nut is the backlash. (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-42-960-003 (3) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |

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|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| These are the tasks: | | | | |
| Outboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-802, Outboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-802. | | | | |
| SUBTASK 27-51-42-080-003 | | | | |
| (4) Remove the dial indicator assembly from the ballscrew. | | | | |
| SUBTASK 27-51-42-440-006 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-016 | | | | |
| (6) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| D. Outboard Flap Inboard Ballscrew Backlash Check With the Lever and Clamp Tool | | | | |
| <u>NOTE:</u> With this method, you use the lever and clamp tool to apply the load to the ballscrew nut. | | | | |
| SUBTASK 27-51-42-010-004 | | | | |
| (1) Do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804. | | | | |
| SUBTASK 27-51-42-860-017 | | | | |
| (2) Retract the trailing edge flaps to the 15-unit position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-51-42-040-006 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-42-480-005 | | | | |
| (4) Install the lever and clamp tool on the ballscrew: | | | | |
| <u>NOTE:</u> The lever and clamp tool is a part of the tester, SPL-1753. | | | | |
| (a) Put the lever and clamp tool in its position on the ballscrew aft of the ballscrew nut. | | | | |
| <u>NOTE:</u> Make sure the load surfaces of the lever and clamp tool touch the aft side of the ballscrew nut. | | | | |
| (b) Tighten the clamp-up bolt to 200-300 pound-inches (22.6-33.8 newton-meters). | | | | |
| <u>NOTE:</u> Make sure the handles of the lever and clamp tool are in the relaxed position. | | | | |
| SUBTASK 27-51-42-480-006 | | | | |
| (5) Install the dial indicator assembly on the ballscrew: | | | | |
| <u>NOTE:</u> The dial indicator assembly is a part of the tester, SPL-1753. | | | | |
| (a) Put the dial indicator assembly on the ballscrew. | | | | |
| <u>NOTE:</u> Make sure the pointer touches the forward end of the ballscrew nut. | | | | |
| (b) Put the strap around the ballscrew to help hold the dial indicator assembly on the ballscrew. | | | | |
| (c) Adjust the dial indicator to zero. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

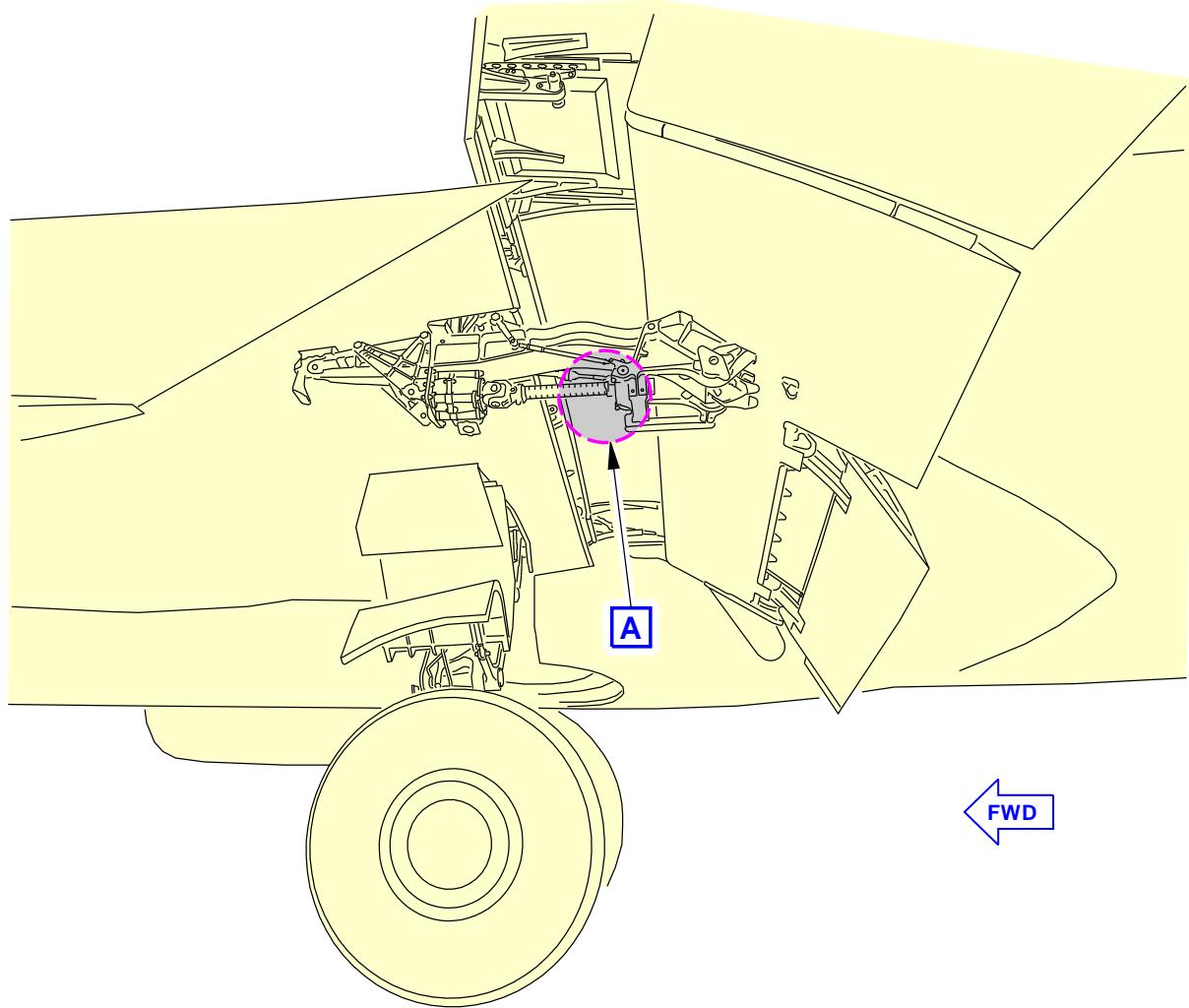
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-42-220-004 | | | | |
| (6) Measure the backlash of the ballscrew and ballscrew nut: | | | | |
| (a) Move the handles of the lever and clamp tool together until the dial indicator stops. <u>NOTE:</u> This will apply a load to the ballscrew nut, and move it forward on the ballscrew. | | | | |
| (b) Use the dial indicator to measure the movement of the ballscrew nut. <u>NOTE:</u> The movement of the ballscrew nut is the backlash. | | | | |
| (c) Do these steps a total of five times to make sure the movement of the dial indicator is repeatable. | | | | |
| SUBTASK 27-51-42-960-004 | | | | |
| (7) If the backlash is more than 0.0073 inch (0.185 millimeter), then replace the ballscrew assembly. | | | | |
| These are the tasks: Outboard Flap Inboard Ballscrew and Gimbal Removal, AMM TASK 27-51-42-000-802, Outboard Flap Inboard Ballscrew and Gimbal Installation, AMM TASK 27-51-42-400-802. | | | | |
| SUBTASK 27-51-42-080-004 | | | | |
| (8) Remove the dial indicator assembly and the lever and clamp tool from the ballscrew. | | | | |
| SUBTASK 27-51-42-410-004 | | | | |
| (9) Do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804. | | | | |
| SUBTASK 27-51-42-440-007 | | | | |
| (10) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-42-860-018 | | | | |
| (11) Retract the trailing edge flaps to the retracted position, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| — END OF TASK — | | | | |

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|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-02-01 |



G98848 S0006570293_V2

**Inboard Flap Outboard Ballscrew and Gimbal Inspection
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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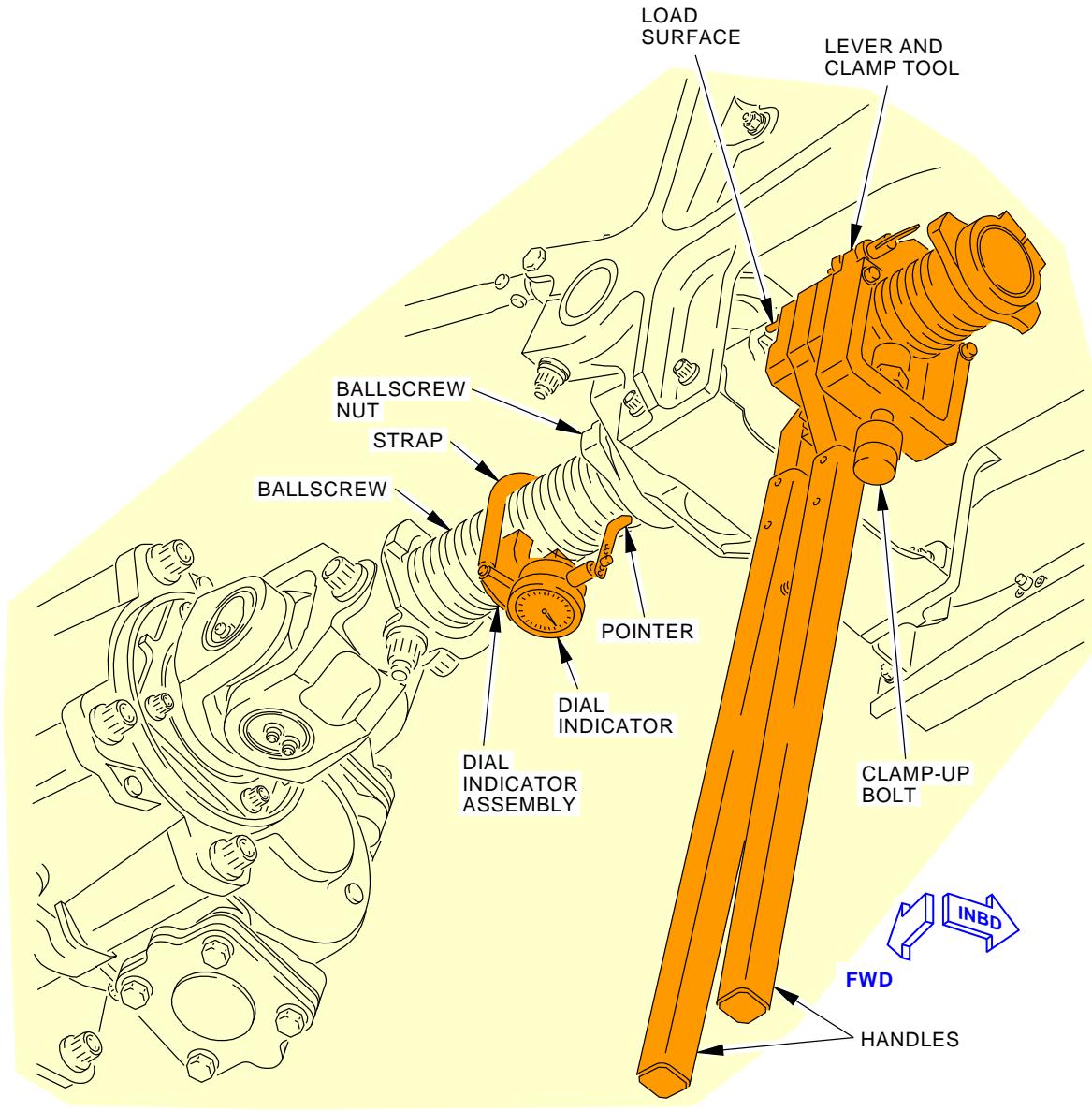
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-02-01

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**Inboard Flap Outboard Ballscrew and Gimbal Inspection
Figure 1 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-02-01****Page 17 of 21
Jun 15/2015**

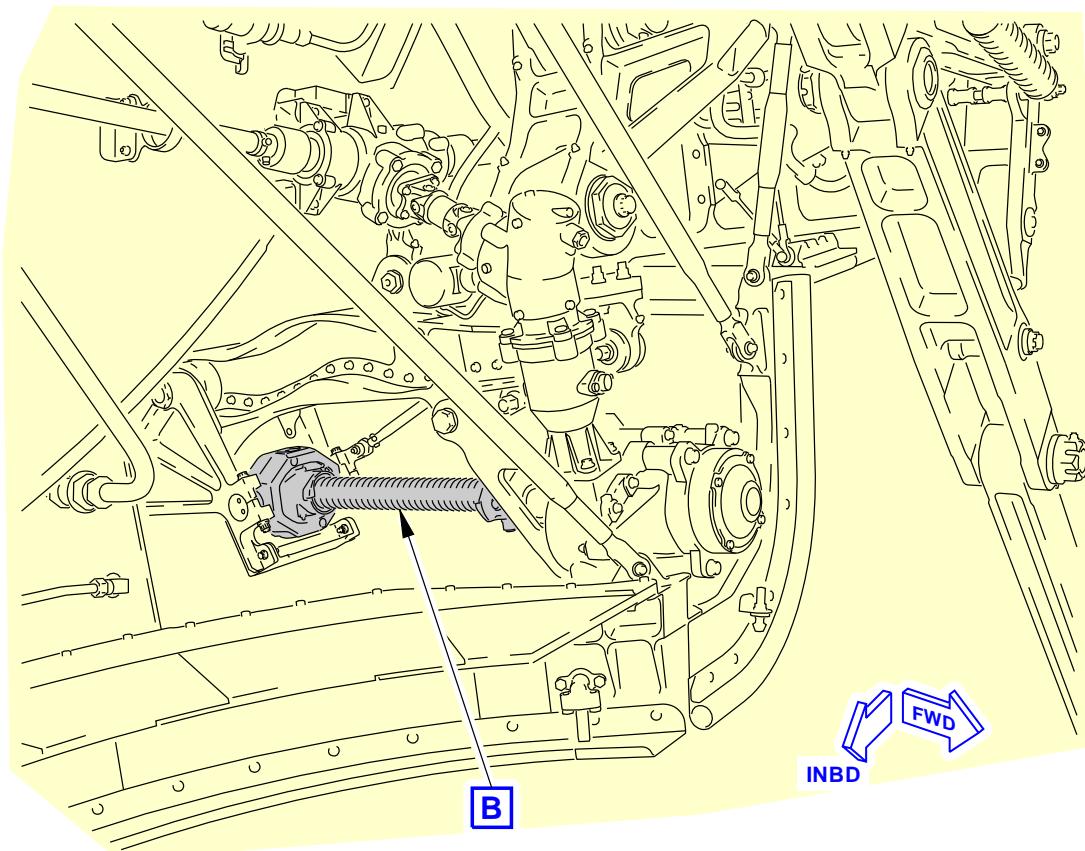
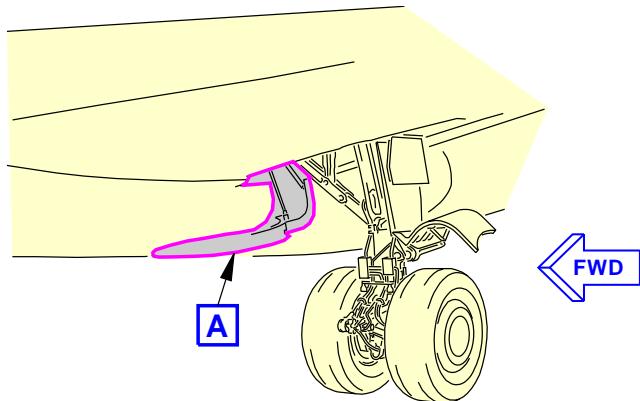
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-02-01

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

A

G98871 S0006570296_V2

**Inboard Flap Inboard Ballscrew and Gimbal Inspection
Figure 2 (Sheet 1 of 2)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

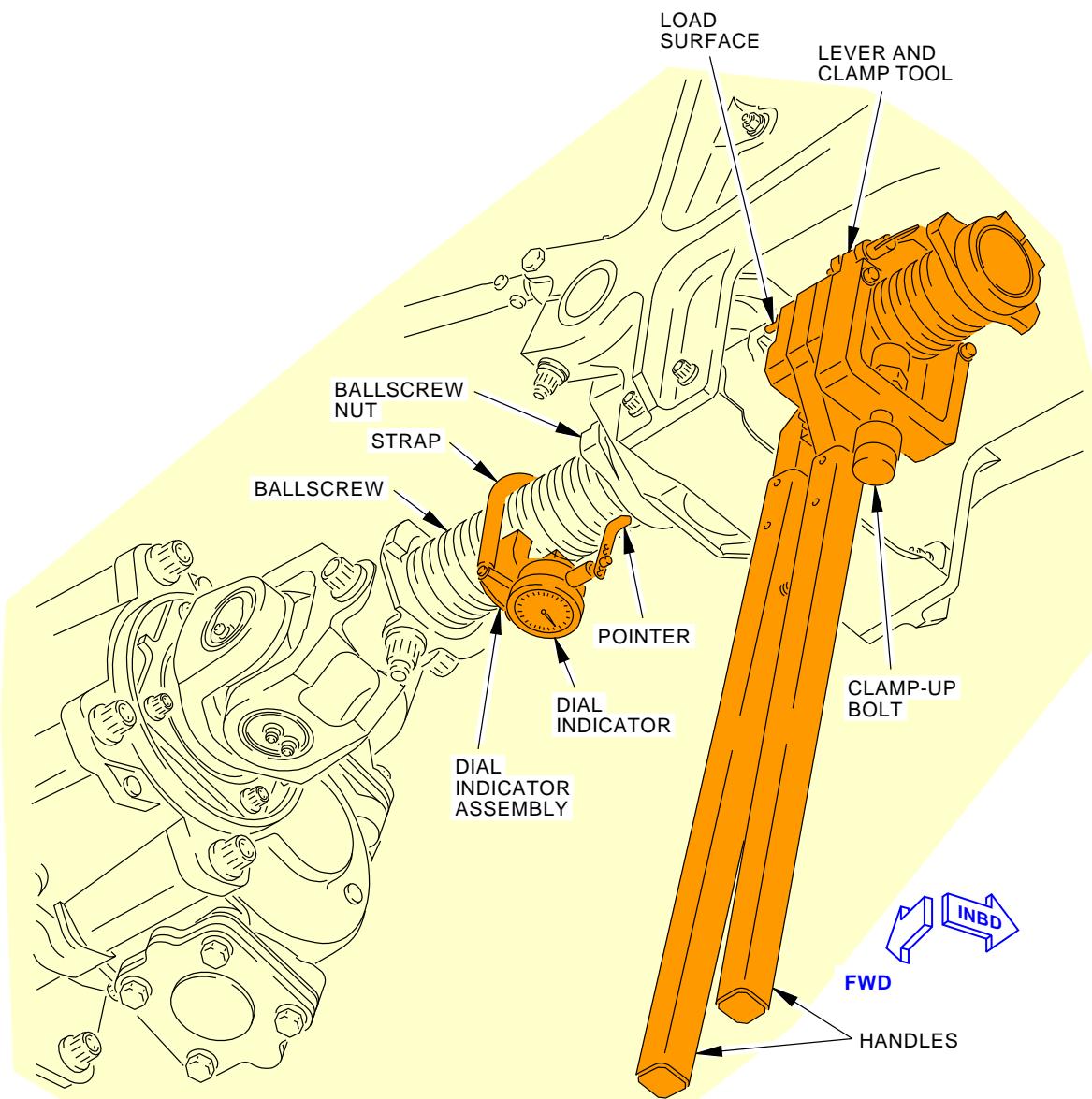
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-02-01**B**

G98877 S0006570297_V2

**Inboard Flap Inboard Ballscrew and Gimbal Inspection
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING BALLSCREW ASSEMBLY BACKLASH |
| | | D633A109-AKS 27-148-02-01 |

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Jun 15/2015

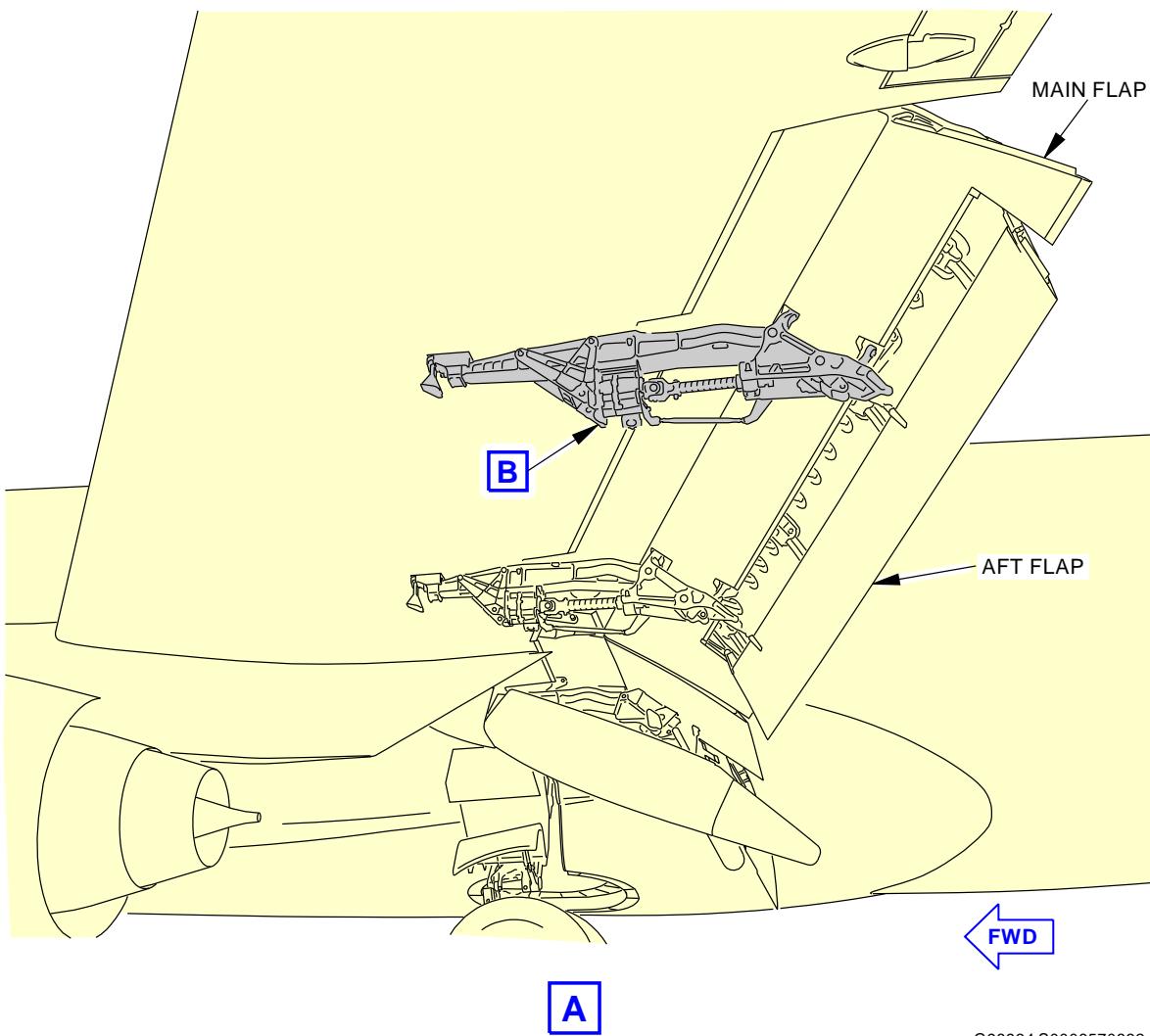
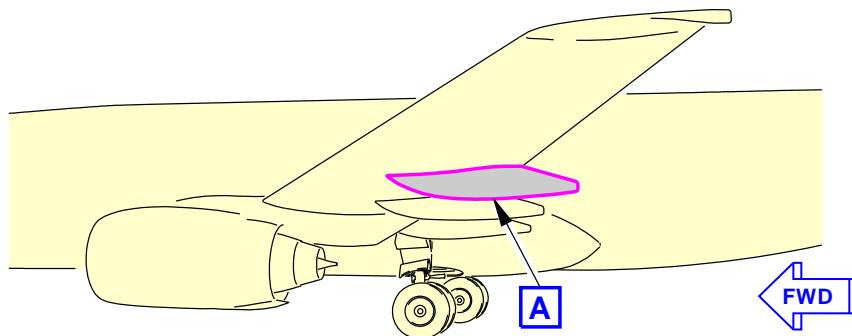
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-02-01

G98934 S0006570332_V2

**Outboard Flap Ballscrew and Gimbal Inspection
Figure 3 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-02-01****Page 20 of 21
Jun 15/2015**

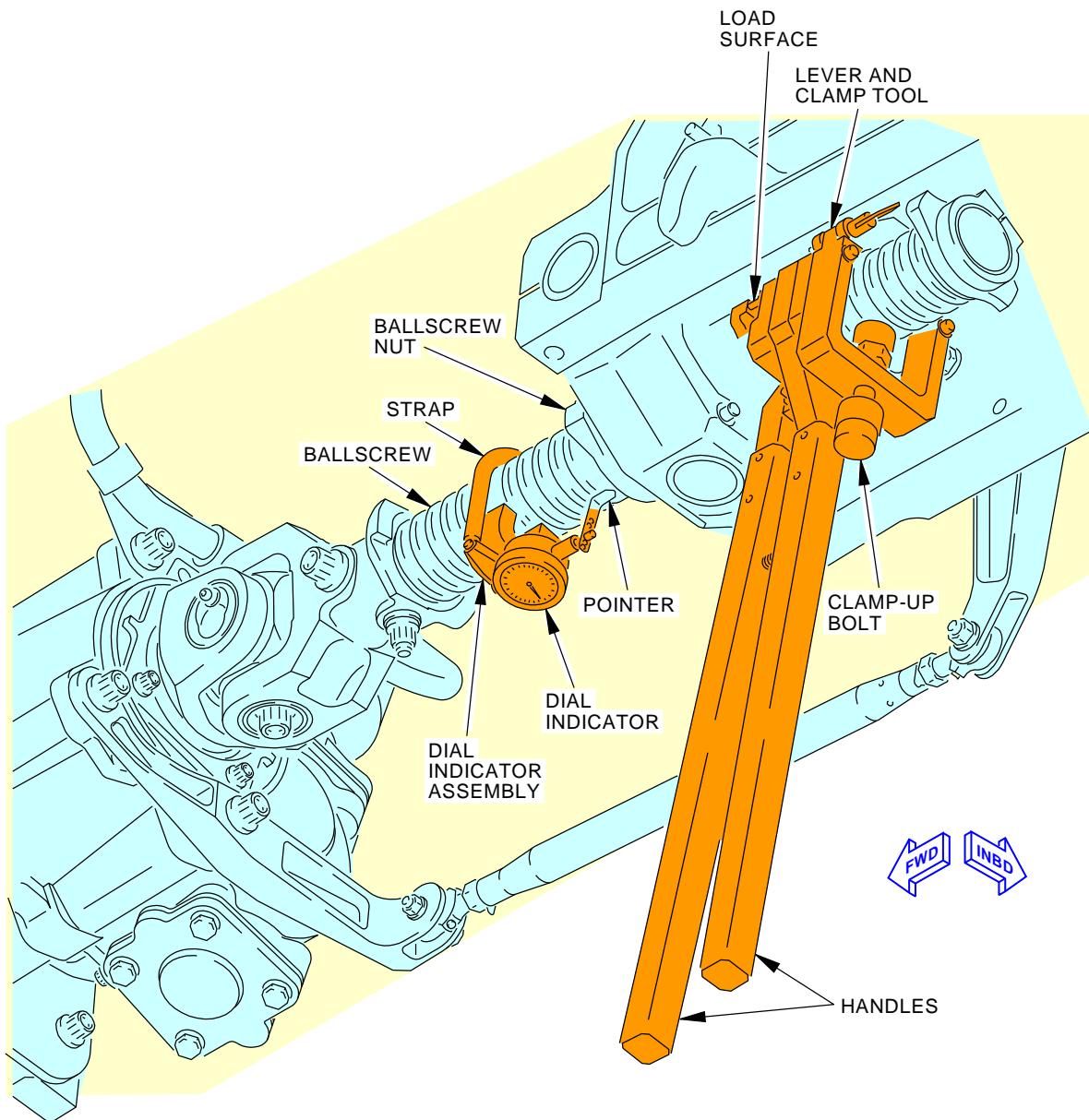
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-02-01**OUTBOARD FLAP OUTBOARD SUPPORT
(OUTBOARD FLAP INBOARD SUPPORT EQUIVALENT)****B**

G98935 S0006570333_V2

**Outboard Flap Ballscrew and Gimbal Inspection
Figure 3 (Sheet 2 of 2)****EFFECTIVITY
AKS ALL****SOURCE
MRB****RIGHT WING BALLSCREW ASSEMBLY BACKLASH****D633A109-AKS
27-148-02-01****Page 21 of 21
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|------------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING BALLSCREW ASSEMBLY | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-148-03-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 13200 FC | REPEAT 6600 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 541 542 543 544 553 |
| | | | | | |

Detailed Inspection of the left wing trailing edge flap ballscrew actuator for grease leakage, wear and condition

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 27-51-32 P/B 401 | INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION |
| AMM 27-51-42 P/B 401 | OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G01043 | Cloth - Lint-free | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-03-01 | Page 1 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 | MECH | INSP |
|---|---|----------------|-----------------------|--|------|------|
| TASK 27-51-32-200-803 | | | | | | |
| 1. Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection (Figure 1) | | | | | | |
| A. Prepare for the Lubrication Inspection | | | | | | |
| SUBTASK 27-51-32-040-010 | | | | | | |
| (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | | | |
| B. Inboard Flap Inboard Ballscrew Lubrication Inspection (Table 1) | | | | | | |
| SUBTASK 27-51-32-640-007 | | | | | | |
| (1) This table supplies data for the subsequent lubrication and inspection steps: | | | | | | |
| Table 1 Inboard Flap Inboard Ballscrew Servicing | | | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations | | |
| - | No. 4 Ballscrew Nut (No. 5 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 | | |
| SUBTASK 27-51-32-640-005 | | | | | | |
| (2) Do these steps for the ballscrew nut lubrication and inspection: | | | | | | |
| (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent. | | | | | | |
| CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS. | | | | | | |
| (b) Lubricate the ballscrew nut with grease, D00633. | | | | | | |
| <u>NOTE:</u> The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. | | | | | | |
| 1) Make sure that clean grease comes out from the grease vent. | | | | | | |
| <u>NOTE:</u> Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out. | | | | | | |
| a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401). | | | | | | |
| 2) Make sure that grease does not freely come out through the ballscrew nut seal. | | | | | | |
| <u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal. | | | | | | |
| <u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon. | | | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-03-01 | Page 2 of 21 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---|------------------|--|
| | | a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401) | MECH | INSP |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-32-440-009

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

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| | | | | |
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|--|

TASK 27-51-32-200-804

MECH

INSP

2. Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection

(Figure 2)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-32-860-024

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-32-040-011

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

B. Inboard Flap Outboard Ballscrew and Gimbal Lubrication

(Table 2)

SUBTASK 27-51-32-640-006

- (1) This table supplies data for the subsequent lubrication and inspection step:

Table 2 Inboard Flap Outboard Ballscrew Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 3 Ballscrew Nut (No. 6 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-32-640-008

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401).

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-03-01 | Page 4 of 21 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 2) Make sure that grease does not freely come out through the ballscrew nut seal. | | | | |
| <p><u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon.</p> <p>a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401)</p> | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-32-440-010 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-32-860-025 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| <hr/> END OF TASK <hr/> | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|--|

TASK 27-51-42-200-801

MECH

INSP

3. Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection

(Figure 3)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-42-860-019

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-42-040-007

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

B. Outboard Flap Inboard Ballscrew Lubrication Inspection

(Table 3)

SUBTASK 27-51-42-640-004

- (1) This table supplies data for the subsequent lubrication and inspection steps:

Table 3 Outboard Flap Inboard Ballscrew Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 2 Ballscrew Nut (No. 7 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-42-640-003

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401).

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-03-01 | Page 6 of 21 Oct 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|---|
| | | | | MECH INSP |
| | | | | <p>2) Make sure that grease does not freely come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon.</p> <p>a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401)</p> |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-42-440-008

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

SUBTASK 27-51-42-860-020

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|--|

TASK 27-51-42-200-802

MECH

INSP

4. Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection

(Figure 4)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-42-860-021

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-42-040-008

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

B. Outboard Flap Outboard Ballscrew and Gimbal Lubrication

(Table 4)

SUBTASK 27-51-42-640-006

- (1) This table supplies data for the subsequent lubrication and inspection steps:

Table 4 Outboard Flap Outboard Ballscrew and Gimbal Servicing (Fig. 603)

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 1 Ballscrew Nut (No. 8 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-42-640-005

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401).

| | | | |
|-------------------------------|----------------------|-------------------------------------|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-03-01 | Page 8 of 21 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|---|
| | | | | MECH INSP |
| | | | | <p>2) Make sure that grease does not freely come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon.</p> <p>a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401)</p> |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-42-440-009

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

SUBTASK 27-51-42-860-022

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

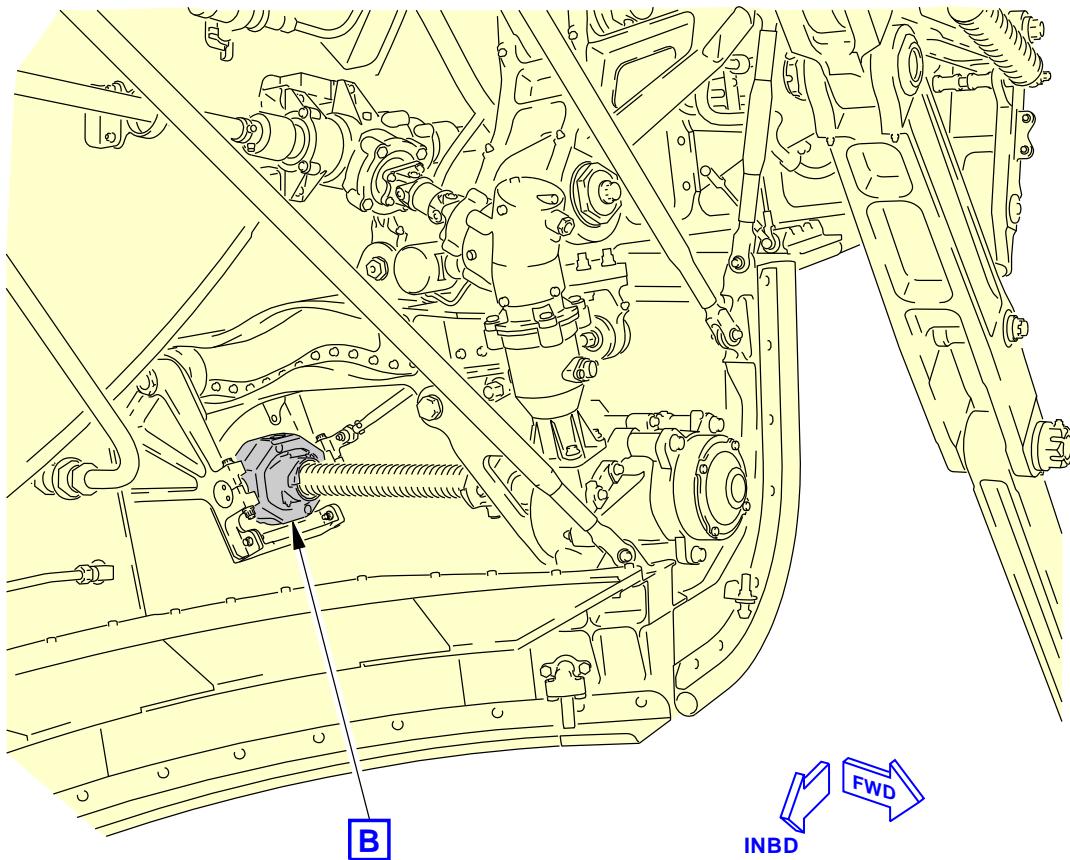
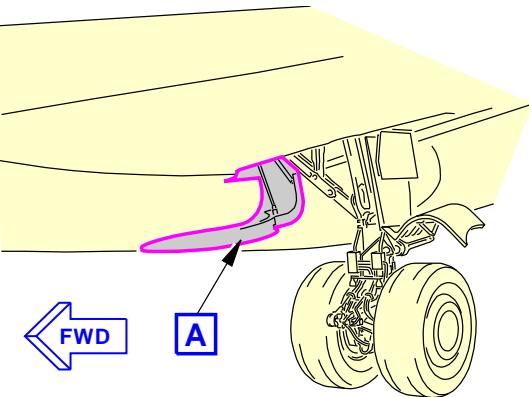
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

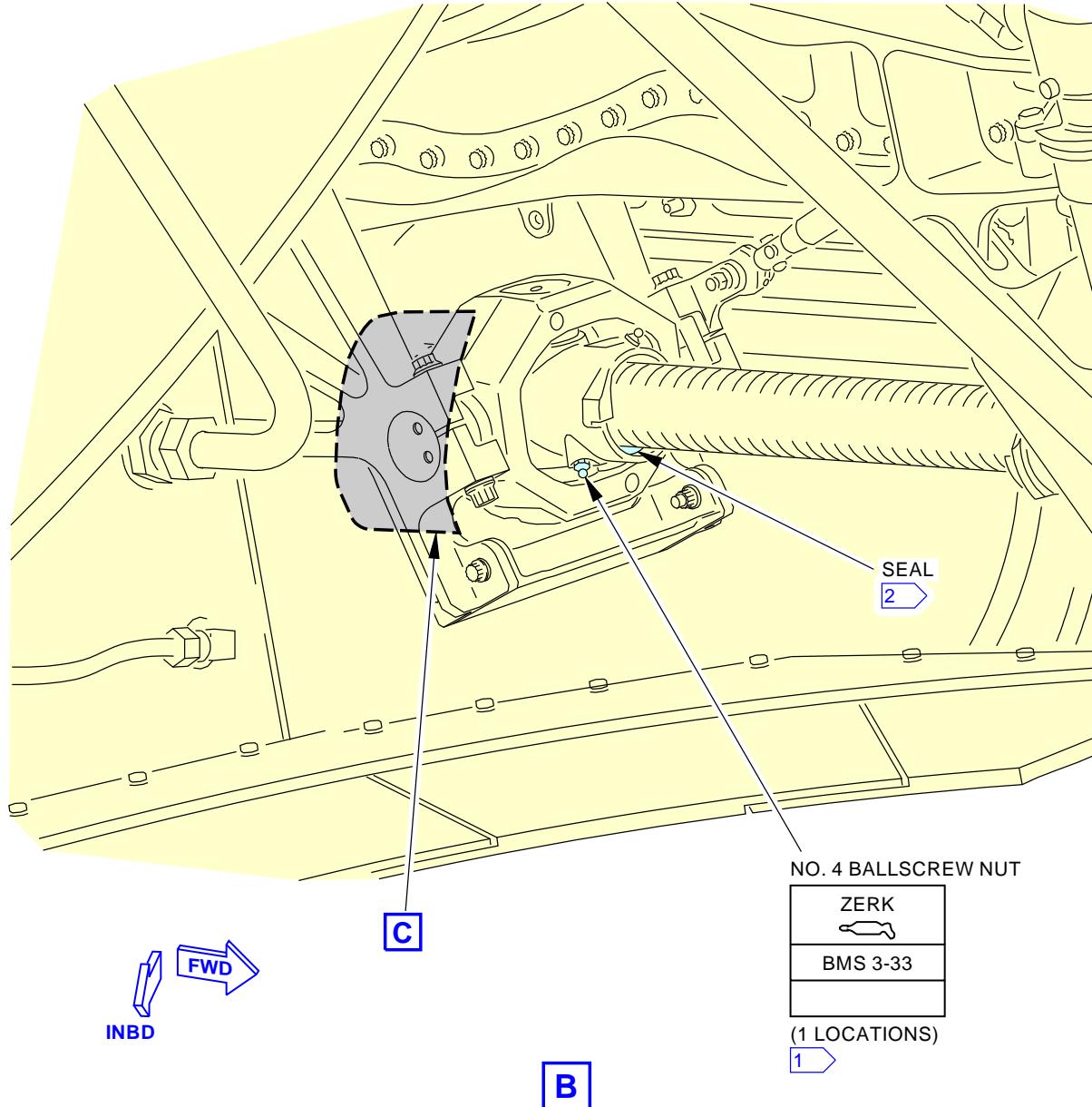
BOEING CARD NO.
27-148-03-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)****A**

2384094 S0000546781_V1

**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 1 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MPD****LEFT WING BALLSCREW ASSEMBLY****D633A109-AKS
27-148-03-01****Page 10 of 21
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



1 THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.

2 GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

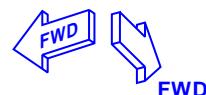
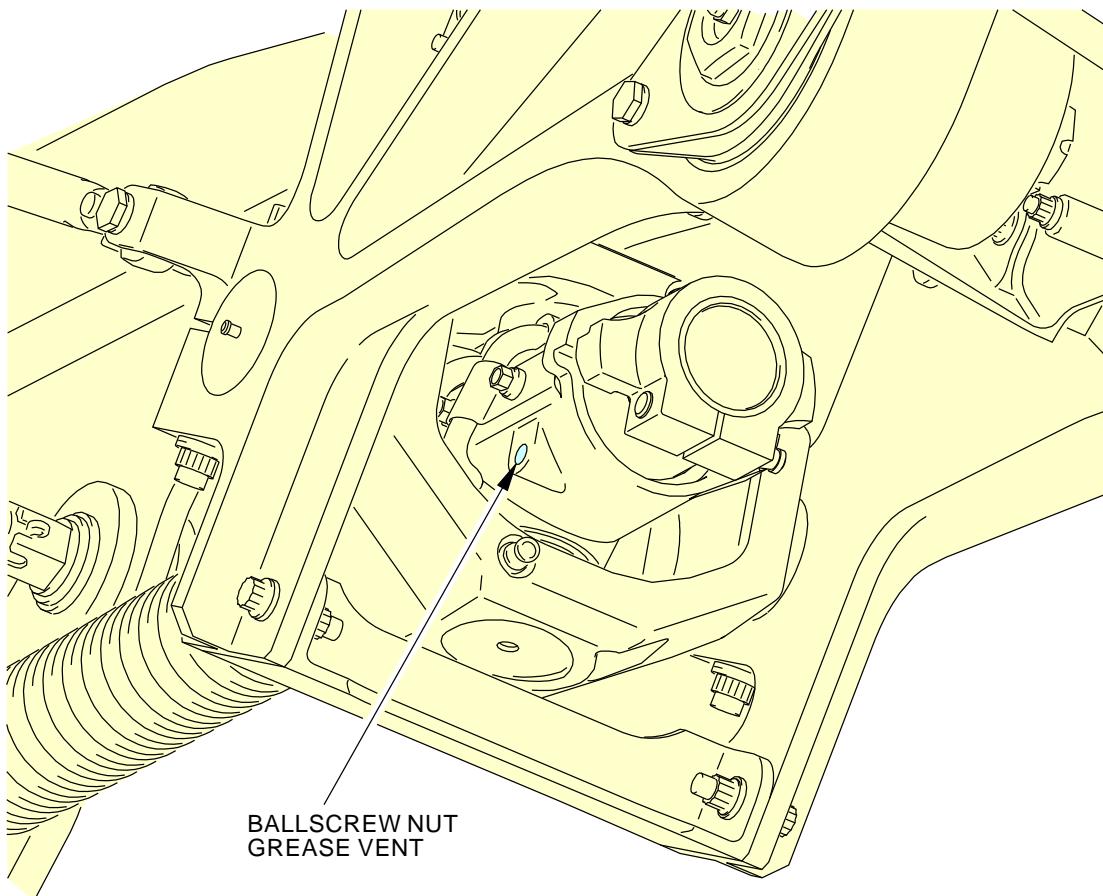
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**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |

**C**

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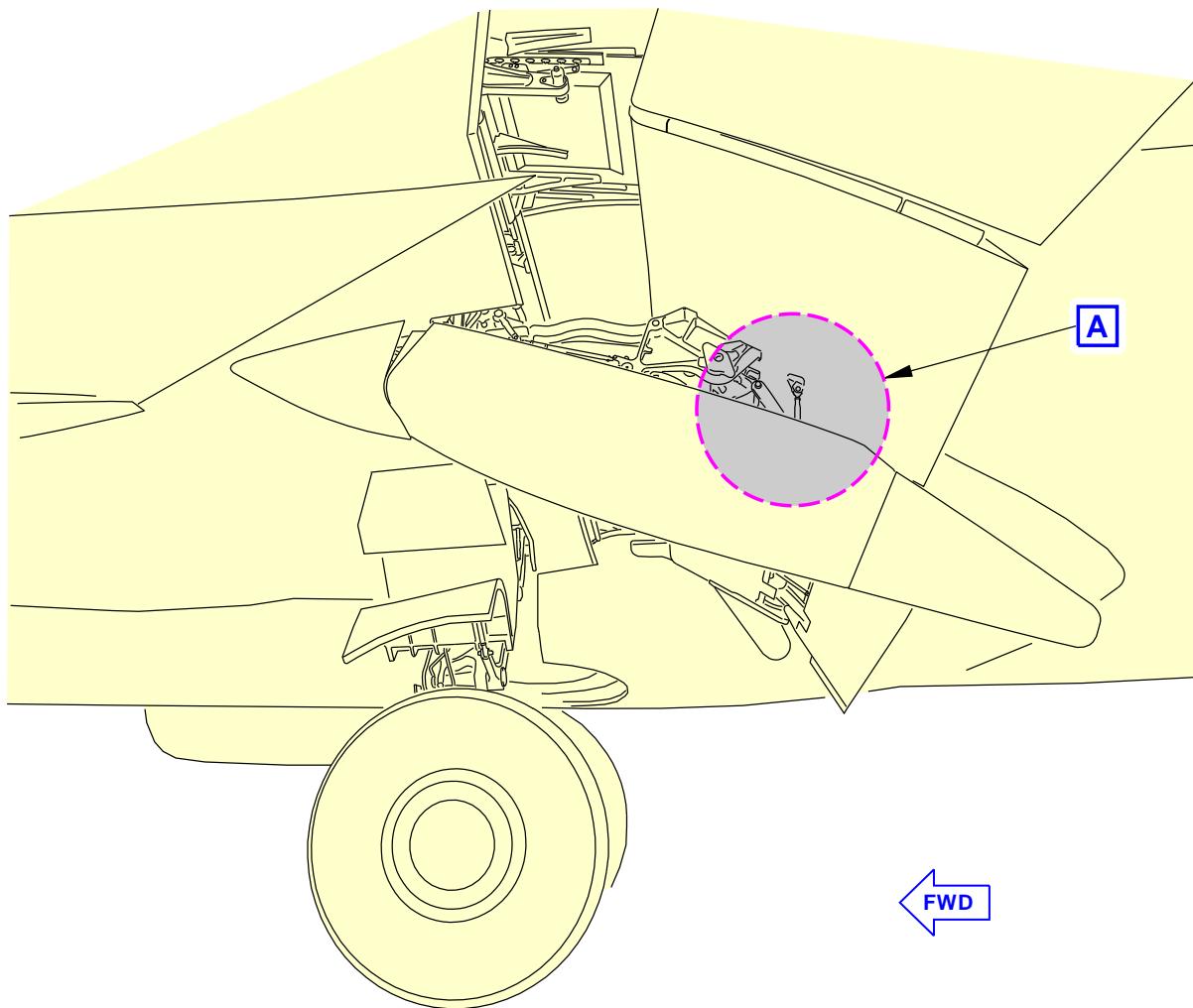
**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |



2384362 S0000546923_V1

**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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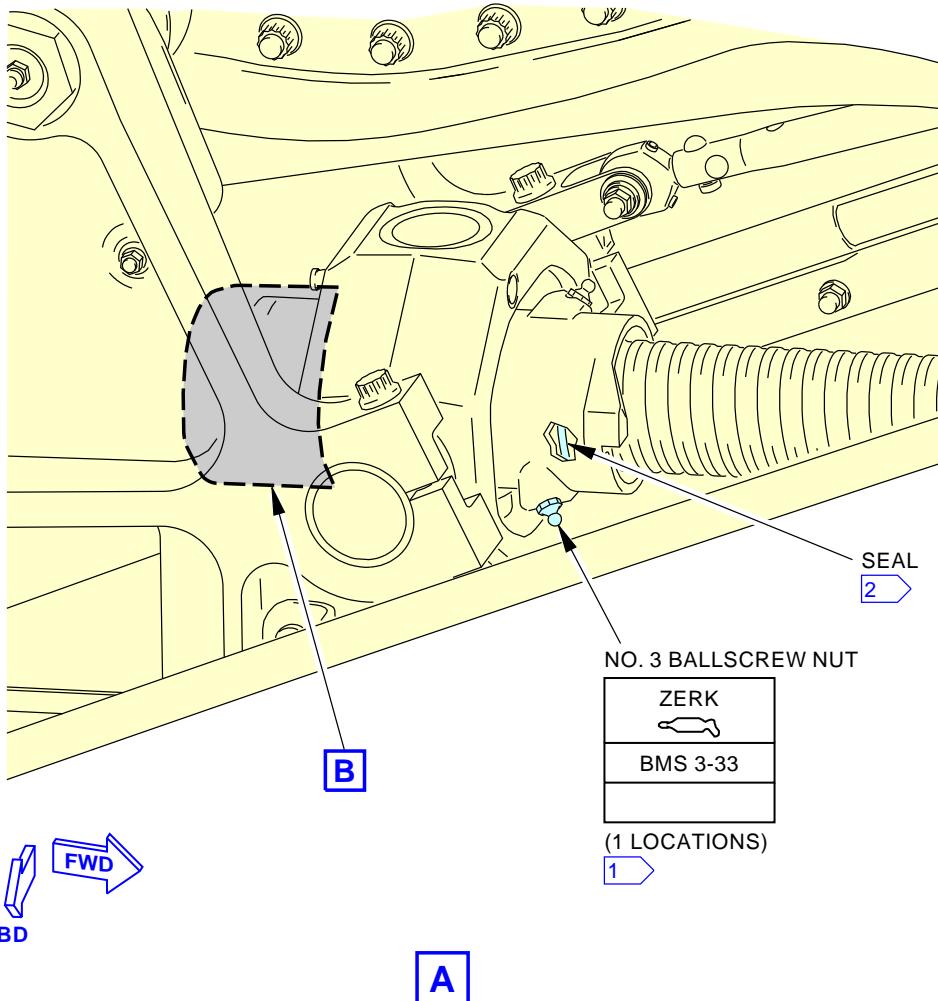
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-03-01

- [1] THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- [2] GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

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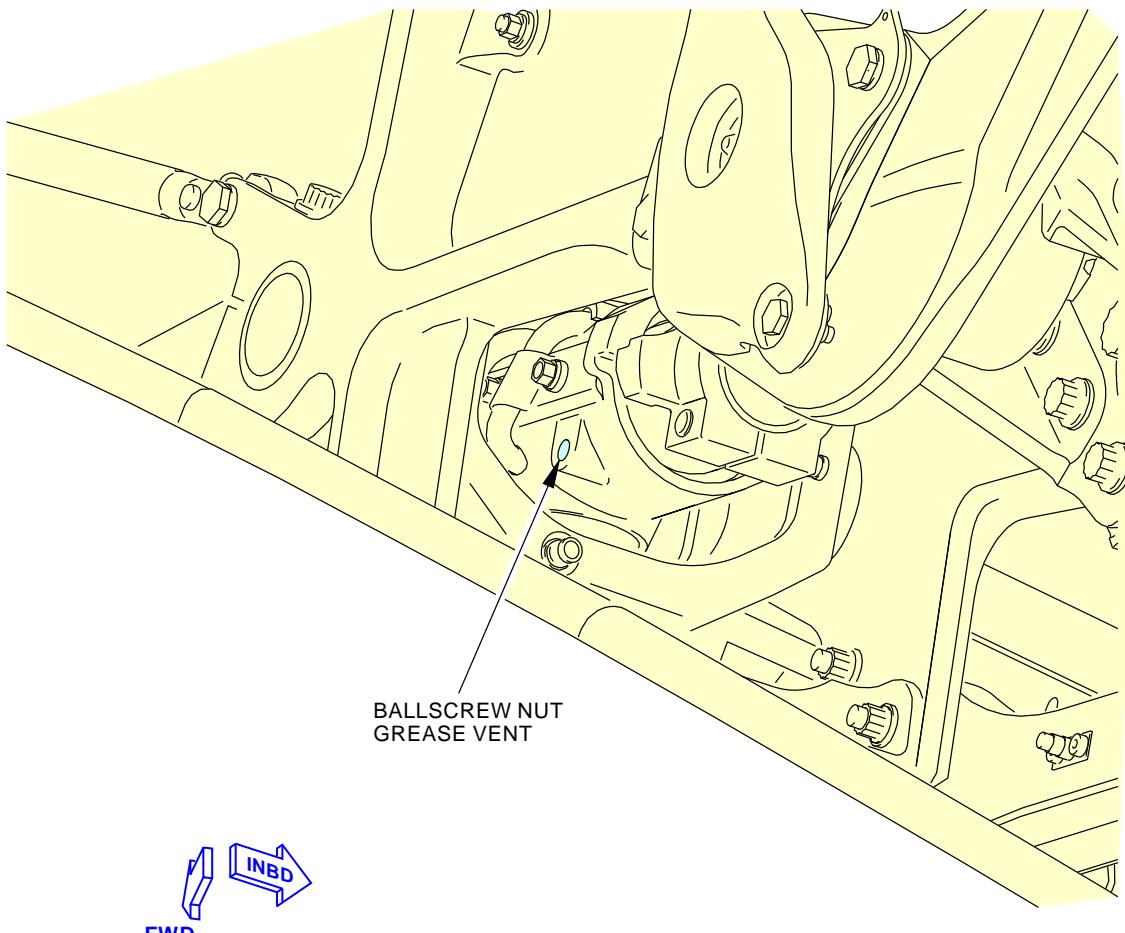
**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |



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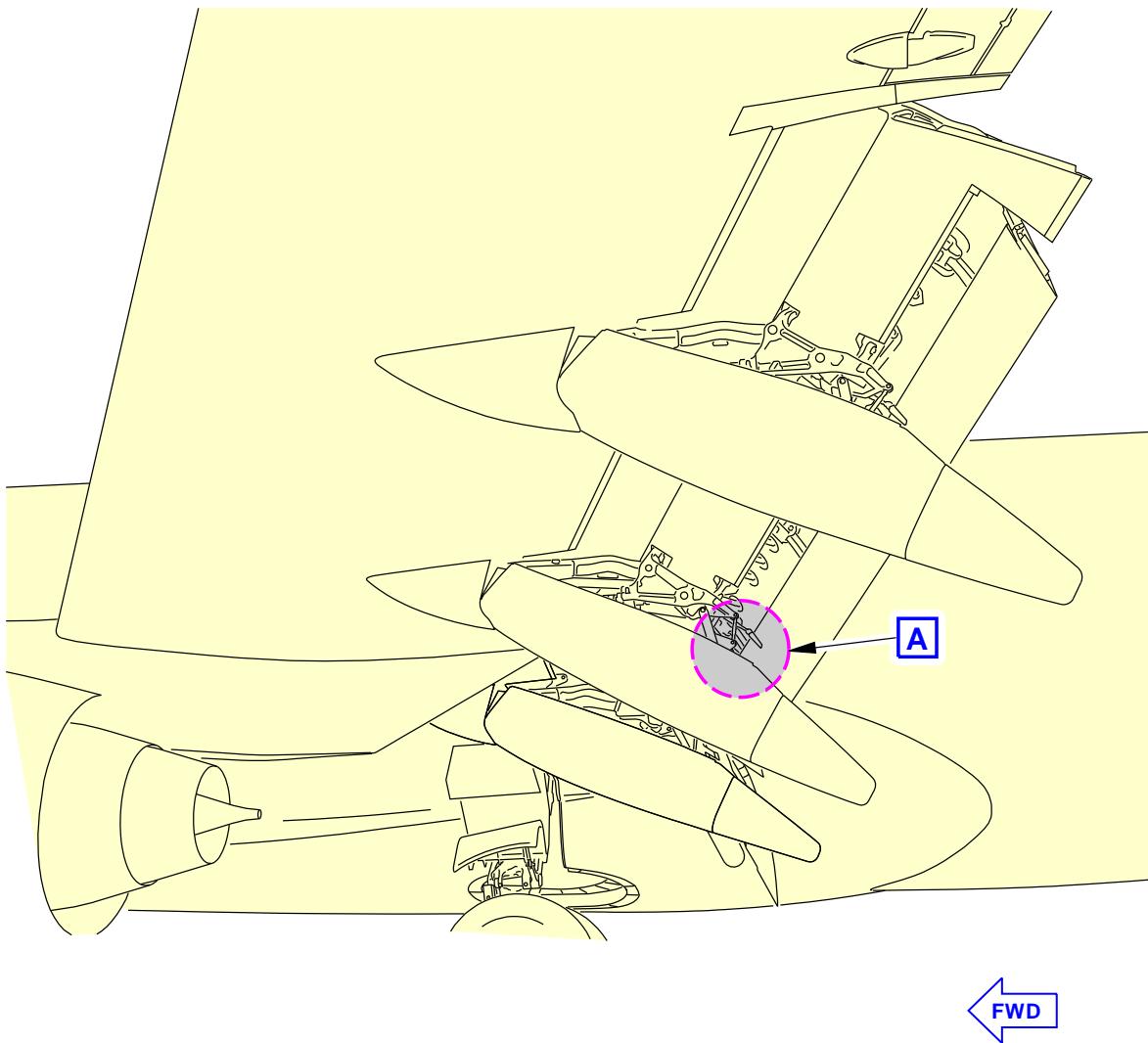
**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |



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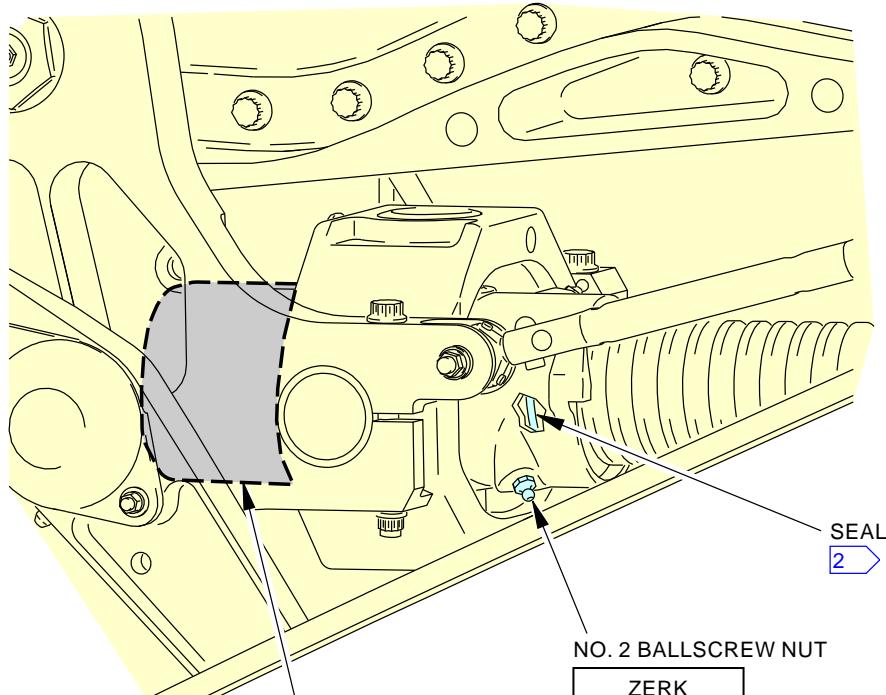
**Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-03-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**A**

- 1** THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- 2** GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

2384062 S0000546994_V1

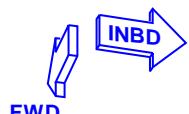
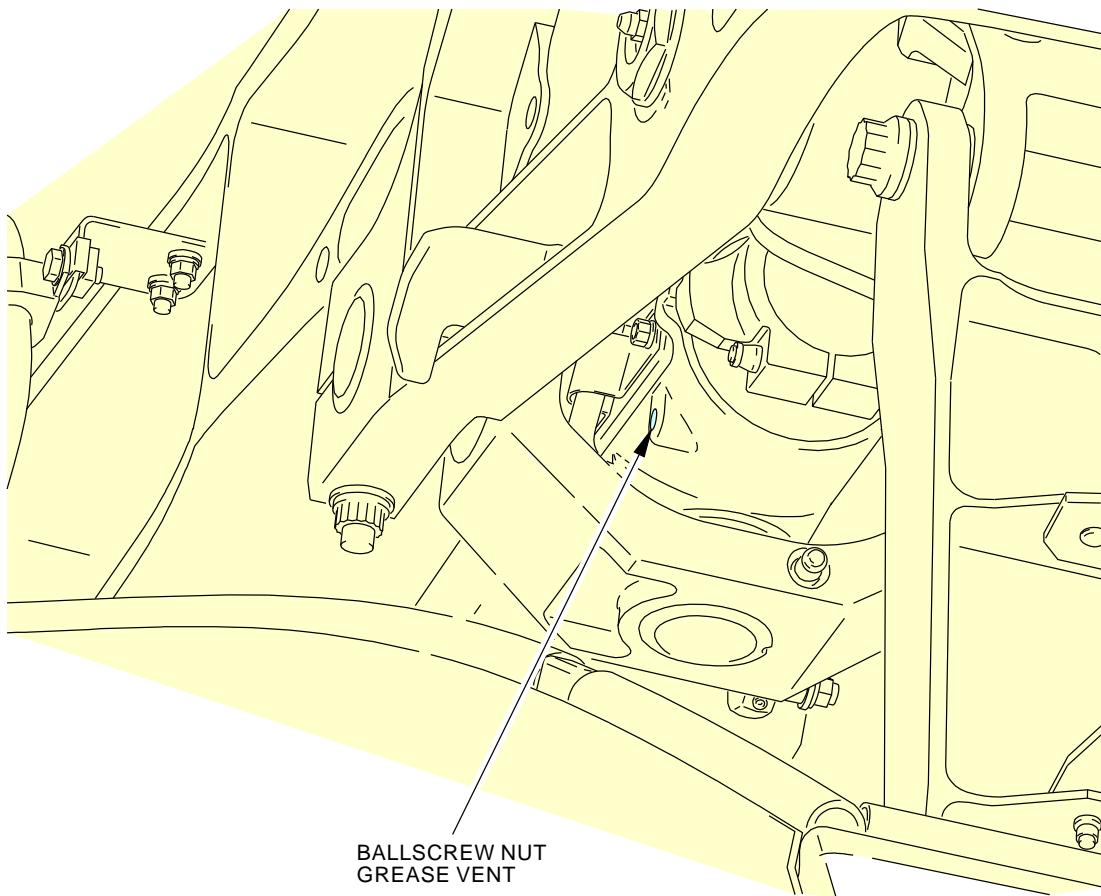
**Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |



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**Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

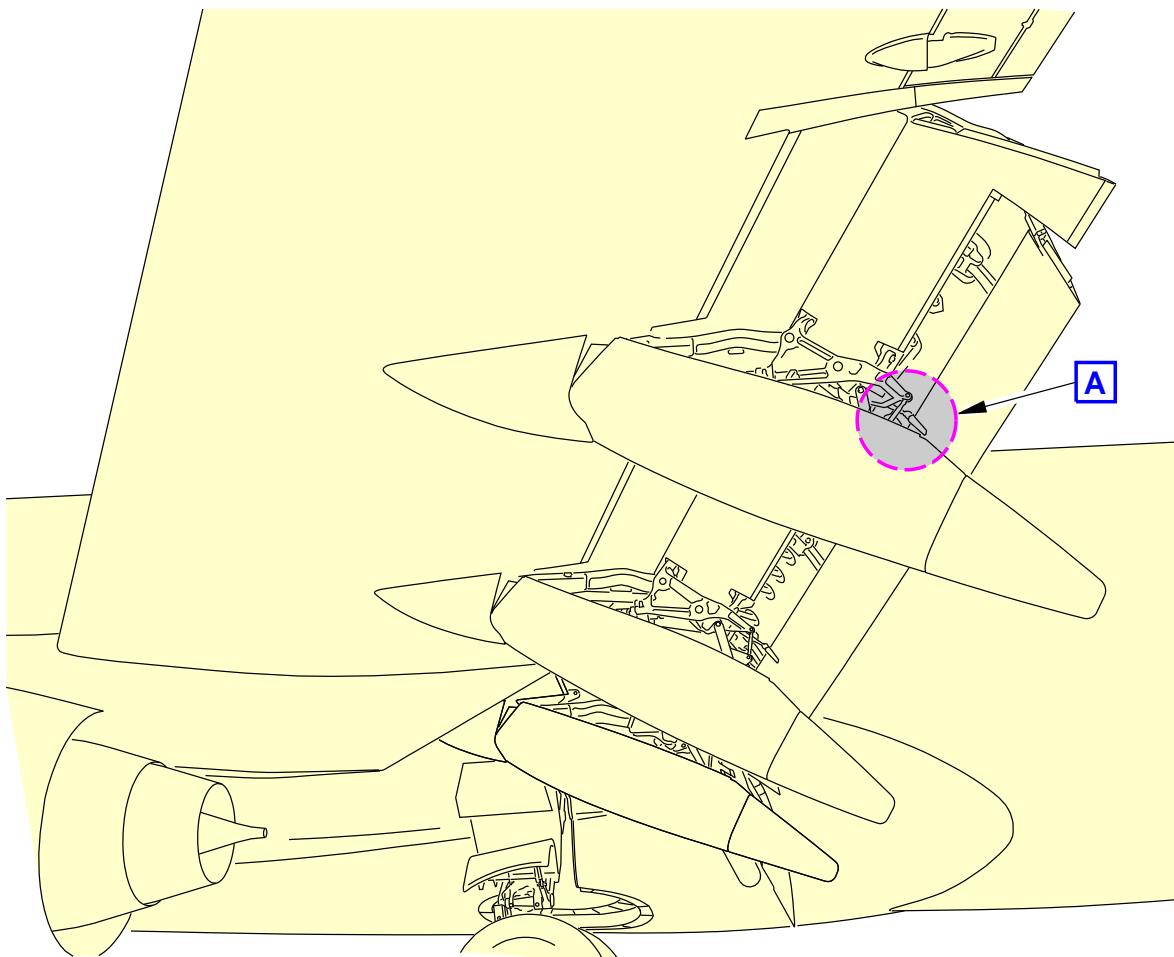
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

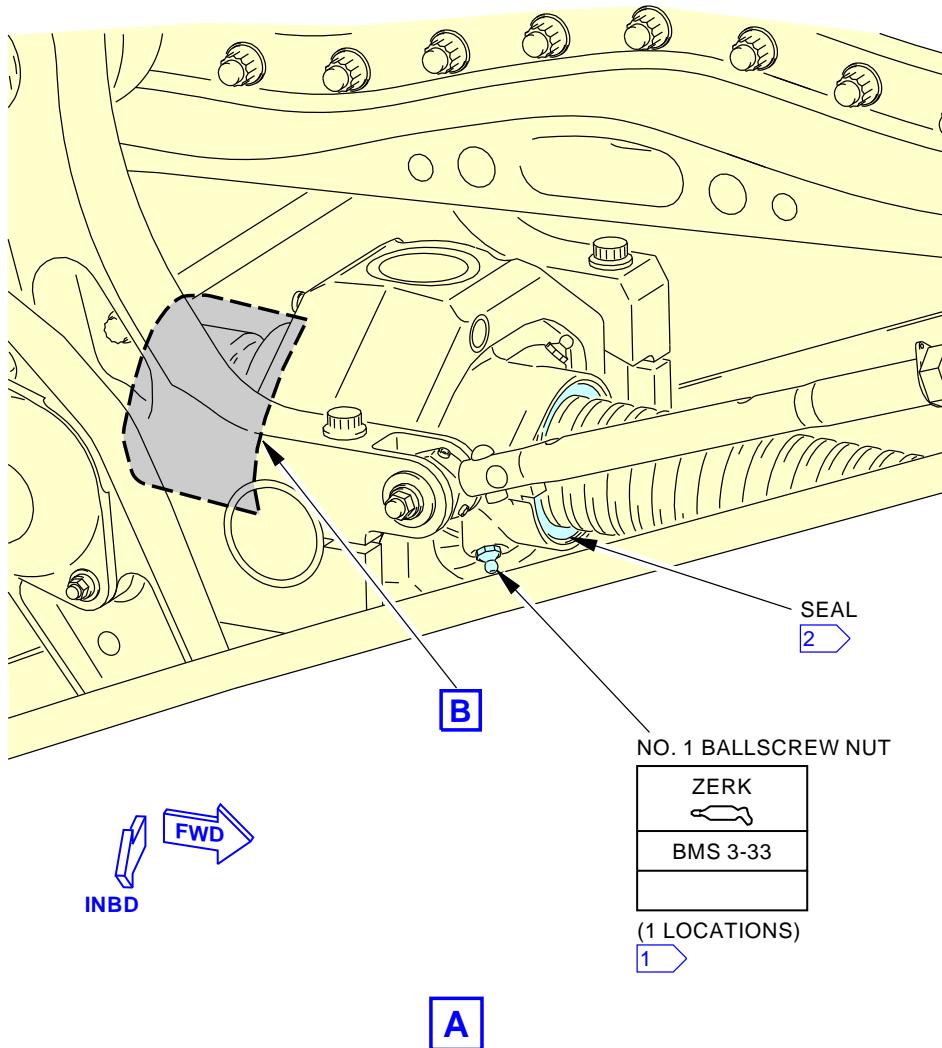
BOEING CARD NO.
27-148-03-01

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**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MPD**LEFT WING BALLSCREW ASSEMBLY****D633A109-AKS
27-148-03-01****Page 19 of 21
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |



- 1** THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- 2** GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

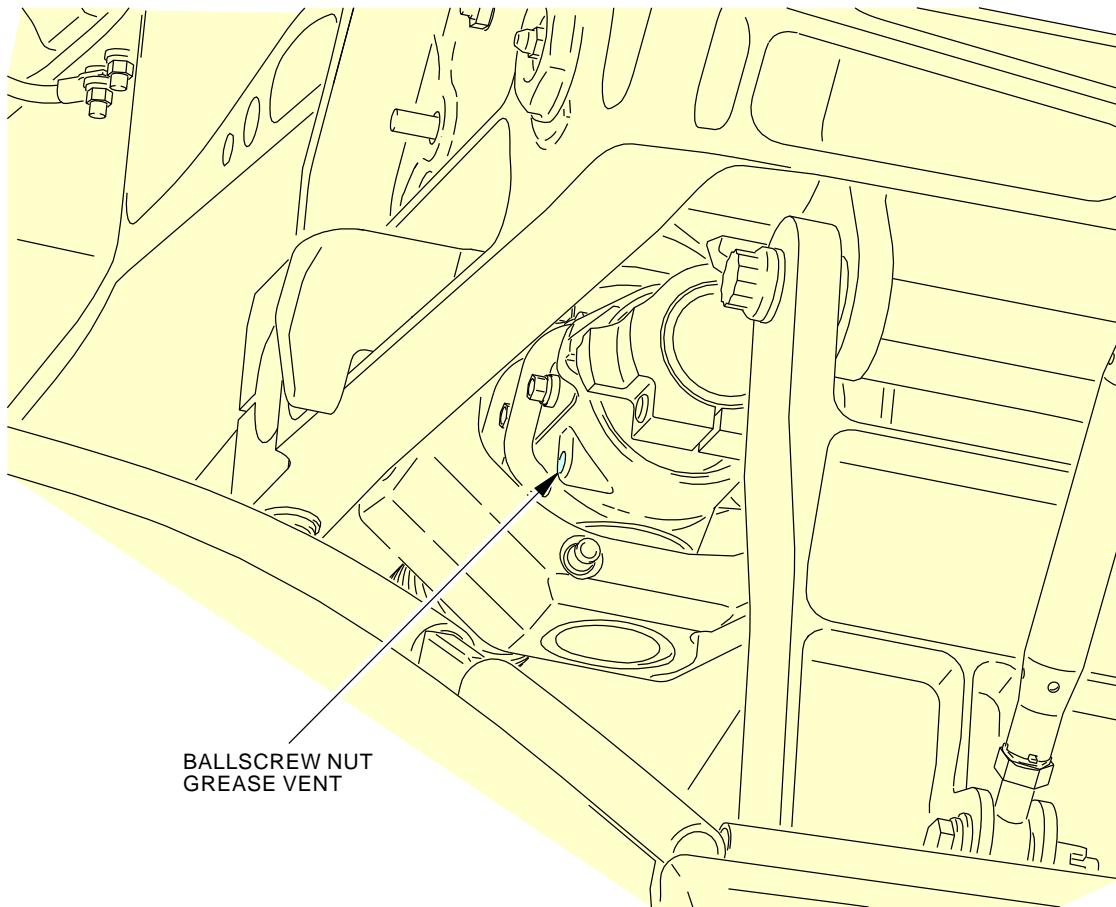
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**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-03-01 |

**B**

2384076 S0000547013_V1

**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | LEFT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-03-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|------------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING BALLSCREW ASSEMBLY | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-148-04-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 13200 FC | REPEAT 6600 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 134 641 642 643 644 653 |
| | | | | | |

Detailed Inspection of the right wing trailing edge flap ballscrew actuator for grease leakage, wear and condition

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 27-51-32 P/B 401 | INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION |
| AMM 27-51-42 P/B 401 | OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G01043 | Cloth - Lint-free | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY | |
| | | D633A109-AKS 27-148-04-01 | Page 1 of 21 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|--|---|----------------|-----------------------|--|
| TASK 27-51-32-200-803 | | | | MECH INSP |
| 1. Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection (Figure 1) | | | | |
| A. Prepare for the Lubrication Inspection SUBTASK 27-51-32-040-010 (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Inboard Ballscrew Lubrication Inspection (Table 1) SUBTASK 27-51-32-640-007 (1) This table supplies data for the subsequent lubrication and inspection steps: | | | | |
| Table 1 Inboard Flap Inboard Ballscrew Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| - | No. 4 Ballscrew Nut (No. 5 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |
| SUBTASK 27-51-32-640-005 (2) Do these steps for the ballscrew nut lubrication and inspection: (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent. CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS. (b) Lubricate the ballscrew nut with grease, D00633. <u>NOTE:</u> The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them. 1) Make sure that clean grease comes out from the grease vent. <u>NOTE:</u> Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out. a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401). 2) Make sure that grease does not freely come out through the ballscrew nut seal. <u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal. <u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon. | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY D633A109-AKS 27-148-04-01 | Page 2 of 21 Oct 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|------|-------------|---|------------------|--|
| | | a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401) | MECH | INSP |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-32-440-009

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

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

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|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
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TASK 27-51-32-200-804

MECH

INSP

2. Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection

(Figure 2)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-32-860-024

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-32-040-011

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

B. Inboard Flap Outboard Ballscrew and Gimbal Lubrication

(Table 2)

SUBTASK 27-51-32-640-006

- (1) This table supplies data for the subsequent lubrication and inspection step:

Table 2 Inboard Flap Outboard Ballscrew Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 3 Ballscrew Nut (No. 6 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-32-640-008

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401).

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|------|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | <p>2) Make sure that grease does not freely come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon.</p> <p>a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (INBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-32/401)</p> |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-32-440-010

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

SUBTASK 27-51-32-860-025

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|------|-------------|---------|------------------|--|

TASK 27-51-42-200-801

MECH

INSP

3. Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection

(Figure 3)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-42-860-019

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-42-040-007

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

B. Outboard Flap Inboard Ballscrew Lubrication Inspection

(Table 3)

SUBTASK 27-51-42-640-004

- (1) This table supplies data for the subsequent lubrication and inspection steps:

Table 3 Outboard Flap Inboard Ballscrew Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 2 Ballscrew Nut (No. 7 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-42-640-003

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401).

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY D633A109-AKS 27-148-04-01 | Page 6 of 21 Oct 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|------|-------------|---------|------------------|---|
| | | | | MECH INSP |
| | | | | <p>2) Make sure that grease does not freely come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal.</p> <p><u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon.</p> <p>a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401)</p> |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-42-440-008

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

SUBTASK 27-51-42-860-020

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

———— END OF TASK ——

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
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TASK 27-51-42-200-802

MECH

INSP

4. Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection

(Figure 4)

A. Prepare for the Lubrication Inspection

SUBTASK 27-51-42-860-021

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 27-51-42-040-008

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

B. Outboard Flap Outboard Ballscrew and Gimbal Lubrication

(Table 4)

SUBTASK 27-51-42-640-006

- (1) This table supplies data for the subsequent lubrication and inspection steps:

Table 4 Outboard Flap Outboard Ballscrew and Gimbal Servicing (Fig. 603)

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---|----------------|-----------------------|---------------------|
| - | No. 1 Ballscrew Nut (No. 8 Ballscrew Nut is Equivalent) | grease, D00633 | Zerk | 1 |

SUBTASK 27-51-42-640-005

- (2) Do these steps for the ballscrew nut lubrication and inspection:

- (a) Remove the old grease and dirt on and around the ballscrew nut and grease vent with a lint-free cloth, G01043 or equivalent.

CAUTION: DO NOT USE A PNEUMATIC GREASE GUN TO SERVICE THE BALLSCREWS, EXCESSIVE GREASE GUN NOZZLE PRESSURE AND FLOW RATE CAN DAMAGE THE SEALS.

- (b) Lubricate the ballscrew nut with grease, D00633.

NOTE: The ballscrew nut has two grease fittings. It is only necessary to lubricate one of them.

- 1) Make sure that clean grease comes out from the grease vent.

NOTE: Clean grease must come out through the grease vent. This will make sure that the used grease has been flushed out.

- a) If the clean grease does not come out from the vent, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401).

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 | | |
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| | | | | | MECH | INSP |
| | | | | 2) Make sure that grease does not freely come out through the ballscrew nut seal. <u>NOTE:</u> It is acceptable for seepage or blistering of grease to come out through the ballscrew nut seal. <u>NOTE:</u> It is unacceptable for grease to come out of the seal in a ribbon. a) If the grease freely comes through the ballscrew nut seal, then replace the ballscrew assembly on or before the next interval inspection (OUTBOARD FLAP BALLSCREWS AND GIMBALS - REMOVAL/INSTALLATION, AMM 27-51-42/401) | | |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-51-42-440-009

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

SUBTASK 27-51-42-860-022

- (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

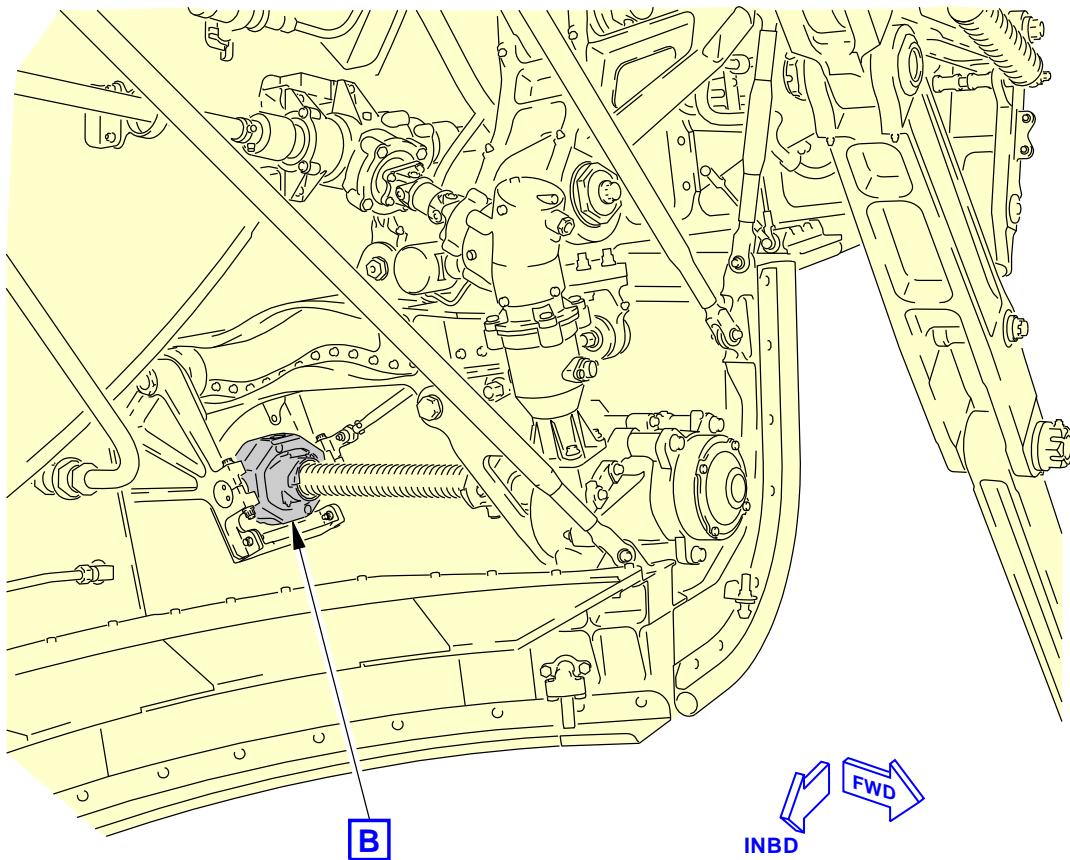
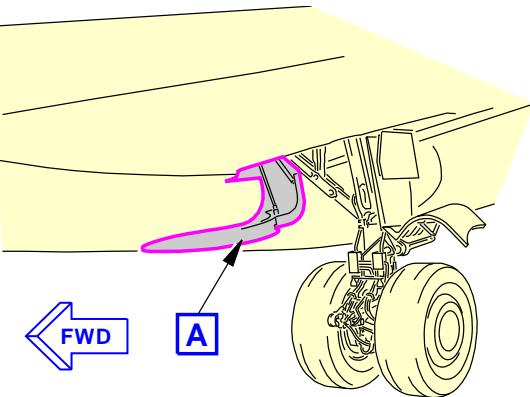
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

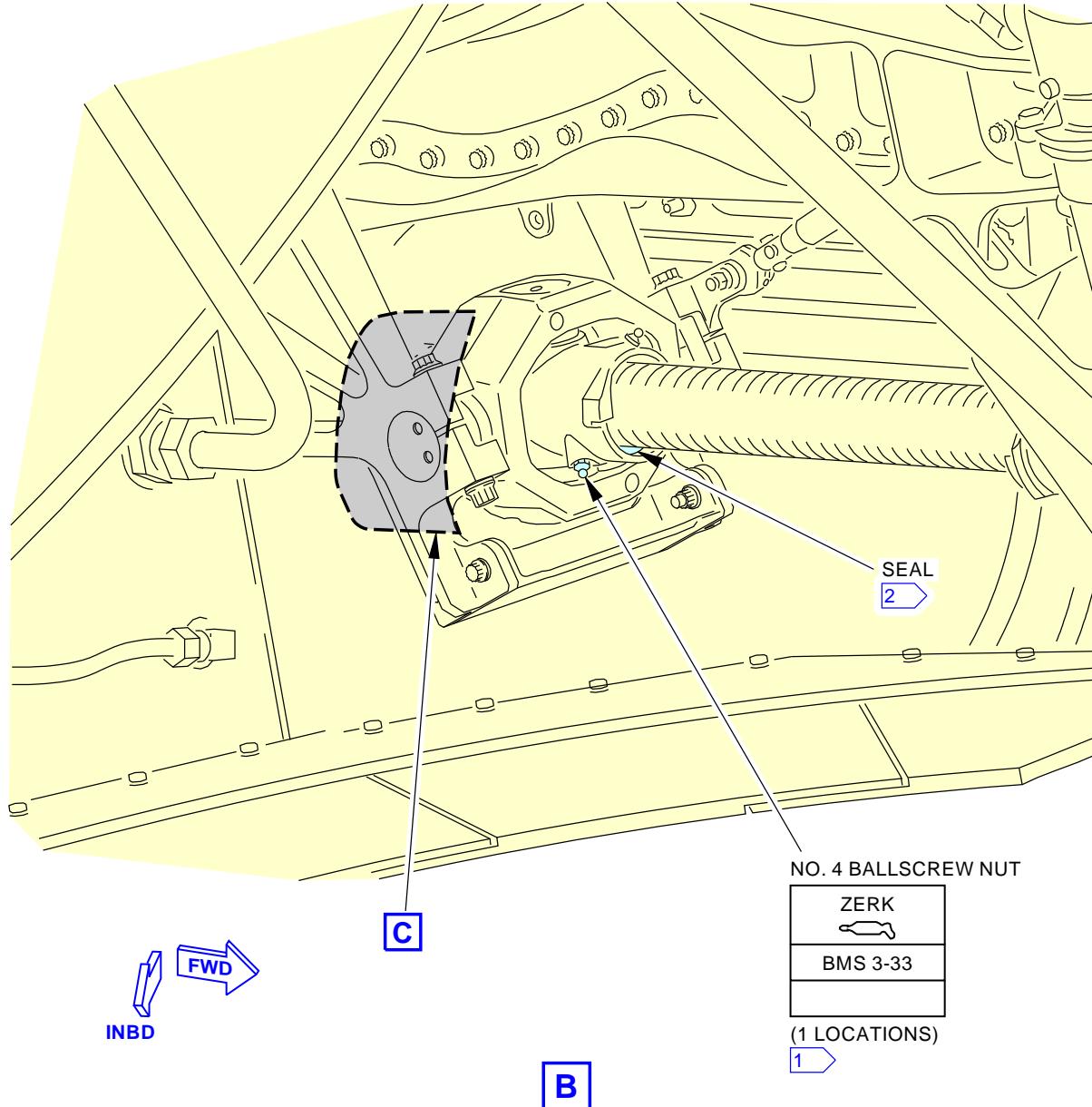
BOEING CARD NO.
27-148-04-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)****A**

2384094 S0000546781_V1

**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 1 of 3)****EFFECTIVITY
AKS ALL****SOURCE
MPD****RIGHT WING BALLSCREW ASSEMBLY****D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
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1 THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.

2 GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

2384096 S0000546783_V1

**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 2 of 3)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

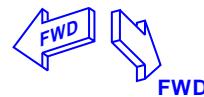
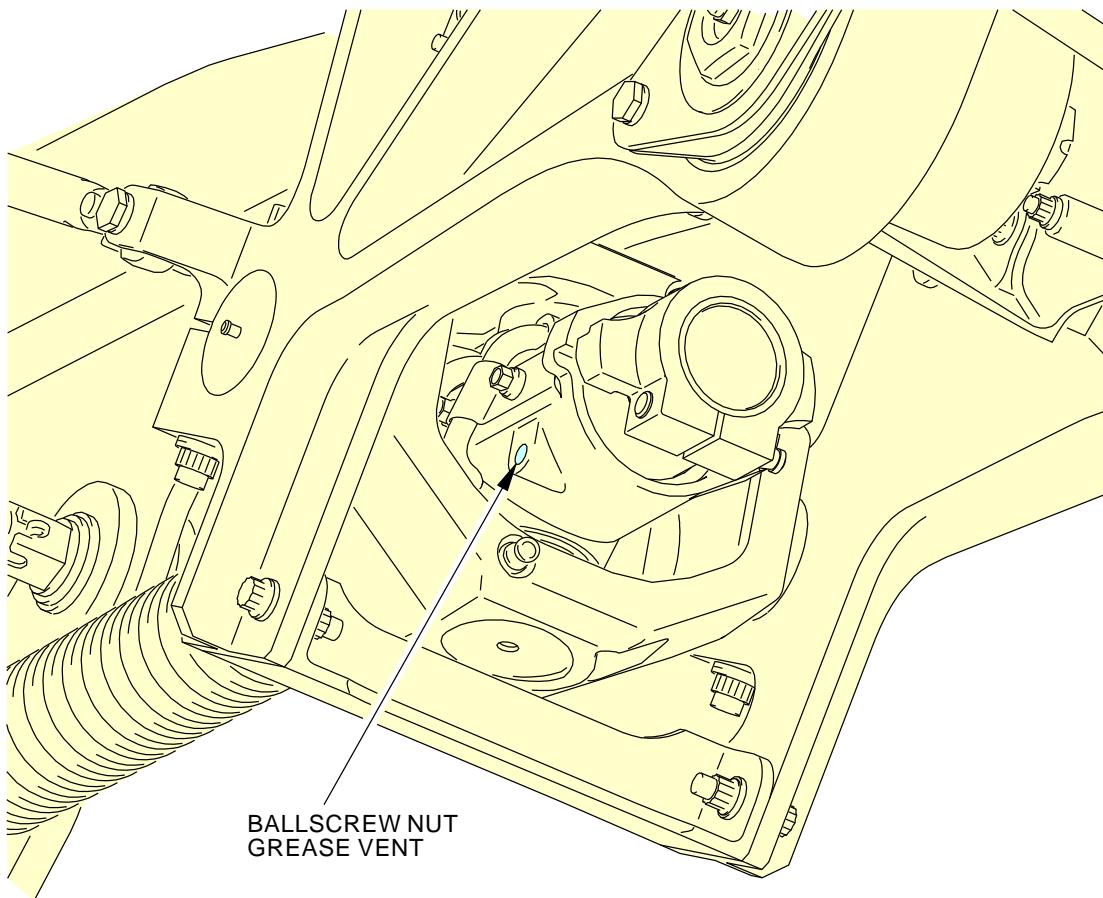
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-04-01**C**

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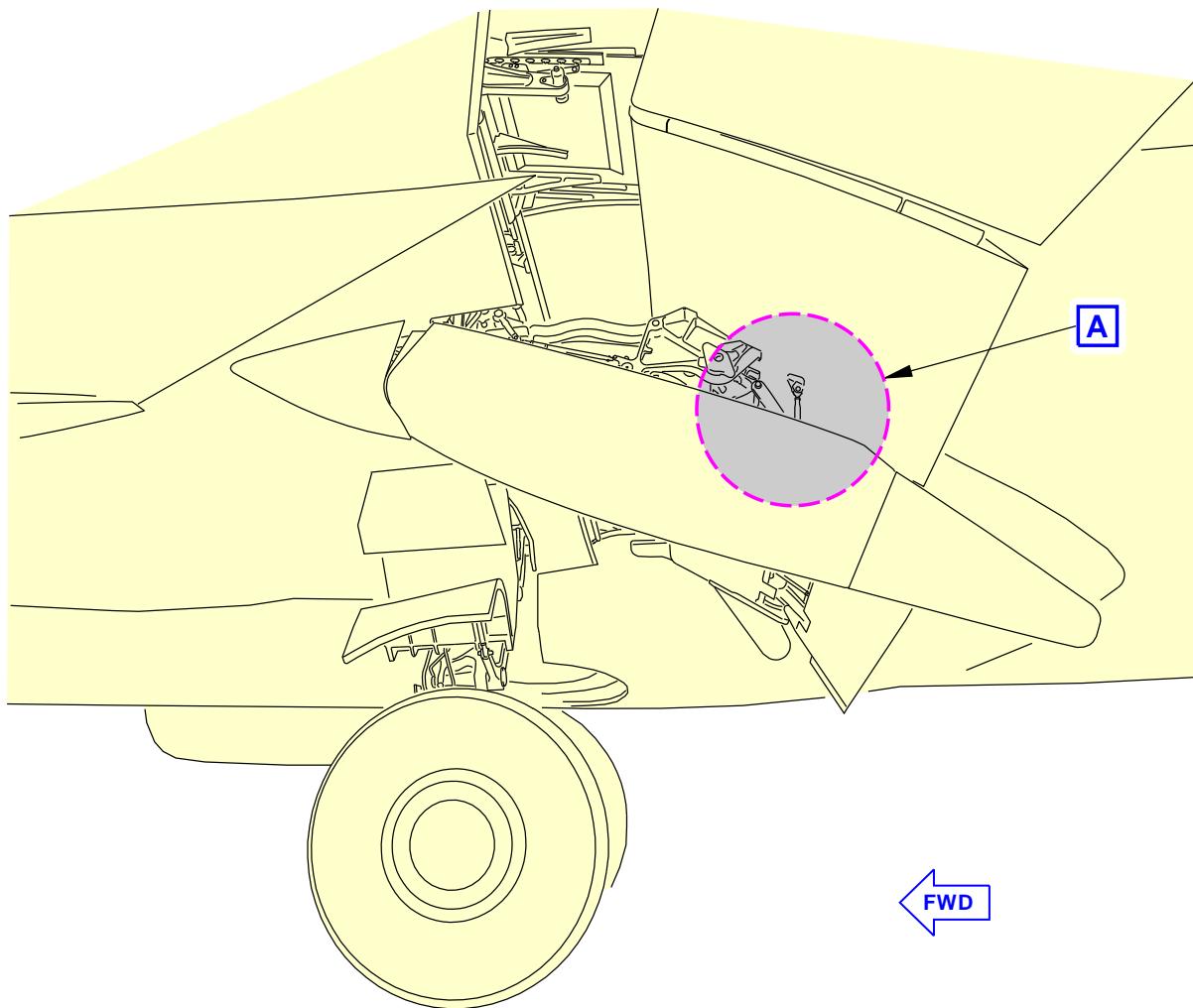
**Inboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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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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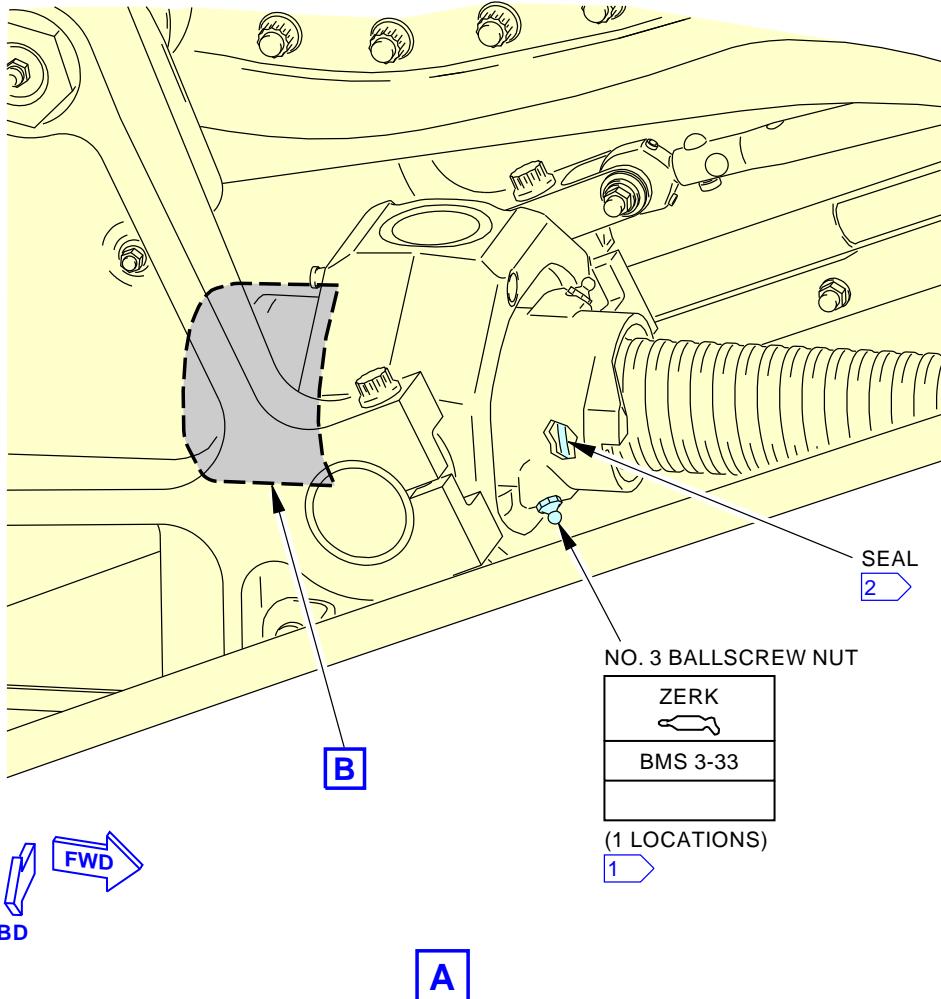
**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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AKS**737-600/700/800/900
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| | | | | 27-148-04-01 |



- 1** THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- 2** GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

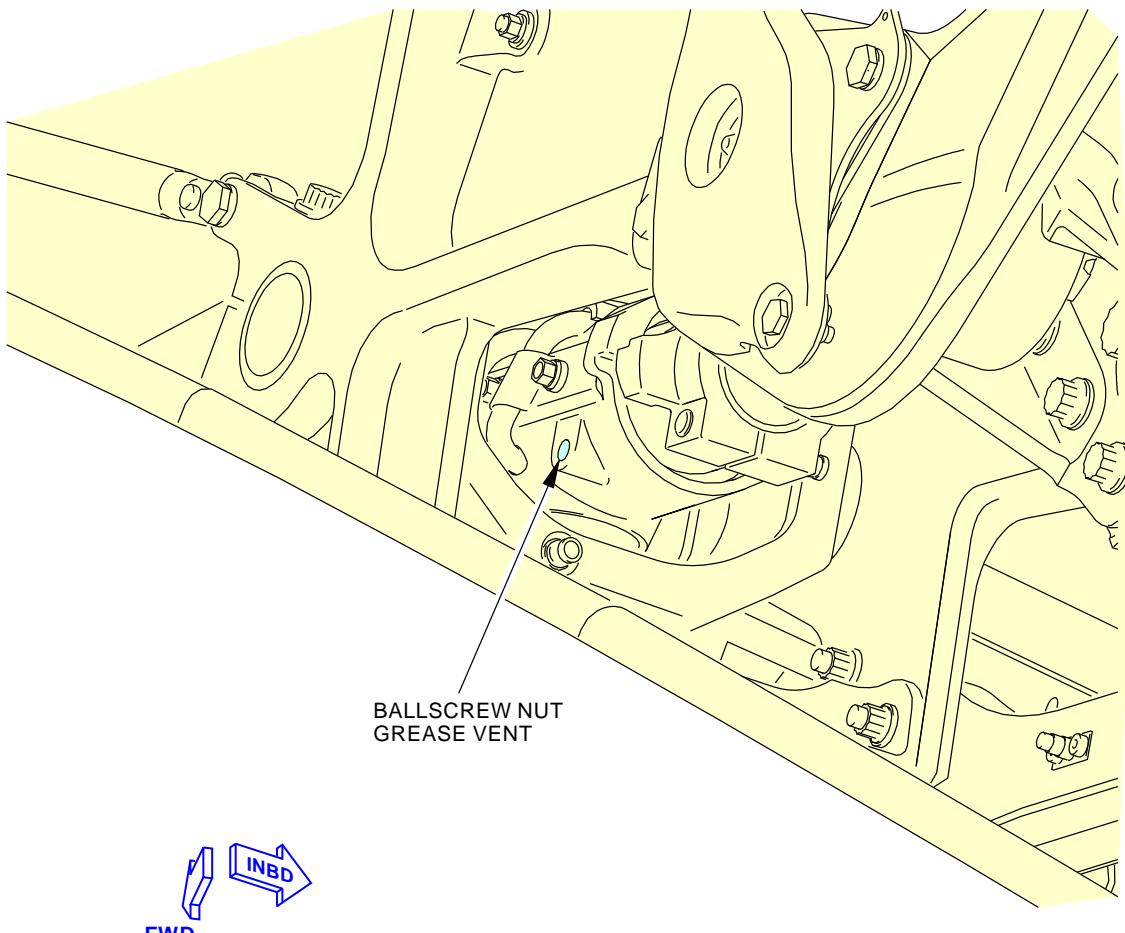
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**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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| | | | | 27-148-04-01 |

**B**

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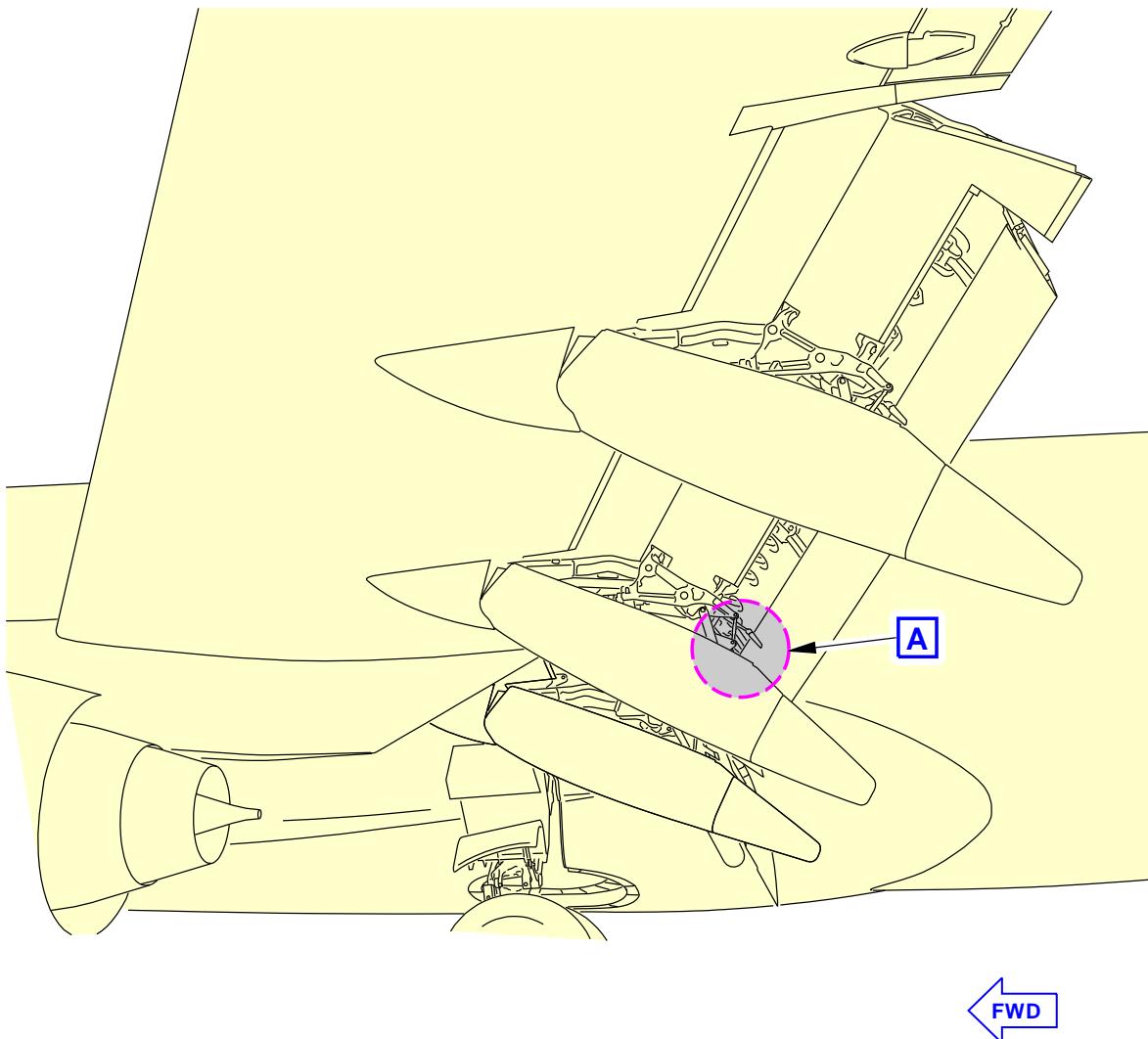
**Inboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 2 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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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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| | | | | 27-148-04-01 |



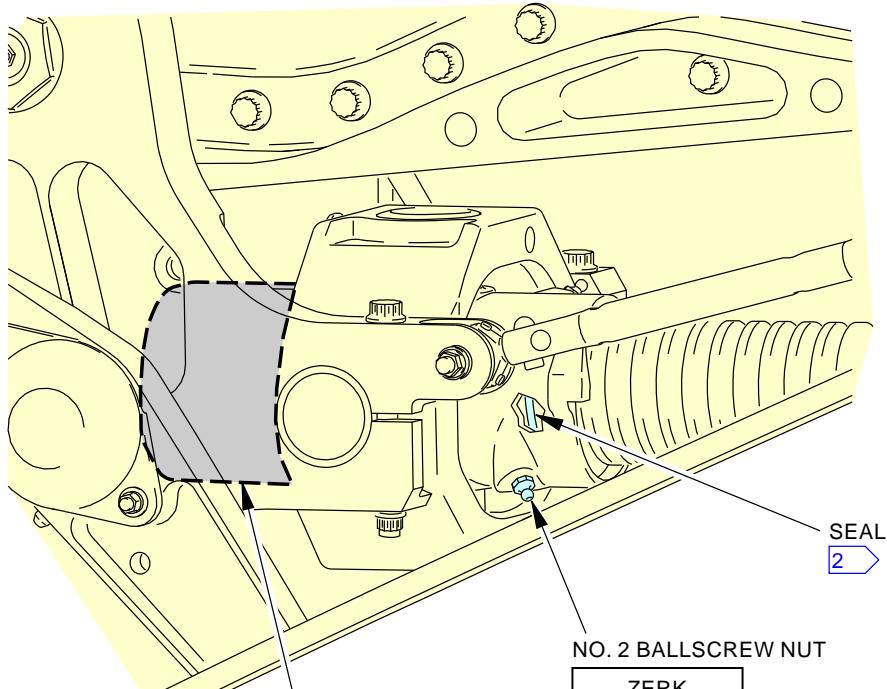
2384051 S0000546993_V1
Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 1 of 3)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-148-04-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**A**

- 1** THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- 2** GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

2384062 S0000546994_V1

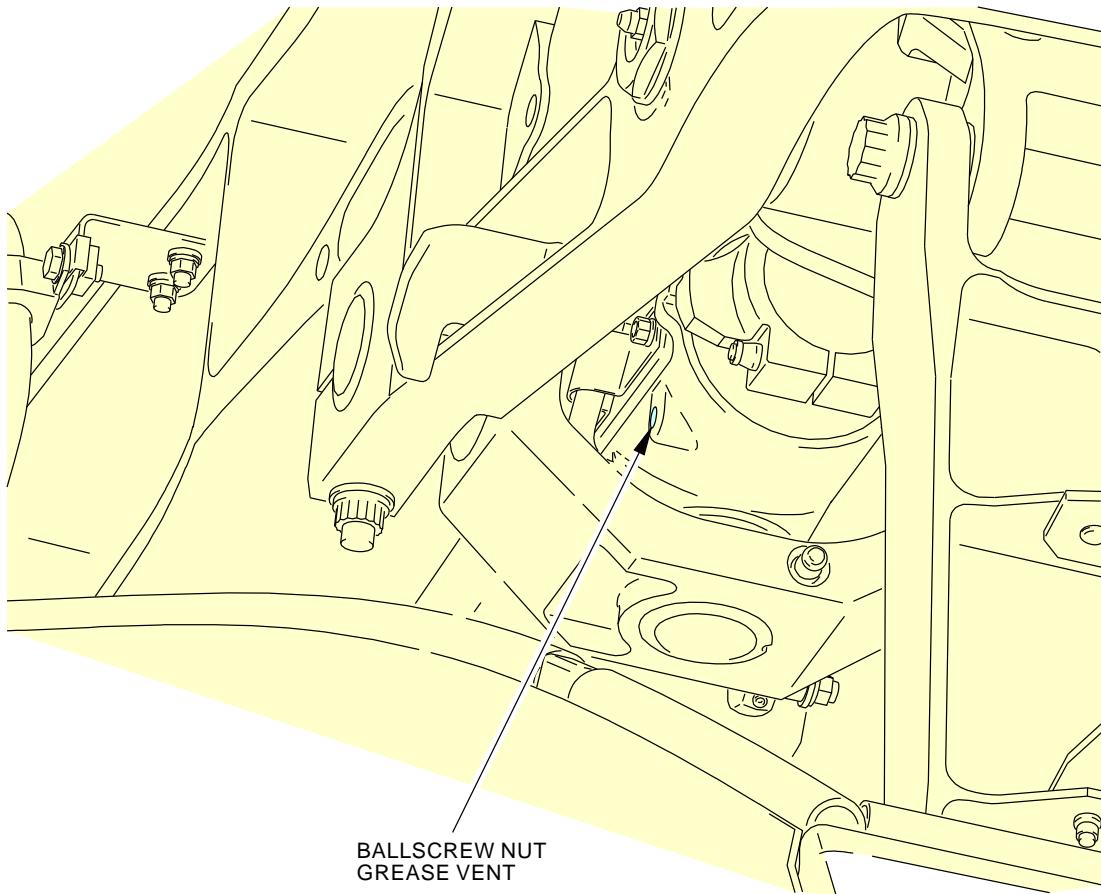
**Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

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|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-04-01 |



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**Outboard Flap Inboard Ballscrew Detailed Lubrication Inspection
Figure 3 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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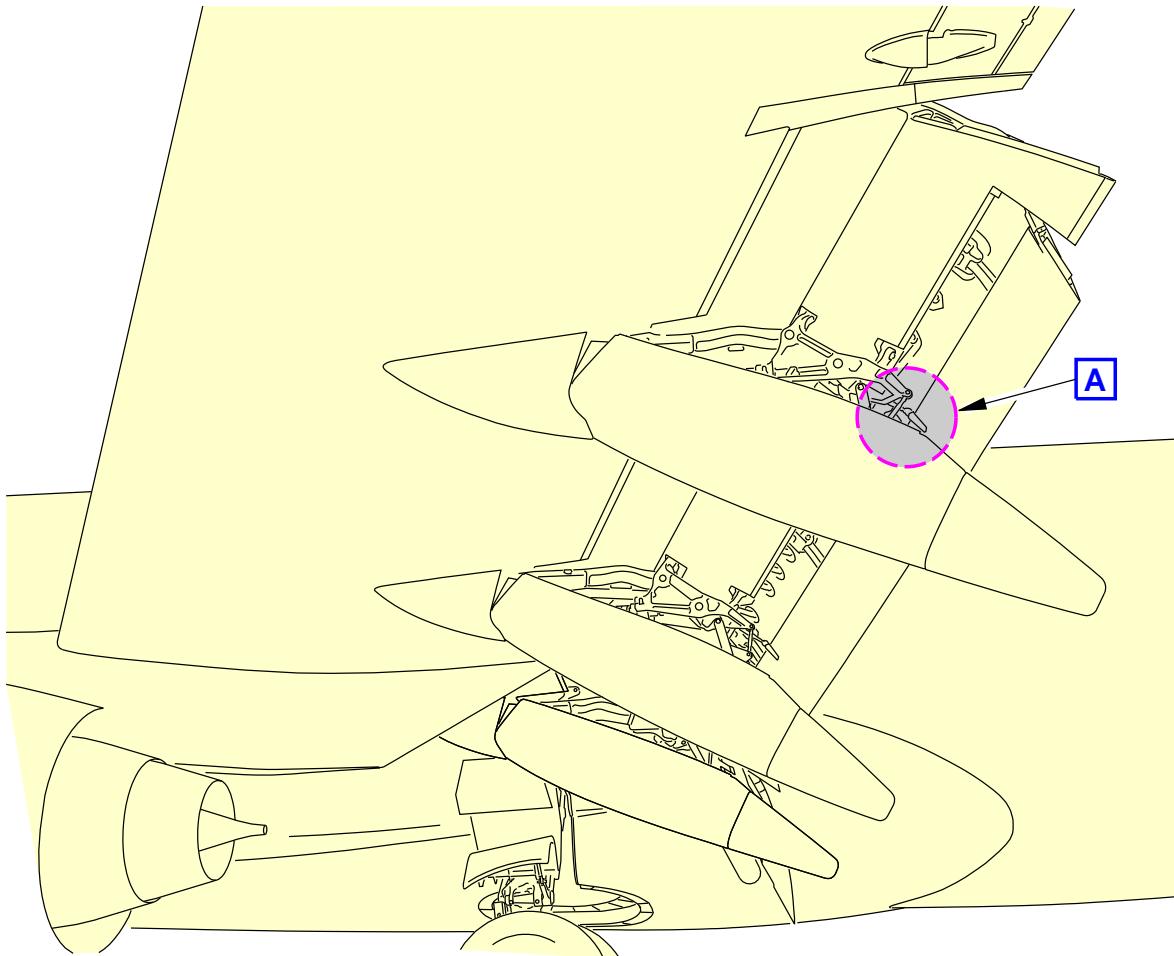
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-04-01

2384077 S0000547011_V1

**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MPD**RIGHT WING BALLSCREW ASSEMBLY****D633A109-AKS
27-148-04-01****Page 19 of 21
Jun 15/2015**

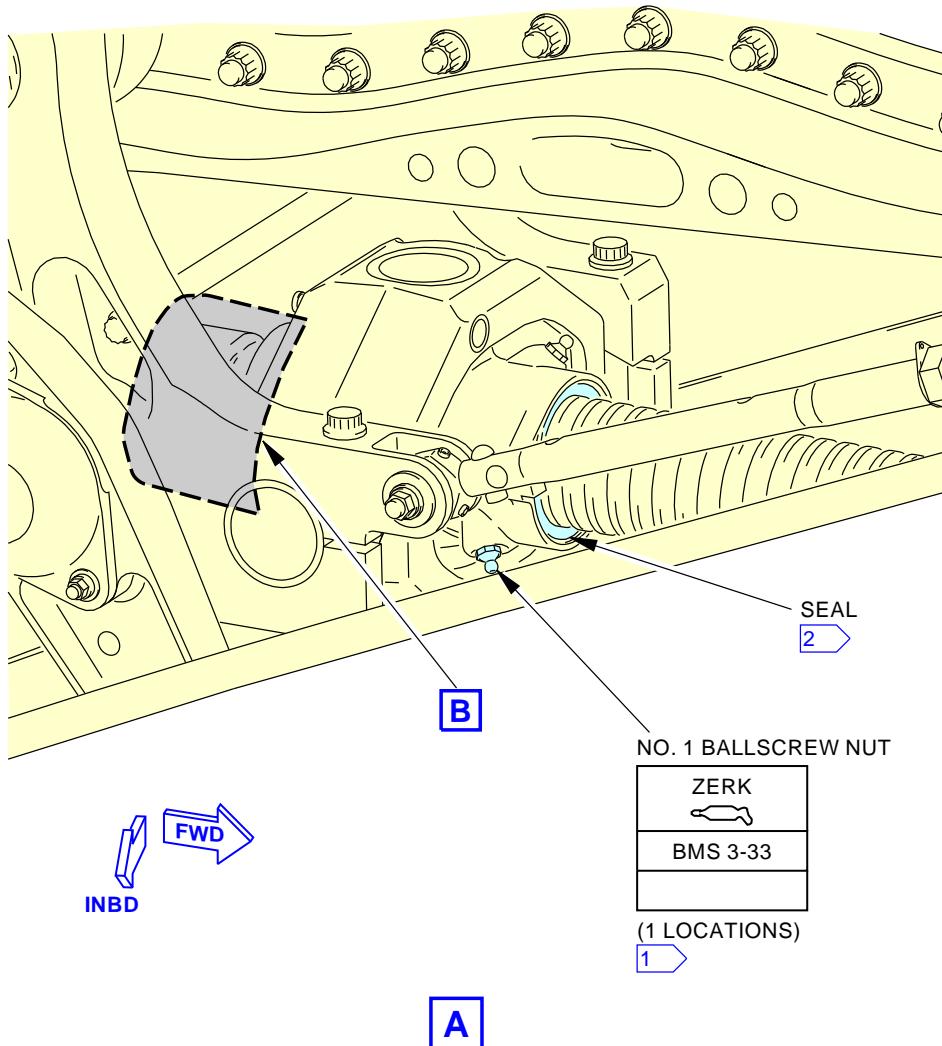
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-148-04-01

- 1** THE BALLSCREW NUT HAS TWO GREASE FITTINGS. IT IS ONLY NECESSARY TO GREASE ONE OF THEM.
- 2** GREASE SHOULD NOT FREELY COME OUT THROUGH THE SEAL DURING LUBRICATION. IT IS ACCEPTABLE FOR A SMALL AMOUNT TO COME OUT.

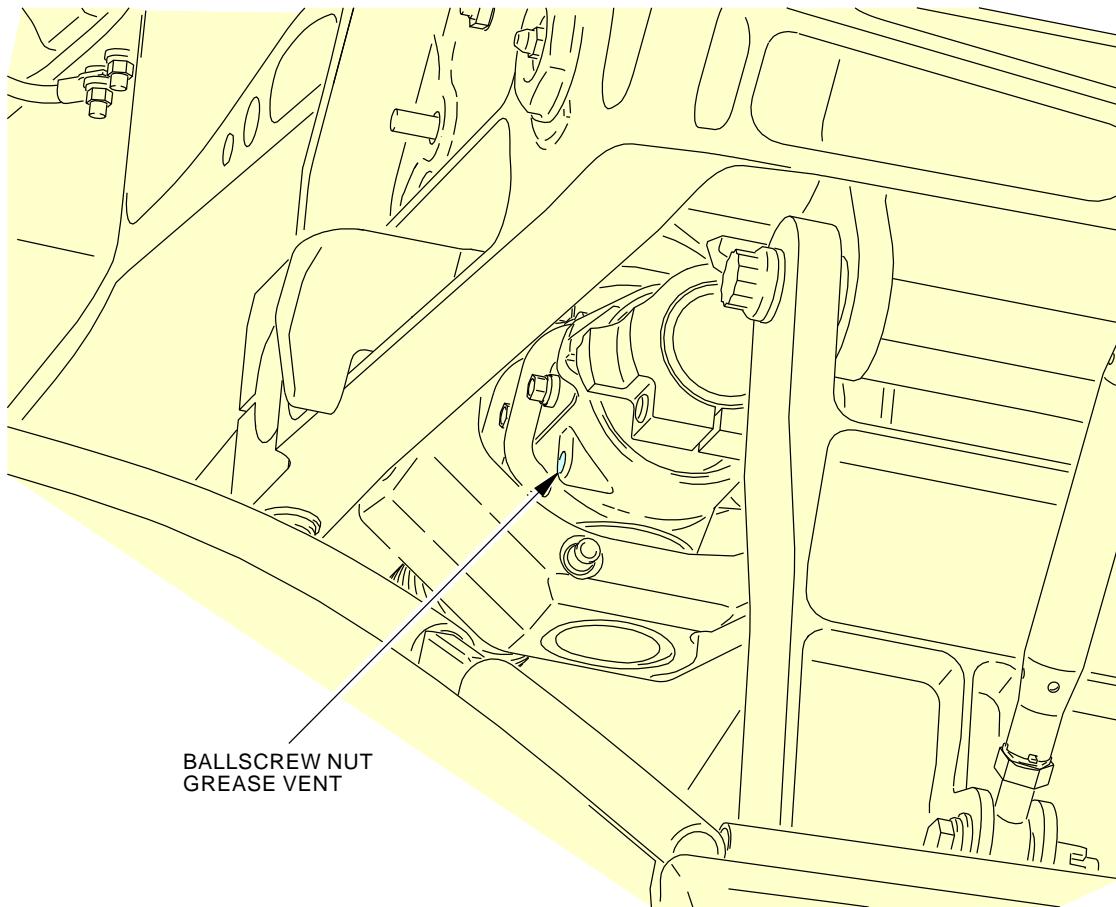
2384070 S0000547012_V1

**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-148-04-01 |

**B**

2384076 S0000547013_V1

**Outboard Flap Outboard Ballscrew Detailed Lubrication Inspection
Figure 4 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MPD | RIGHT WING BALLSCREW ASSEMBLY |
| | | D633A109-AKS 27-148-04-01 |

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AKS

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TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|---|--|---|
| AIRLINE CARD NO | | TITLE #4 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-152-01-01 |
| TAIL NUMBER | WORK AREA L MAIN W/W | VERSION 1.1 1.2 NOTE | THRESHOLD 2000 FC 12 MO | REPEAT 2000 FC 12 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | | | | ENGINE ALL |
| | | ACCESS | | | ZONE 133 553 |
| | | | | | |

Lubricate the #4 flap transmission angle/tee gearbox universal joints.

INTERVAL NOTE: Whichever comes first.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | #4 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS D633A109-AKS 27-152-01-01 | Page 1 of 4 Oct 15/2014 |
|-------------------------------|----------------------|---|----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-152-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-806

MECH

INSP

1. U-Joint and Tee Angle Gearbox Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-006

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

B. U-Joint and Tee Angle Gearbox Lubrication

(Table 1)

SUBTASK 12-22-51-640-043

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 U-Joint and Tee Angle Gearbox Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| 1 | Tee Angle Gearbox | grease, D00633 | Flush | 1 |
| 2 | U-Joint | grease, D00633 | Flush | 8 |

SUBTASK 12-22-51-640-014

- (2) Lubricate the U-joint with grease, D00633.

SUBTASK 12-22-51-640-015

- (3) Lubricate the tee angle gearbox with grease, D00633.

NOTE: Put grease in the tee angle gearbox until grease comes out of the vent.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-006

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

— END OF TASK —

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | #4 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS D633A109-AKS 27-152-01-01 | Page 2 of 4 Feb 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

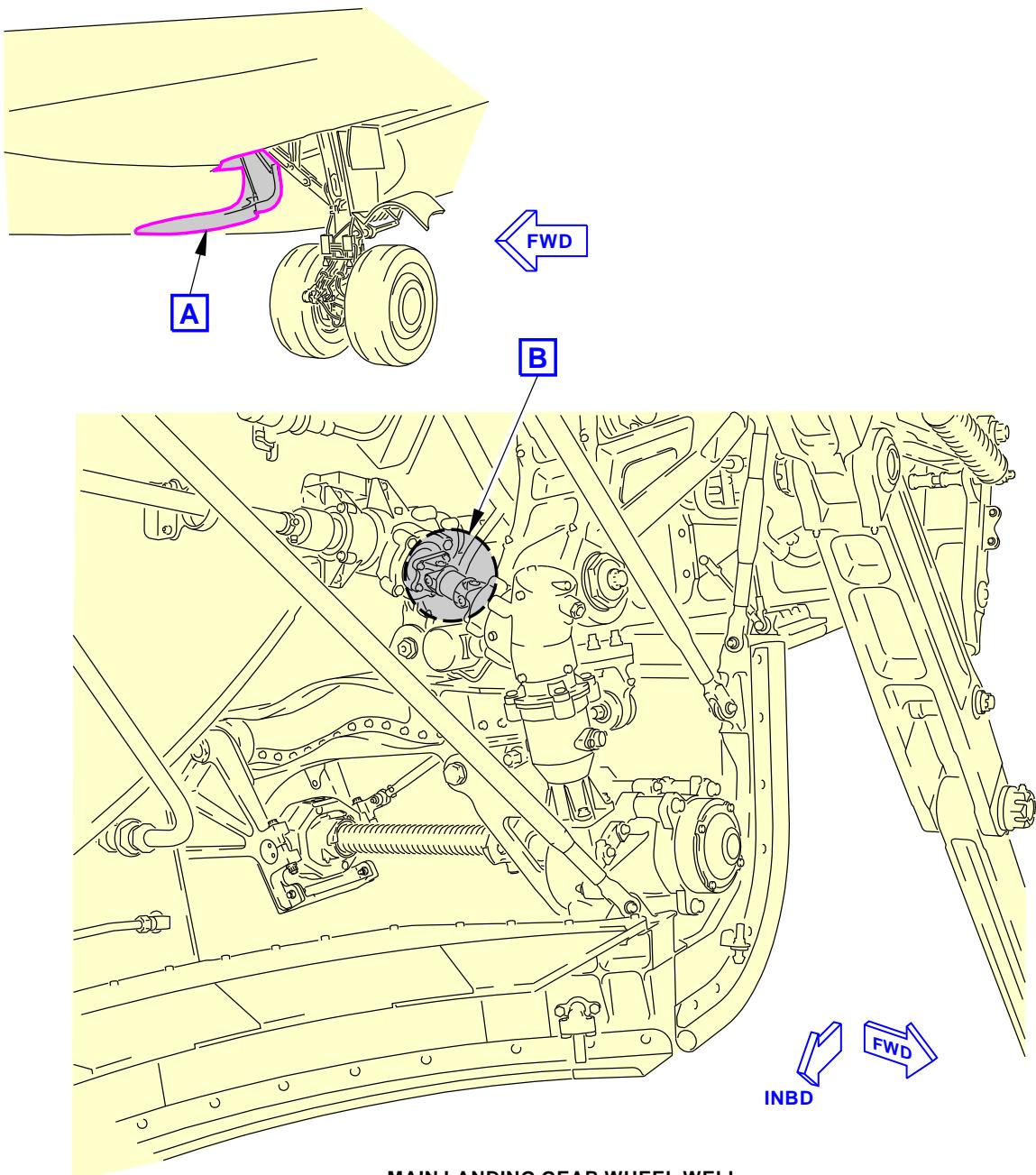
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-152-01-01

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

A

**U-Joint and Tee Angle Gearbox Servicing
Figure 1 (Sheet 1 of 2)**

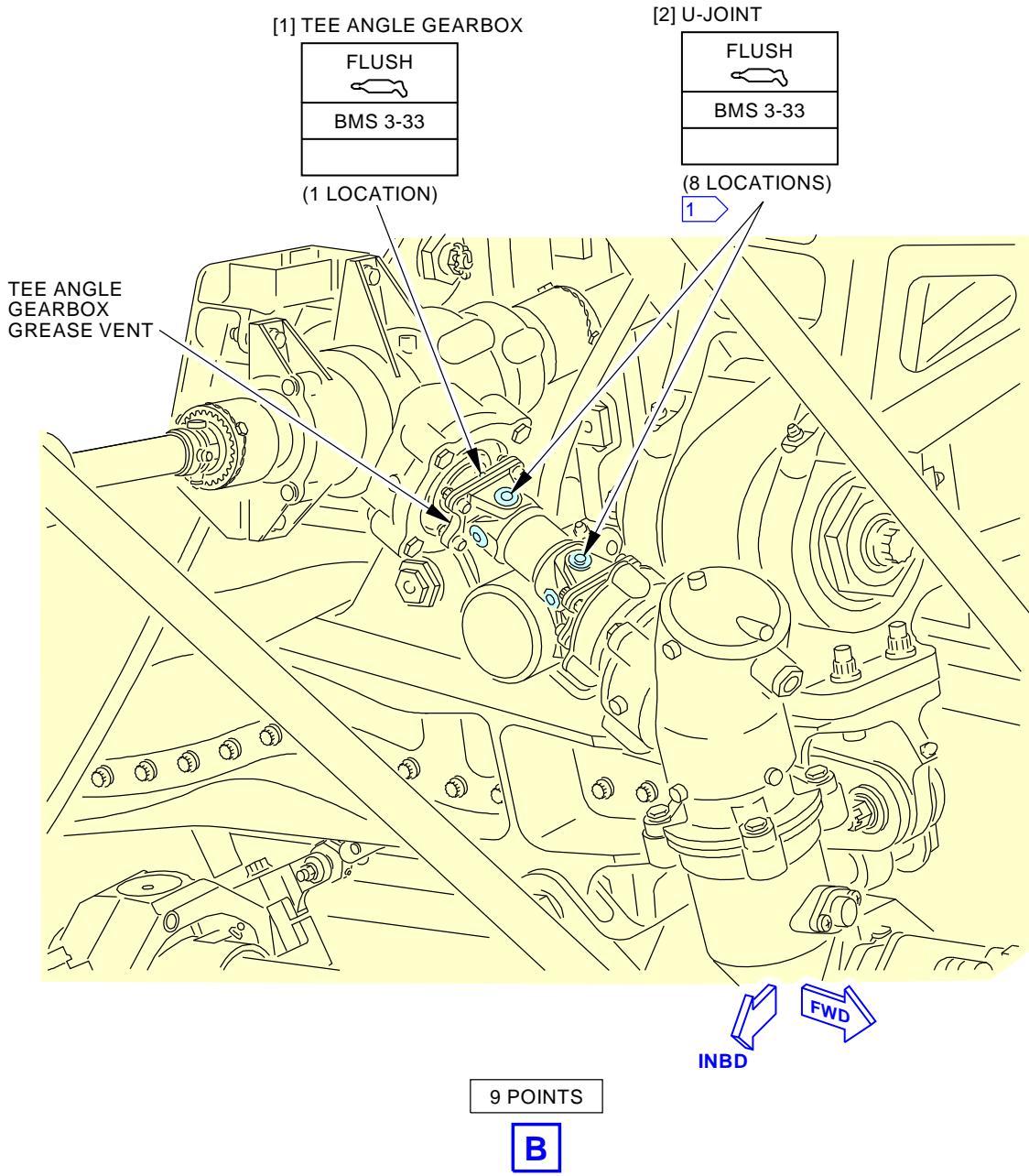
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | #4 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS |
| | | D633A109-AKS 27-152-01-01 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-152-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**U-Joint and Tee Angle Gearbox Servicing
Figure 1 (Sheet 2 of 2)**

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | #4 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS |
| | | D633A109-AKS 27-152-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| AIRLINE CARD NO | | TITLE #5 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS | | | BOEING CARD NO. 27-152-02-01 | |
|-----------------|--------------------------------|---|-------------------------------|----------------------------|--|------------------------|
| DATE | TASK LUBRICATE | | | | RELATED CARD | |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 1.2 NOTE | THRESHOLD 2000 FC 12 MO | REPEAT 2000 FC 12 MO | APPLICABILITY | AIRPLANE ALL |
| STATION | SKILL AIRPL | | | | ENGINE ALL | |
| | | ACCESS | | | ZONE 134 653 | |
| | | | | | | |

Lubricate the #5 flap transmission angle/tee gearbox universal joints.

INTERVAL NOTE: Whichever comes first.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | #5 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS D633A109-AKS 27-152-02-01 | Page 1 of 4 Oct 15/2014 |
|-------------------------------|----------------------|--|----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-152-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-806

MECH

INSP

1. U-Joint and Tee Angle Gearbox Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-006

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

B. U-Joint and Tee Angle Gearbox Lubrication

(Table 1)

SUBTASK 12-22-51-640-043

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 U-Joint and Tee Angle Gearbox Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| 1 | Tee Angle Gearbox | grease, D00633 | Flush | 1 |
| 2 | U-Joint | grease, D00633 | Flush | 8 |

SUBTASK 12-22-51-640-014

- (2) Lubricate the U-joint with grease, D00633.

SUBTASK 12-22-51-640-015

- (3) Lubricate the tee angle gearbox with grease, D00633.

NOTE: Put grease in the tee angle gearbox until grease comes out of the vent.

C. Put the Airplane Back to Its Initial Condition

SUBTASK 12-22-51-440-006

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

— END OF TASK —

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | #5 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS D633A109-AKS 27-152-02-01 | Page 2 of 4 Feb 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

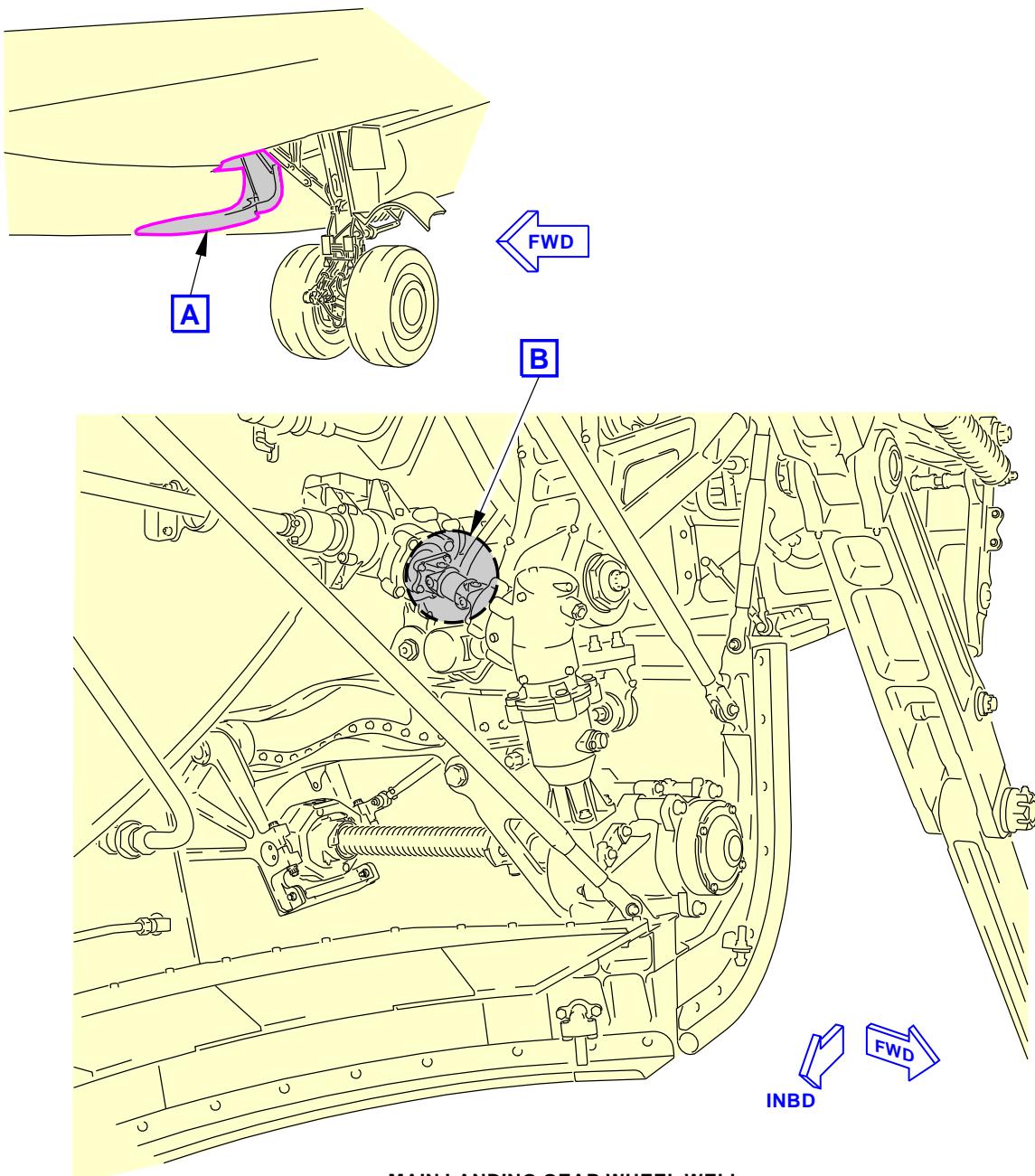
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-152-02-01

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

A

**U-Joint and Tee Angle Gearbox Servicing
Figure 1 (Sheet 1 of 2)**

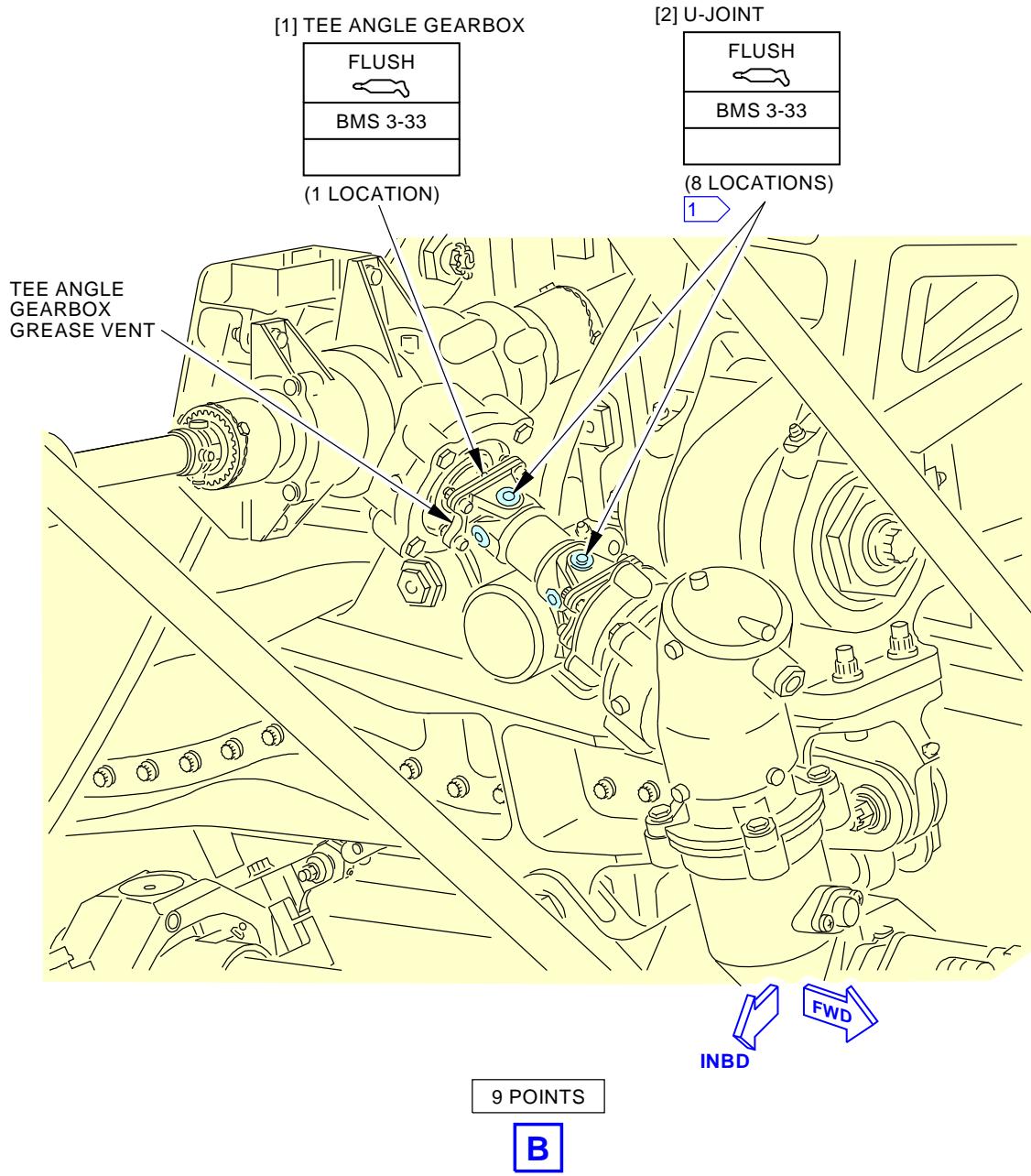
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | #5 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS |
| | | D633A109-AKS 27-152-02-01 |

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Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-152-02-01 |



**U-Joint and Tee Angle Gearbox Servicing
Figure 1 (Sheet 2 of 2)**

G29229 S0006561532_V3

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | #5 FLAP TRANSMISSION ANGLE/TEE GEARBOX UNIVERSAL JOINTS D633A109-AKS 27-152-02-01 | Page 4 of 4 Jun 15/2015 |
|-------------------------------|----------------------|---|----------------------------|

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

| | | | | | |
|-----------------|---|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE FLAP LOAD RELIEF SYSTEM | | | BOEING CARD NO. 27-154-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 5000 FH | REPEAT 5000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | ZONE 117 118 210 |

Operationally check the flap load relief system.

A. References

| <u>Reference</u> | <u>Title</u> |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-154-00-01 |

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Oct 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-154-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-740-803 | | | | |
| 1. Trailing Edge Flap Load Relief System BITE Test (Figure 1) | | | | |
| A. General (1) This test does a check of the load relief functions for the trailing edge flaps. (2) In this procedure it is necessary to move the flap control lever to move the trailing edge flaps. | | | | |
| B. Prepare for the Test SUBTASK 27-51-00-860-036 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. SUBTASK 27-51-00-860-037 WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. SUBTASK 27-51-00-010-007 (3) To get access to the main equipment center, do this task. Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | | |
| C. Trailing Edge Flap Load Relief System BITE Test SUBTASK 27-51-00-740-006 (1) Push the ON/OFF button on the front panel of the FSEU to turn on the display. NOTE: The display will show EXISTING FAULTS? SUBTASK 27-51-00-740-008 (2) Do the BITE test of the load relief system: (a) Push the down arrow until GROUND TESTS? shows on the display. (b) Push the YES button to select GROUND TESTS? on the FSEU. (c) Push the down arrow until TE FLAP LD REL? shows on the display. (d) Push the YES button to select TE FLAP LD REL? from the menu. (e) Follow the instructions on the FSEU display to complete the test. NOTE: It will be necessary to operate the trailing edge flaps when the FSEU requests that they be in a different position. (f) Make sure that TEST PASSED shows at the end of the test. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM D633A109-AKS 27-154-00-01 | Page 2 of 6 Jun 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-154-00-01 |
|--|-------------|---------|------------------|--|
| D. Put the Airplane Back to Its Usual Condition | | | | MECH INSP |

SUBTASK 27-51-00-860-039

- (1) Push the ON/OFF button on the front panel of the FSEU to turn it off.

SUBTASK 27-51-00-410-008

- (2) For the main equipment center, do this task.

Close this access panel:

Number Name/Location

117A Electronic Equipment Access Door

SUBTASK 27-51-00-860-040

- (3) Move the flap control lever to the UP position to retract the flaps.

SUBTASK 27-51-00-860-041

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

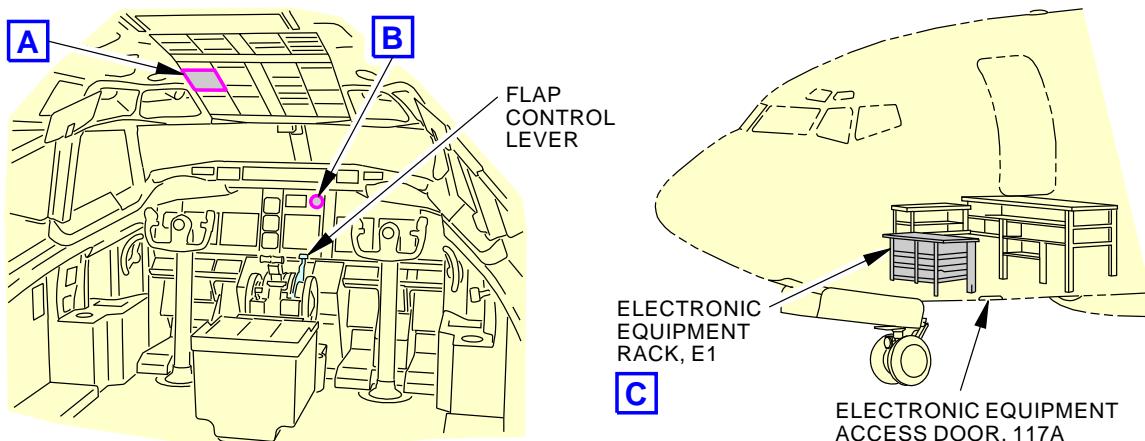
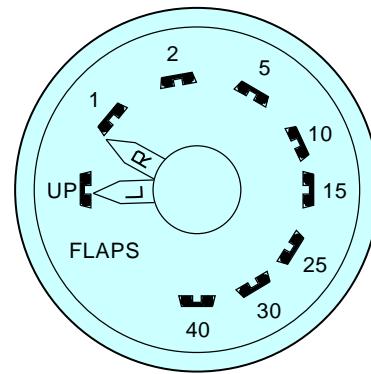
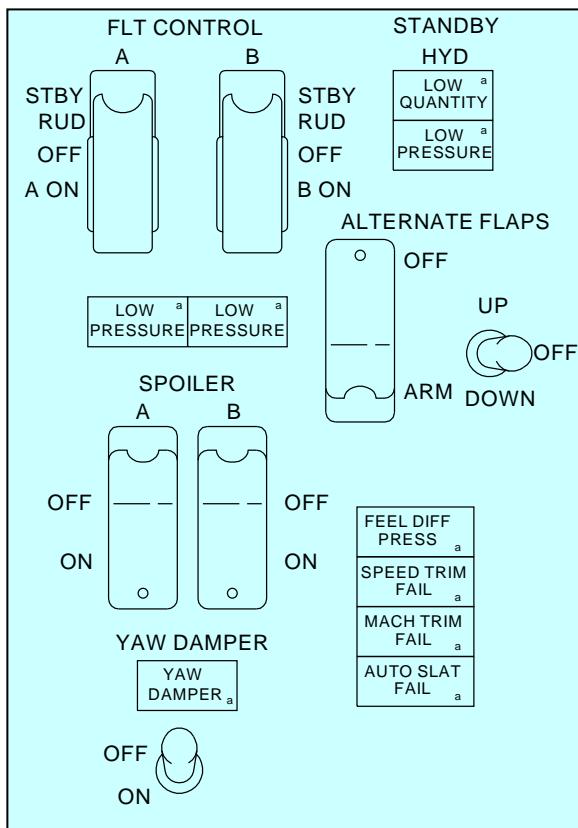
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-154-00-01 |

**Page 3 of 6
Oct 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-154-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT****B****A**

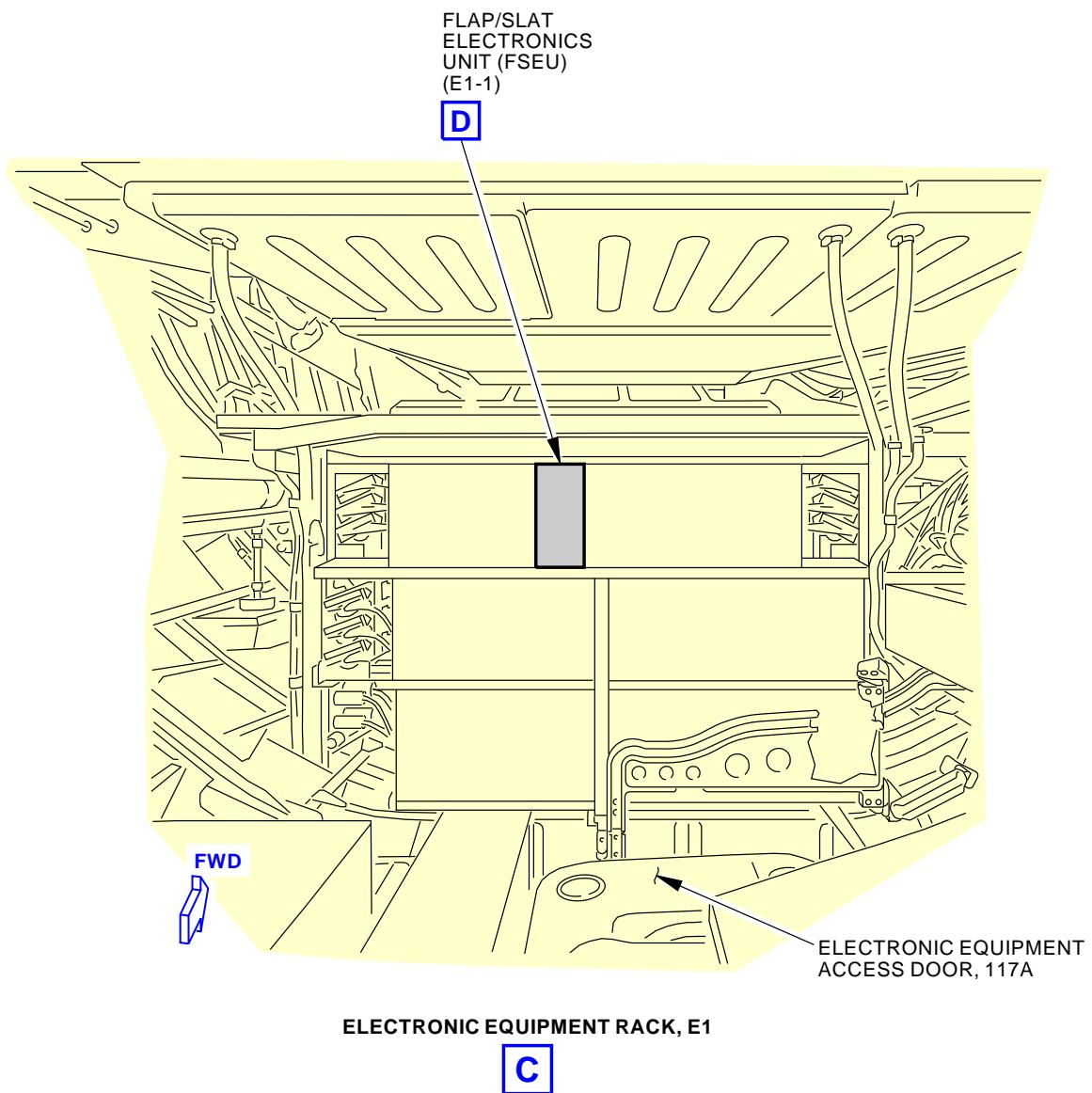
Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)

G16346 S0006569871_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-154-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-154-00-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

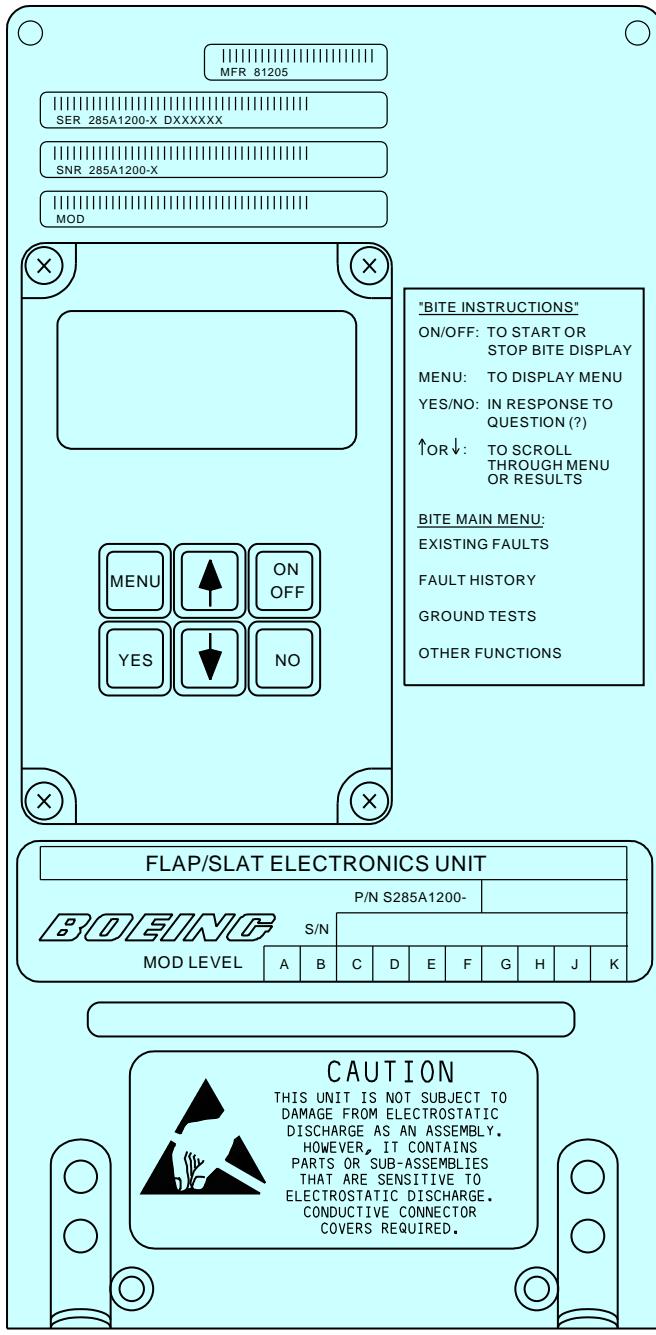
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| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-154-00-01 |

**Page 5 of 6
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-154-00-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

G16353 S0006569873_V2

**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-154-00-01 |

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

| | | | | | |
|-----------------|---|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE FLAP LOAD RELIEF SYSTEM | | | BOEING CARD NO. 27-156-00-01 |
| DATE | TASK FUNCTIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | ZONE 117 118 |

Functionally check the flap load relief system.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (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 34-11-00-790-803 | Captain's Total Air Pressure System - Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-156-00-01 |

AKS



737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 |
|-----------|--|---------|------------------|--|
| Reference | Description | | | |
| COM-1914 | Test Set - Air Data Model FLMTS (Flight Line Maintenance) Part #: 18910920000 Supplier: 89944 Part #: ADTS405F Supplier: U0427 Part #: ADTS530 Supplier: U0427 Part #: ADTS552F Supplier: U0427 Part #: D60340MK Supplier: K1474 Part #: DPS1000 Supplier: 21844 Part #: DPS350 Supplier: 21844 Part #: DPS450 Supplier: 21844 Part #: MODEL 6300 Supplier: 0RDZ5 Part #: MPS34C Supplier: 48RQ2 Part #: MPS43 Supplier: A0197 Part #: MPS45 Supplier: 48RQ2 Part #: MPS49 Supplier: 48RQ2 Part #: TES9463 Supplier: 88277 Opt Part #: 01-0987-00 Supplier: 41364 Opt Part #: 18910480000 Supplier: 89944 Opt Part #: ADTS505 Supplier: U0427 Opt Part #: D60302 Supplier: K1474 Opt Part #: D60340 Supplier: K1474 Opt Part #: D60383 Supplier: K1474 Opt Part #: DPS500 Supplier: 21844 Opt Part #: MPS31C Supplier: 48RQ2 | | | |
| COM-1916 | Adapter - Pitot Test (Typically included in Air Data Accessory Kit, PN ADA737-678) Part #: CSA75700HT-3 Supplier: 3BSK6 Part #: P75701M2-3 Supplier: 38002 | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|---------------|--------------------------|--|------------|------------|---------------|-------------|---|---|--------|--------------------|---|---|--------|--------------------|---|---|--------|-------------------------|---|---|--------|--------------------------|---|---|--------|-------------------|---|---|--------|-------------------|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TASK 27-51-00-720-804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Trailing Edge Flap Load Relief System Functional Test (Figure 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. General (1) This task does a functional check of the load relief system for the trailing edge flaps. It makes sure that there is airspeed data from the Air Data Inertial Reference Unit (ADIRU) to the Flap/Slat Electronics Unit (FSEU). (2) In this procedure it is necessary to use the pitot static system to simulate airspeed. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. Prepare for the Test SUBTASK 27-51-00-860-076 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. SUBTASK 27-51-00-860-077 WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. SUBTASK 27-51-00-010-015 (3) To get access to the main equipment center, do this task. Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. Trailing Edge Flap Load Relief System Functional Test SUBTASK 27-51-00-740-009 (1) Push the ON/OFF button on the front panel of the FSEU to turn on the display. NOTE: The display will show EXISTING FAULTS? SUBTASK 27-51-00-000-001 (2) Open these circuit breakers and install safety tags: CAPT Electrical System Panel, P18-3 <table><thead><tr><th>Row</th><th>Col</th><th>Number</th><th>Name</th></tr></thead><tbody><tr><td>C</td><td>1</td><td>C00523</td><td>HEATERS CAPT PITOT</td></tr><tr><td>C</td><td>2</td><td>C00238</td><td>HEATERS TEMP PROBE</td></tr><tr><td>C</td><td>3</td><td>C01072</td><td>HEATERS ALPHA VANE LEFT</td></tr><tr><td>D</td><td>3</td><td>C01071</td><td>HEATERS ALPHA VANE RIGHT</td></tr><tr><td>D</td><td>5</td><td>C00525</td><td>HEATERS F/O PITOT</td></tr><tr><td>D</td><td>6</td><td>C00524</td><td>HEATERS AUX PITOT</td></tr></tbody></table> SUBTASK 27-51-00-740-010 (3) Do the Built-In-Test Equipment (BITE) test of the load relief system: | | | | | Row | Col | Number | Name | C | 1 | C00523 | HEATERS CAPT PITOT | C | 2 | C00238 | HEATERS TEMP PROBE | C | 3 | C01072 | HEATERS ALPHA VANE LEFT | D | 3 | C01071 | HEATERS ALPHA VANE RIGHT | D | 5 | C00525 | HEATERS F/O PITOT | D | 6 | C00524 | HEATERS AUX PITOT |
| Row | Col | Number | Name | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 1 | C00523 | HEATERS CAPT PITOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 2 | C00238 | HEATERS TEMP PROBE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 3 | C01072 | HEATERS ALPHA VANE LEFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 3 | C01071 | HEATERS ALPHA VANE RIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 5 | C00525 | HEATERS F/O PITOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 6 | C00524 | HEATERS AUX PITOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM D633A109-AKS 27-156-00-01 | Page 3 of 9 Jun 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|---------|------------------|---|---|------|------|--|--|--|---|--|--|--|--|--|---|--|--|--|--|--|--|--|--|
| | | | | <table border="1"><tr><td>(a) Push the down arrow until GROUND TESTS? shows on the display.</td><td>MECH</td><td>INSP</td></tr><tr><td>(b) Push the YES button to select GROUND TESTS? on the FSEU.</td><td></td><td></td></tr><tr><td>(c) Push the down arrow until TE FLAP LD REL? shows on the display.</td><td></td><td></td></tr><tr><td>(d) Push the YES button to select TE FLAP LD REL? from the menu.</td><td></td><td></td></tr><tr><td>(e) Follow the instructions on the FSEU display to complete the test.</td><td></td><td></td></tr><tr><td><p style="text-align: center;"><u>NOTE:</u> It will be necessary to operate the trailing edge flaps when the FSEU requests that they be in a different position.</p></td><td></td><td></td></tr><tr><td>(f) Make sure that TEST PASSED shows at the end of the test.</td><td></td><td></td></tr></table> | (a) Push the down arrow until GROUND TESTS? shows on the display. | MECH | INSP | (b) Push the YES button to select GROUND TESTS? on the FSEU. | | | (c) Push the down arrow until TE FLAP LD REL? shows on the display. | | | (d) Push the YES button to select TE FLAP LD REL? from the menu. | | | (e) Follow the instructions on the FSEU display to complete the test. | | | <p style="text-align: center;"><u>NOTE:</u> It will be necessary to operate the trailing edge flaps when the FSEU requests that they be in a different position.</p> | | | (f) Make sure that TEST PASSED shows at the end of the test. | | |
| (a) Push the down arrow until GROUND TESTS? shows on the display. | MECH | INSP | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Push the YES button to select GROUND TESTS? on the FSEU. | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Push the down arrow until TE FLAP LD REL? shows on the display. | | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Push the YES button to select TE FLAP LD REL? from the menu. | | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) Follow the instructions on the FSEU display to complete the test. | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;"><u>NOTE:</u> It will be necessary to operate the trailing edge flaps when the FSEU requests that they be in a different position.</p> | | | | | | | | | | | | | | | | | | | | | | | | | |
| (f) Make sure that TEST PASSED shows at the end of the test. | | | | | | | | | | | | | | | | | | | | | | | | | |

SUBTASK 27-51-00-860-078

- (4) Push the ON/OFF button on the front panel of the FSEU to turn it off.

SUBTASK 27-51-00-480-010

- (5) Connect a pitot/static system tester to the left pitot probe to supply airspeed output from the left ADIRU. To connect the tester, do this task: Captain's Total Air Pressure System - Pressurization, AMM TASK 34-11-00-790-803.

SUBTASK 27-51-00-720-013

- (6) Do a test of the load relief system with the flaps at 40 units:

- Use the primary system to extend the flaps to the 40-unit position. To extend the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801.
- Use the air data model test set, COM-1914 to raise the airspeed to 164 knots (188.73 mph), on the Captain's display unit.

NOTE: When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute.
- Make sure the trailing edge flaps retract to the 30-unit position.
- Use the air data model test set, COM-1914 to lower the airspeed to 157 knots (180.67 mph).
- Make sure the trailing edge flaps extend to the 40-unit position.

SUBTASK 27-51-00-720-014

- (7) Do a test of the load relief system with the flaps at 30 units:

- Use the primary system to retract the flaps to the 30-unit position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801.
- Use the air data model test set, COM-1914 to raise the airspeed to 177 knots (203.69 mph).

NOTE: When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute.
- Make sure the trailing edge flaps retract to the 25-unit position.
- Use the air data model test set, COM-1914 to lower the airspeed to 170 knots (195.63 mph).
- Make sure the trailing edge flaps extend to the 30-unit position.

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-156-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-00-720-020 | | | | |
| (8) Do a test of the load relief system with the flaps at 25 units: | | | | |
| (a) Use the primary system to retract the flaps to the 25-unit position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| (b) Use the air data model test set, COM-1914 to raise the airspeed to 192 knots (220.95 mph). | | | | |
| <u>NOTE:</u> When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute. | | | | |
| (c) Make sure the trailing edge flaps retract to the 15-unit position. | | | | |
| (d) Use the air data model test set, COM-1914 to lower the airspeed to 185 knots (212.89 mph). | | | | |
| (e) Make sure the trailing edge flaps extend to the 25-unit position. | | | | |
| SUBTASK 27-51-00-720-021 | | | | |
| (9) Do a test of the load relief system with the flaps at 15 units: | | | | |
| (a) Use the primary system to retract the flaps to the 15-unit position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| (b) Use the air data model test set, COM-1914 to raise the airspeed to 202 knots (232.46 mph). | | | | |
| <u>NOTE:</u> When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute. | | | | |
| (c) Make sure the trailing edge flaps retract to the 10-unit position. | | | | |
| (d) Use the air data model test set, COM-1914 to lower the airspeed to 195 knots (224.40 mph). | | | | |
| (e) Make sure the trailing edge flaps extend to the 15-unit position. | | | | |
| SUBTASK 27-51-00-720-022 | | | | |
| (10) Do a test of the load relief system with the flaps at 10 units: | | | | |
| (a) Use the primary system to retract the flaps to the 10-unit position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| (b) Use the air data model test set, COM-1914 to raise the airspeed to 212 knots (243.97 mph). | | | | |
| <u>NOTE:</u> When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute. | | | | |
| (c) Make sure the trailing edge flaps retract to the 5-unit position. | | | | |
| (d) Use the air data model test set, COM-1914 to lower the airspeed to 205 knots (235.91 mph). | | | | |
| (e) Make sure the trailing edge flaps extend to the 10-unit position. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM | |
| | | D633A109-AKS 27-156-00-01 | Page 5 of 9 Feb 15/2015 |

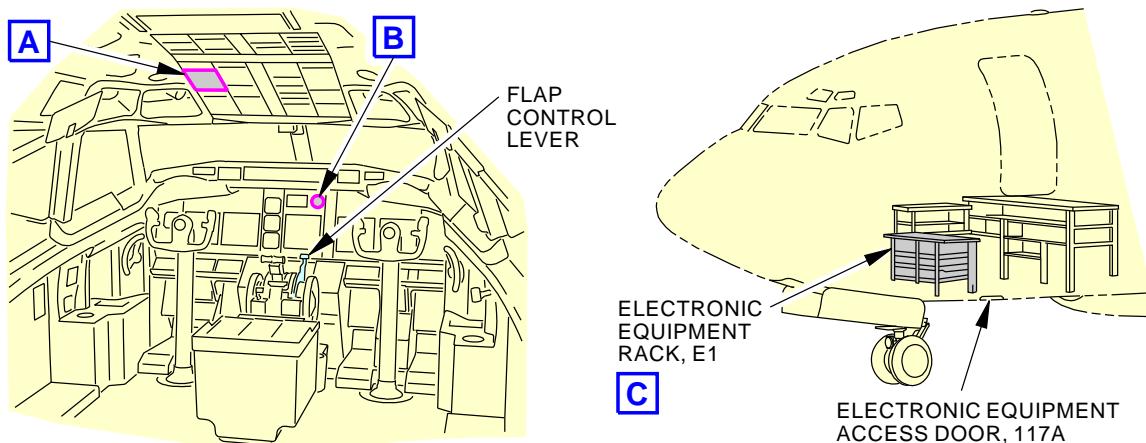
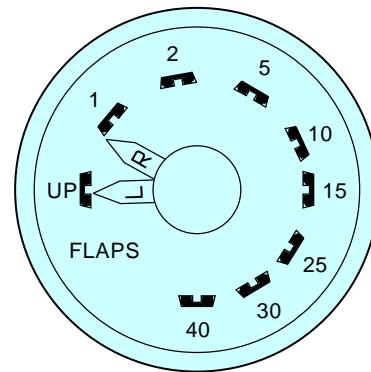
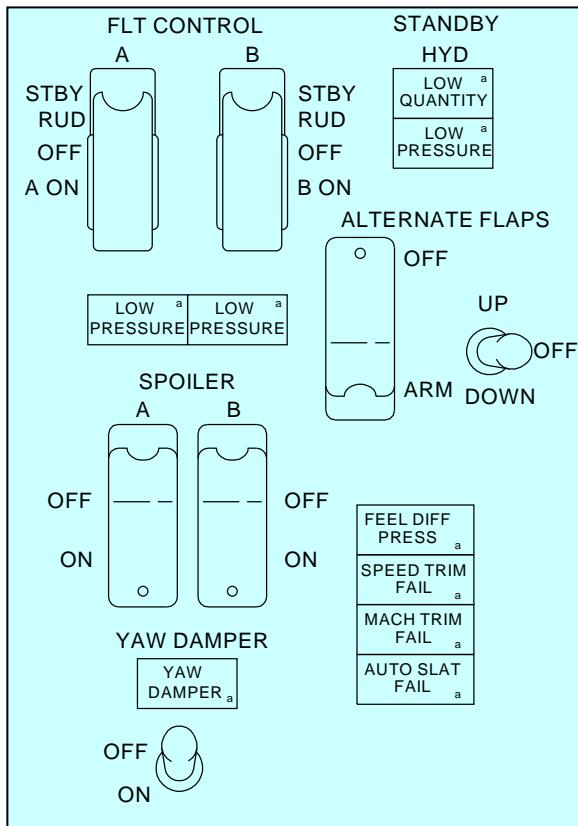
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-00-860-079 | | | | |
| (1) Move the flap control lever to the UP position to retract the flaps. | | | | |
| SUBTASK 27-51-00-860-080 | | | | |
| (2) Put the system back to ambient pressure. | | | | |
| NOTE: When you apply or remove pressure to the pitot system, the rate must not be more than 300 knots (345.23 mph) for each minute. | | | | |
| SUBTASK 27-51-00-080-004 | | | | |
| (3) Disconnect the pitot/static system tester from the pitot system: | | | | |
| CAUTION: DO NOT DISCONNECT THE PITOT SYSTEM TEST ADAPTER WHEN THE PITOT-STATIC SYSTEM IS NOT AT AMBIENT PRESSURE. IF YOU DO, DAMAGE TO THE AIR DATA MODULES CAN OCCUR. | | | | |
| (a) Disconnect the air data model test set, COM-1914 from the pitot test adapter, COM-1916. | | | | |
| (b) Remove the pitot test adapter, COM-1916, from the pitot probe. | | | | |
| (c) Remove the safety tags and close these circuit breakers: | | | | |
| CAPT Electrical System Panel, P18-3 | | | | |
| Row Col Number Name | | | | |
| C 1 C00523 HEATERS CAPT PITOT | | | | |
| C 2 C00238 HEATERS TEMP PROBE | | | | |
| C 3 C01072 HEATERS ALPHA VANE LEFT | | | | |
| D 3 C01071 HEATERS ALPHA VANE RIGHT | | | | |
| D 5 C00525 HEATERS F/O PITOT | | | | |
| D 6 C00524 HEATERS AUX PITOT | | | | |
| SUBTASK 27-51-00-860-081 | | | | |
| (4) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-51-00-410-013 | | | | |
| (5) For the main equipment center, do this task. | | | | |
| Close this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| — END OF TASK — | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM | |
| | | D633A109-AKS 27-156-00-01 | Page 6 of 9 Oct 15/2015 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-156-00-01 |
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT****A**

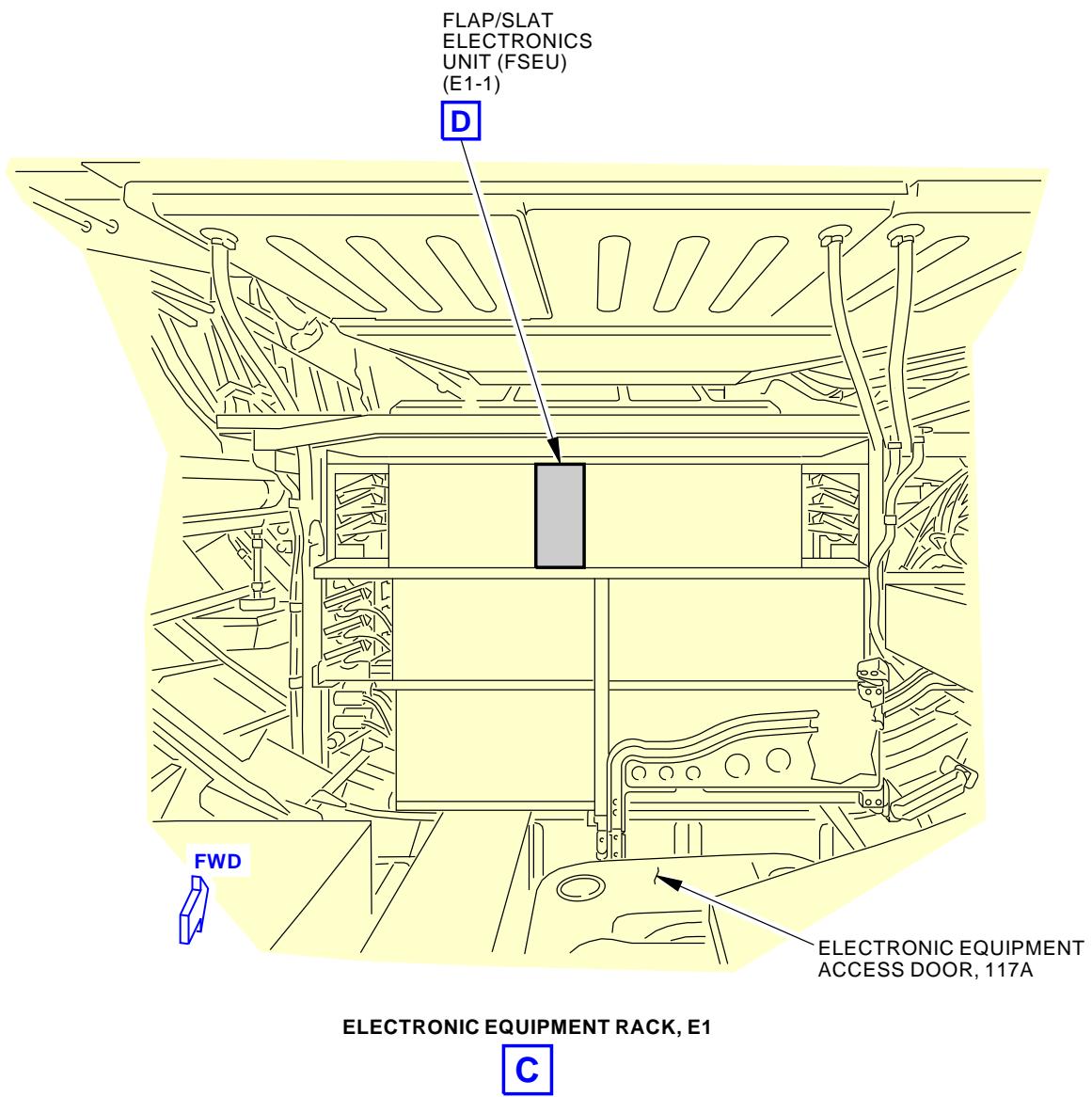
Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-156-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-156-00-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

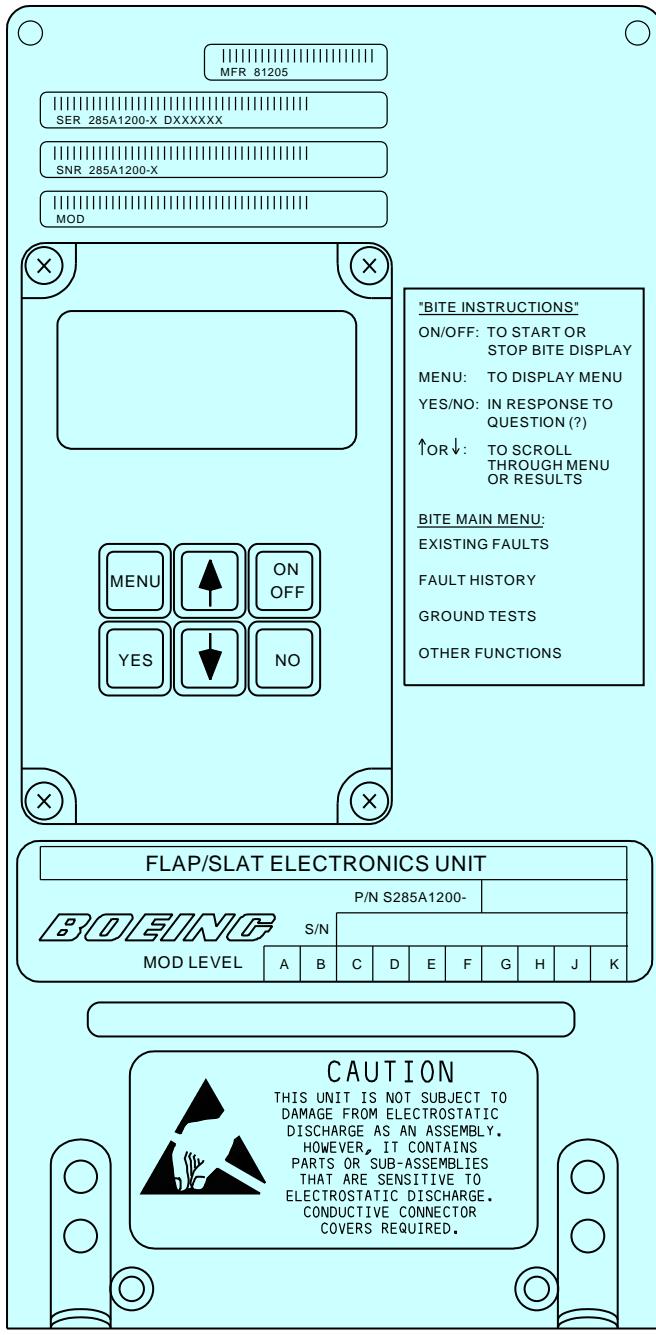
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-156-00-01 |

**Page 8 of 9
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-156-00-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

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**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LOAD RELIEF SYSTEM |
| | | D633A109-AKS 27-156-00-01 |

Page 9 of 9
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE ALTERNATE FLAP DRIVE SYSTEM | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-158-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 133 134 212 |

Functionally check the alternate flap drive system.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| STD-1139 | Timer - Stop Watch, Accurate to 1 Second |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-158-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-158-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-720-803 | | | | |
| 1. Alternate Flap Control System Functional Test | | | | |
| (Figure 1) | | | | |
| A. General | | | | |
| (1) During the functional test, you make sure the alternate operation of the trailing edge flaps is satisfactory. | | | | |
| B. Prepare for the Functional Test | | | | |
| SUBTASK 27-51-00-860-049 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-51-00-860-050 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (2) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| C. Procedure | | | | |
| SUBTASK 27-51-00-860-051 | | | | |
| (1) Move the ALTERNATE FLAPS ARM switch to the ARM position. | | | | |
| NOTE: The standby hydraulic pump motor will operate when the ALTERNATE FLAPS ARM switch is in the ARM position. | | | | |
| SUBTASK 27-51-00-860-052 | | | | |
| (2) Move the flap control lever to the 40-unit position. | | | | |
| NOTE: This will decrease the load on the flap electric motor. | | | | |
| (a) Make sure the flaps do not extend. | | | | |
| SUBTASK 27-51-00-710-005 | | | | |
| CAUTION: WAIT A MINIMUM OF 15 SECONDS AFTER THE FLAPS STOP BEFORE YOU USE THE ALTERNATE SYSTEM TO MOVE THE FLAPS AGAIN. YOU CAN CAUSE DAMAGE TO THE FLAP ALTERNATE MOTOR. | | | | |
| (3) Hold the ALTERNATE FLAPS CONTROL switch in the DOWN position until the trailing edge flaps stop. | | | | |
| NOTE: The leading edge flaps and slats will extend when you move the switch to the DOWN position. The trailing edge flap extension is controlled by a limit switch. | | | | |
| (a) Make sure the pointers on the flap position indicator are in the 40-unit white band. | | | | |
| (4) Release the ALTERNATE FLAPS CONTROL switch to let it move to the OFF position. | | | | |
| SUBTASK 27-51-00-710-006 | | | | |
| (5) Move the ALTERNATE FLAPS CONTROL switch to the UP position until the trailing edge flaps stop. | | | | |
| NOTE: The flap retraction is controlled by a limit switch. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM | |
| | | D633A109-AKS 27-158-00-01 | Page 2 of 6 Jun 15/2015 |

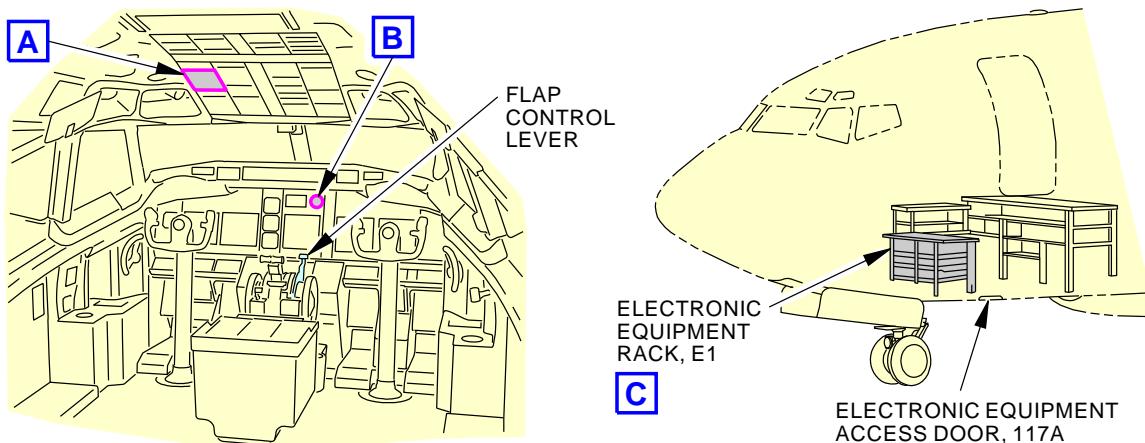
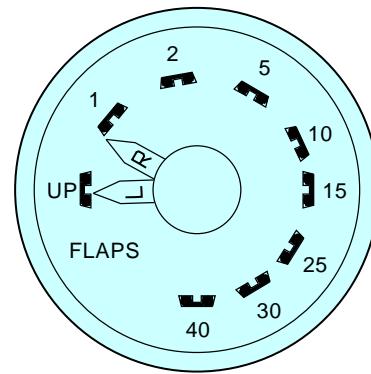
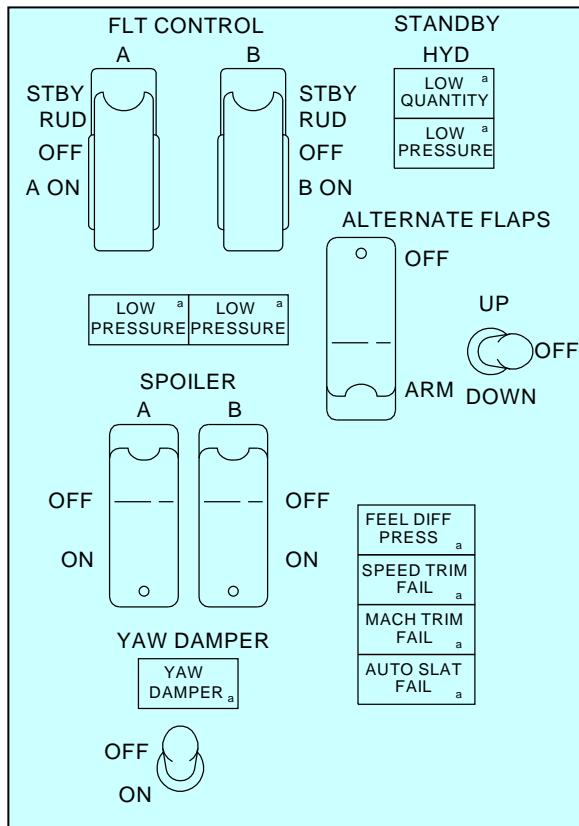
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-158-00-01 |
|---|-------------|---------|------------------|---|
| | | | | MECH INSP |
| | | | | (a) Make sure the pointers on the flap position indicator are in the UP white band. |
| SUBTASK 27-51-00-860-084 | | | | |
| (6) Move the flap control lever to the UP position. | | | | |
| SUBTASK 27-51-00-860-054 | | | | |
| (7) Move the ALTERNATE FLAPS ARM switch to the OFF position. | | | | |
| NOTE: The leading edge flaps and slats will retract. | | | | |
| SUBTASK 27-51-00-710-007 | | | | |
| (8) Move the ALTERNATE FLAPS ARM switch to the ARM position. | | | | |
| SUBTASK 27-51-00-860-055 | | | | |
| (9) Move the flap control lever to the 1-unit position. | | | | |
| (a) Make sure the flaps do not move. | | | | |
| (10) Hold the ALTERNATE FLAPS CONTROL switch in the DOWN position until the trailing edge flaps are in the 1-unit position. | | | | |
| NOTE: The leading edge flaps and slats will extend. | | | | |
| (11) Release the ALTERNATE FLAPS CONTROL switch to the OFF position. | | | | |
| (12) Move the ALTERNATE FLAPS ARM switch to the OFF position. | | | | |
| SUBTASK 27-51-00-720-012 | | | | |
| (13) Do a test of the time necessary to retract the trailing edge flaps from the 1-unit position: | | | | |
| (a) Move the ALTERNATE FLAPS ARM switch to the ARM position. | | | | |
| (b) Move the flap control lever to the UP position. | | | | |
| (c) Use a stopwatch, STD-1139 to measure the time necessary to retract the flaps to the UP position. | | | | |
| (d) Move the ALTERNATE FLAPS CONTROL switch to the UP position until the trailing edge flaps stop. | | | | |
| NOTE: The flap retraction is controlled by a limit switch. | | | | |
| (e) Make sure the time it takes for the flaps to move from the 1-unit position to the retracted position is 47 to 58 seconds. | | | | |
| NOTE: The leading edge flaps and slats will retract. | | | | |
| (f) Move the ALTERNATE FLAPS CONTROL switch to the OFF position. | | | | |
| (g) Move the ALTERNATE FLAPS ARM switch to the OFF position. | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-00-860-056 | | | | |
| (1) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| ———— END OF TASK —— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-158-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-158-00-01 |
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**FLIGHT COMPARTMENT****B**

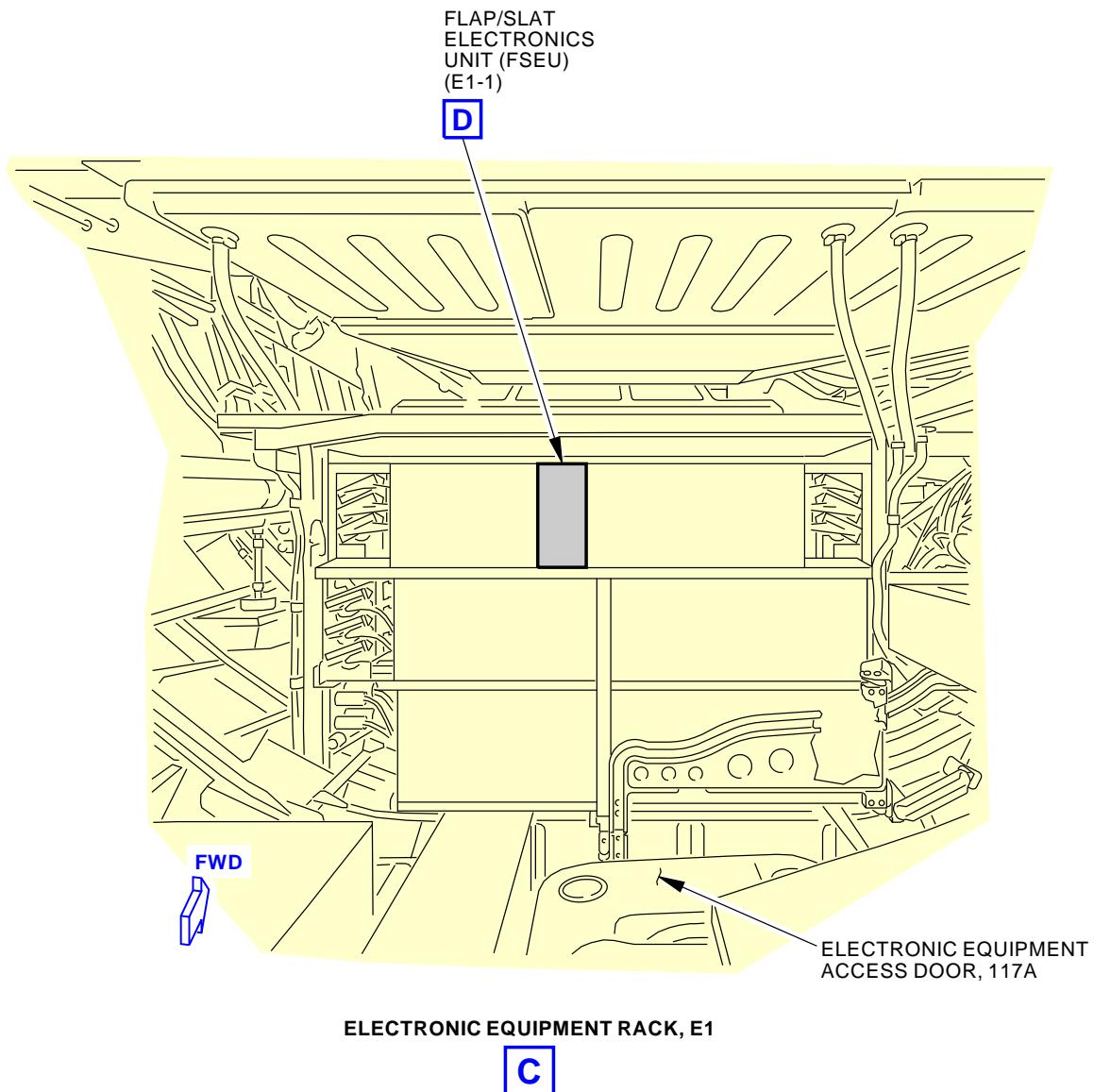
Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)

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| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-158-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-158-00-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

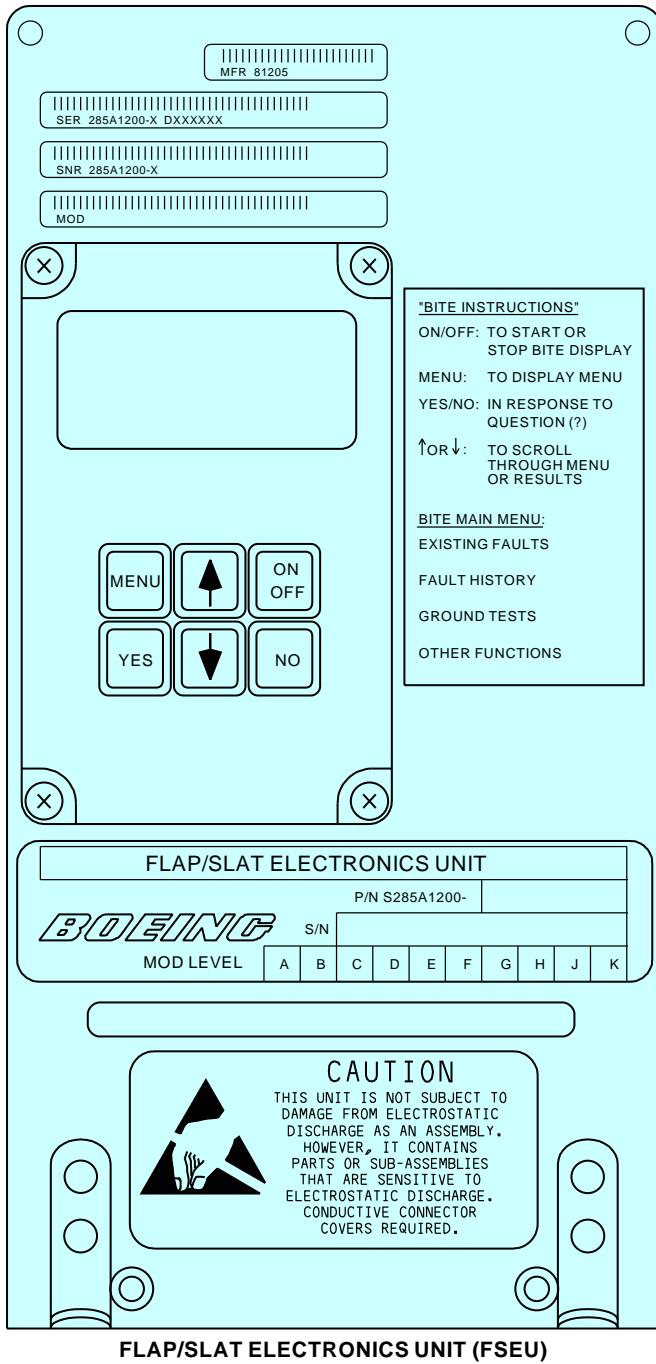
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| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-158-00-01 |

**Page 5 of 6
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-158-00-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

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**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE SYSTEM D633A109-AKS 27-158-00-01 |
|-------------------------------|----------------------|--|

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

| | | | | | |
|-----------------|---|--|----------------------------|-------------------------|--|
| AIRLINE CARD NO | | TITLE FLAP SKEW AND ASYMMETRY SYSTEM | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-162-00-01 |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 750 FH | REPEAT 750 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | ZONE 117 118 211 212 |

Operationally check the flap skew and flap asymmetry systems by initiating a BITE check of the Flap/Slat Electronics Unit (FSEU).

A. References

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

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-162-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-740-802 | | | | |
| 1. Trailing Edge Flap Asymmetry Skew System BITE Test (Figure 1) | | | | |
| A. General (1) This test does a check of the asymmetry and skew detection functions for the trailing edge flaps. | | | | |
| B. Prepare for the Test SUBTASK 27-51-00-860-034 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. SUBTASK 27-51-00-010-006 (2) To get access to the main equipment center, do this task. Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | | |
| C. Trailing Edge Flap Asymmetry and Skew BITE Test SUBTASK 27-51-00-740-004 (1) Push the ON/OFF button on the front panel of the FSEU to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS? SUBTASK 27-51-00-740-005 (2) Do the BITE test of the asymmetry and skew detection systems: (a) Push the down arrow until GROUND TESTS? shows on the display. (b) Push the YES button to select GROUND TESTS? on the FSEU. (c) Push the YES button to select TE ASYM-SKW-IND? on the FSEU. (d) Follow the instructions on the FSEU display to complete the test. <u>NOTE:</u> It will be necessary to watch the flap position indicator during this test. (e) Make sure that TEST PASSED shows at the end of the test. SUBTASK 27-51-00-210-002 (3) Make sure the manual override lever on the flap bypass valve is in POSITION 1 (Figure 2). <u>NOTE:</u> The flap bypass valve is installed in the right main wheel well. | | | | |
| D. Put the Airplane Back to Its Usual Condition SUBTASK 27-51-00-860-035 (1) Push the ON/OFF button on the front panel of the FSEU to turn it off. SUBTASK 27-51-00-410-007 (2) For the main equipment center, do this task. Close this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | | |

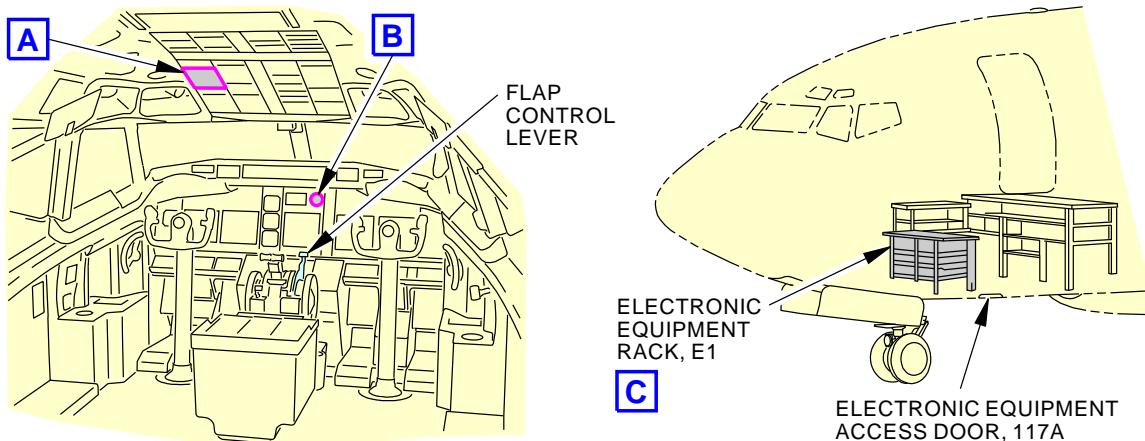
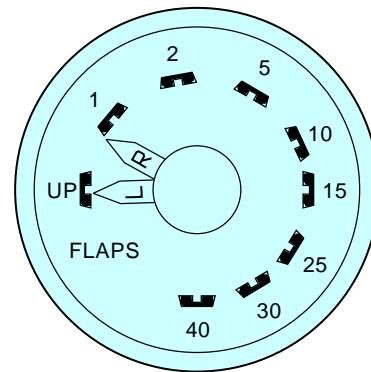
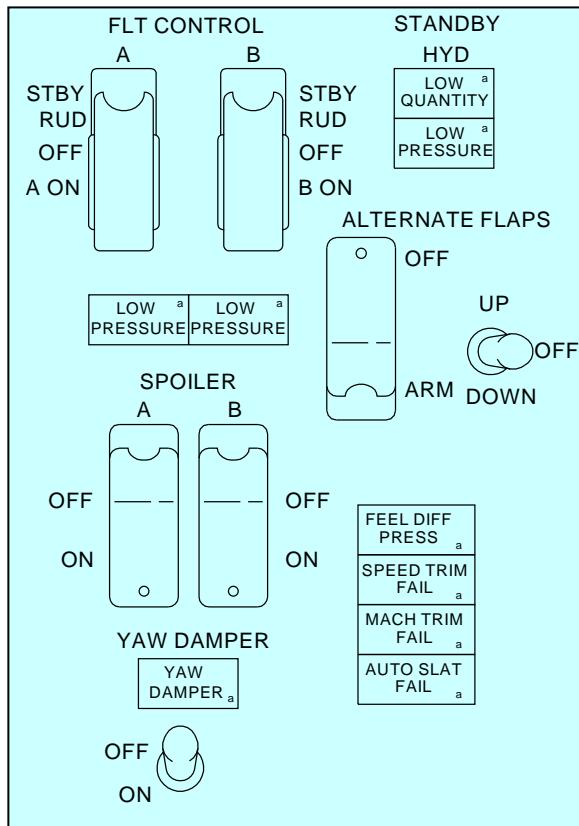
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM D633A109-AKS 27-162-00-01 | Page 2 of 15 Jun 15/2015 |
|-------------------------------|----------------------|---|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-162-00-01 | | |
|-------------------------------|----------------------|---------------------------------------|------------------|--|------|------|
| — END OF TASK — | | | | | MECH | INSP |
| | | | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM | | | | |
| | | D633A109-AKS 27-162-00-01 | | | | |
| Page 3 of 15 Feb 15/2015 | | | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-162-00-01 |
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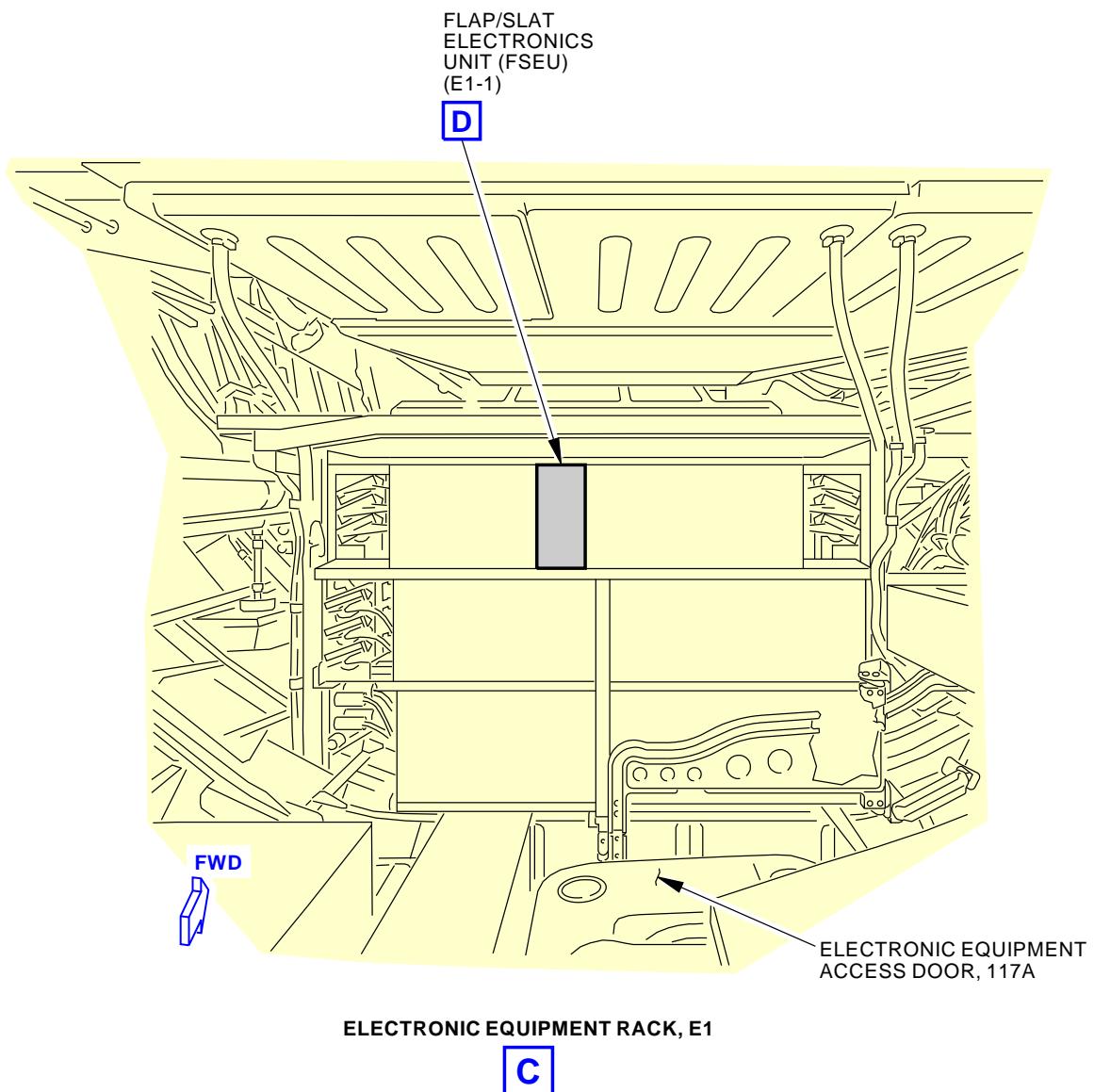

FLIGHT COMPARTMENT

B
A
**Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)**

G16346 S0006569871_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-162-00-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

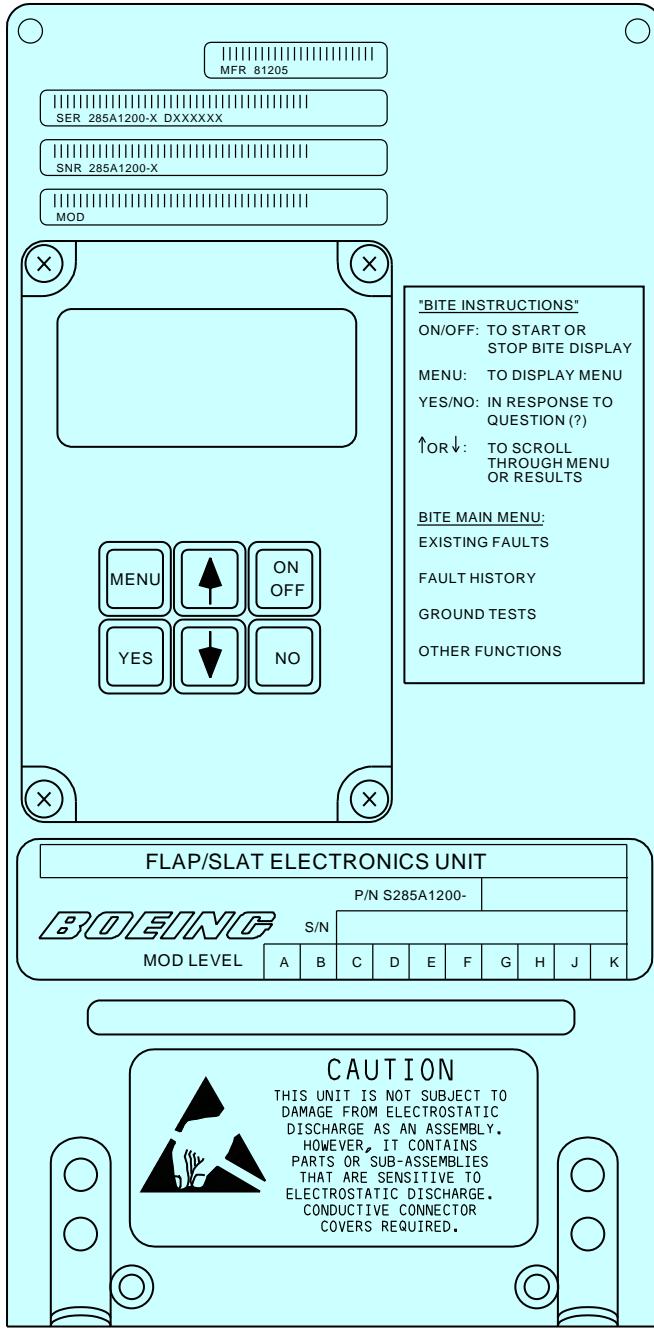
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

**Page 5 of 15
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-162-00-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

G16353 S0006569873_V2

**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

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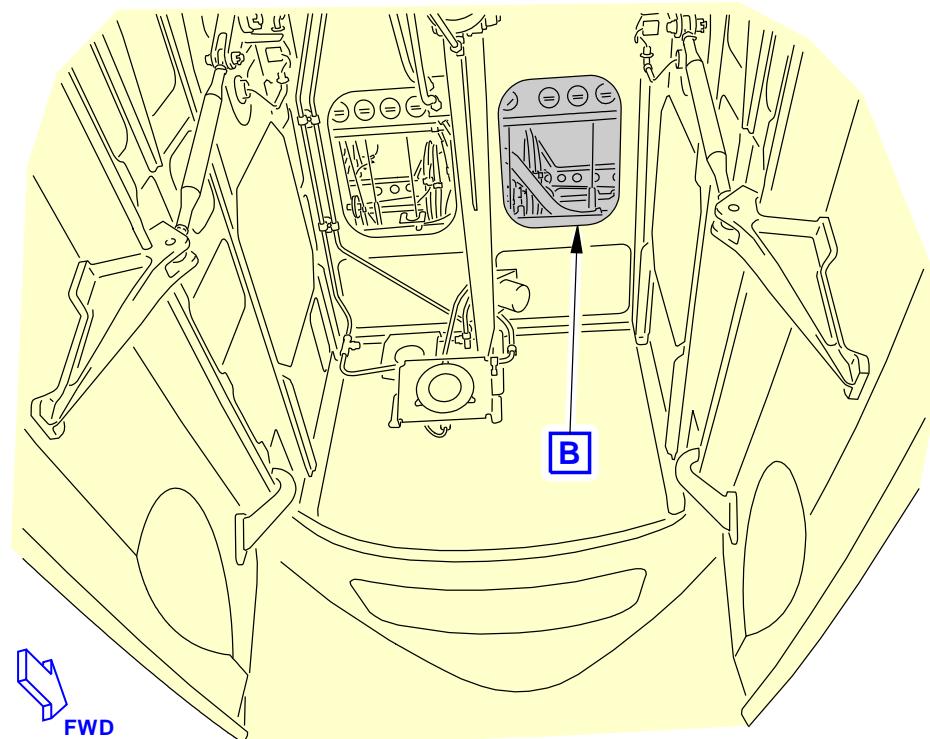
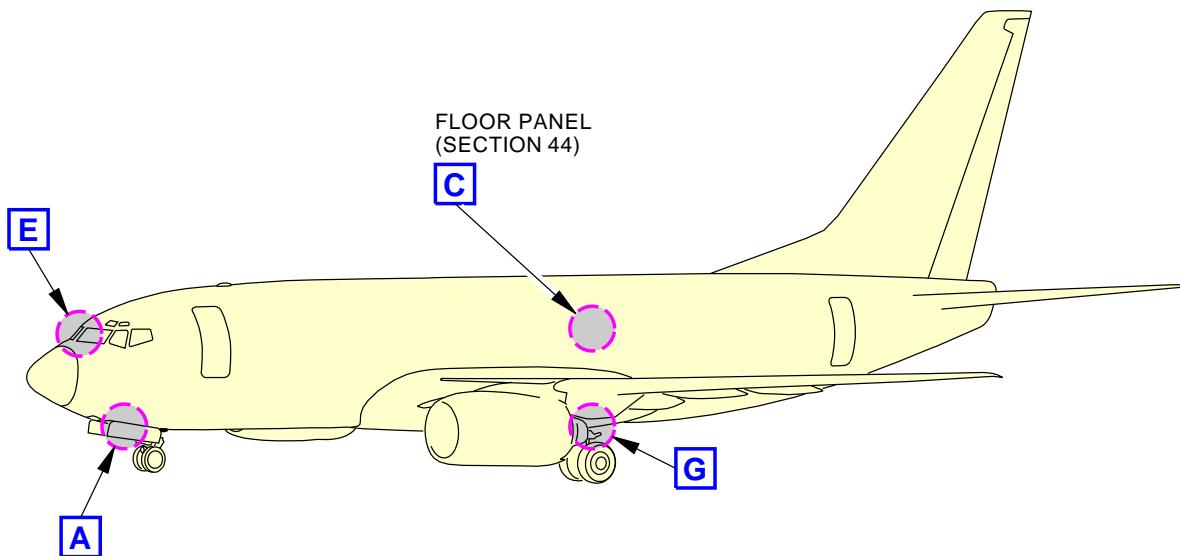
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-162-00-01

**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 1 of 9)**

G16364 S0006569876_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**FLAP SKEW AND ASYMMETRY SYSTEM****D633A109-AKS
27-162-00-01****Page 7 of 15
Jun 15/2016**

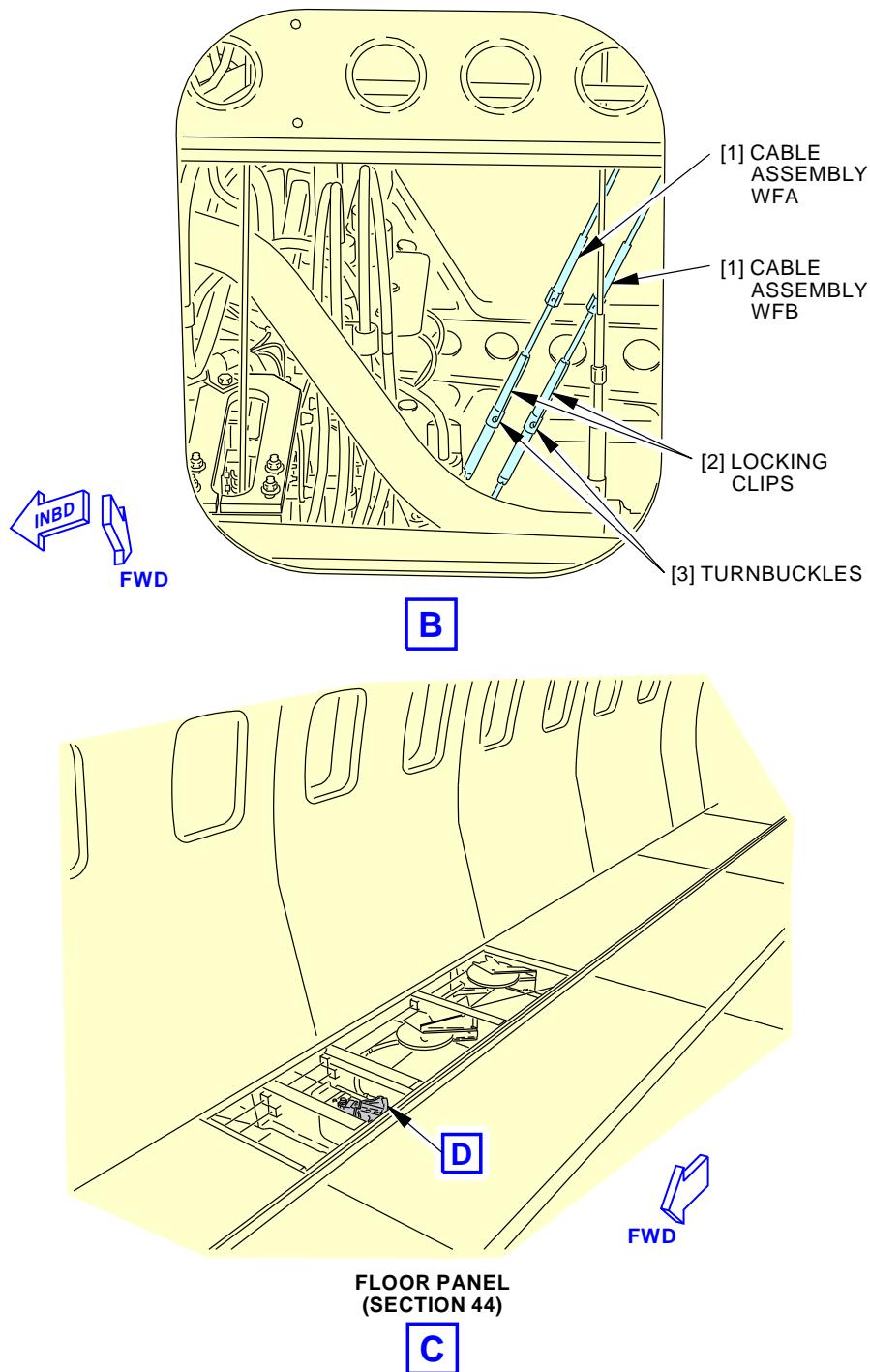
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DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-162-00-01

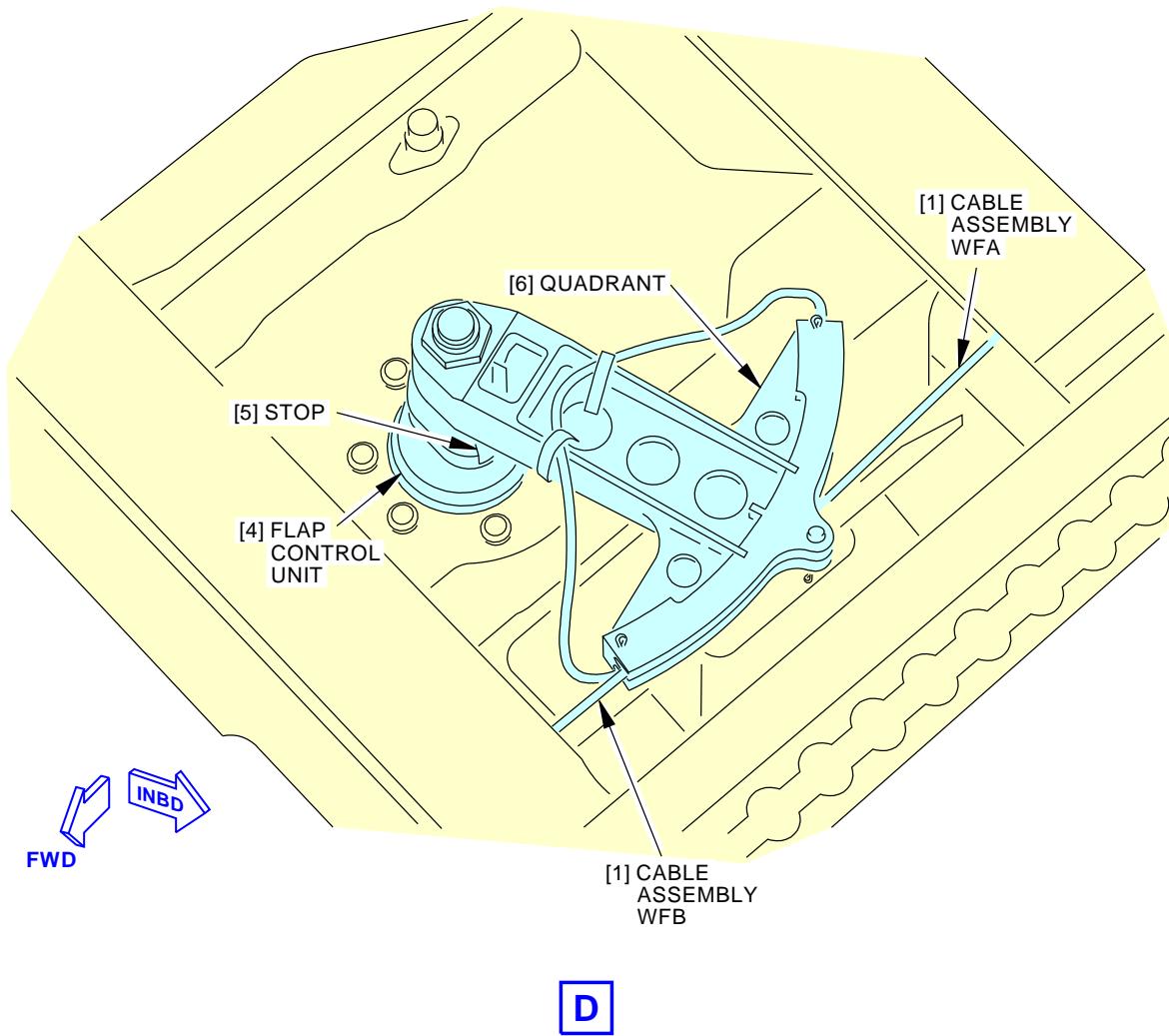
G16365 S0006569877_V2

**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 2 of 9)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-162-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



G16367 S0006569878_V2

**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 3 of 9)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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Jun 15/2016**

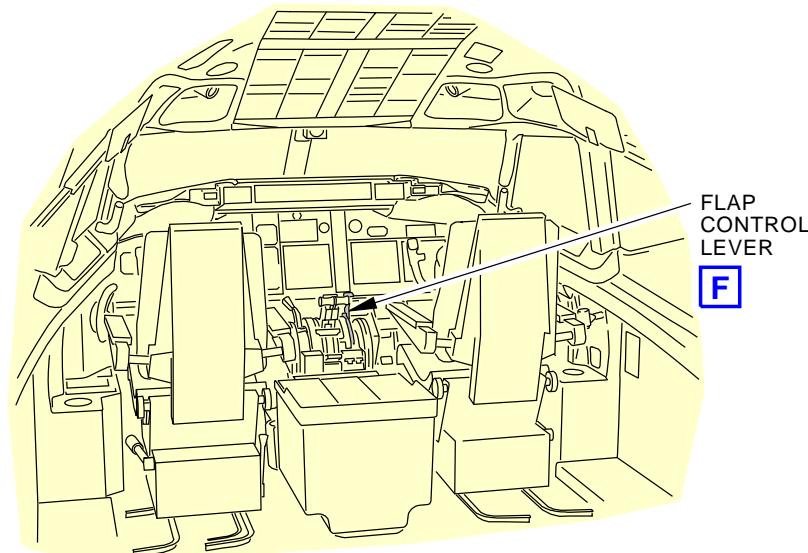
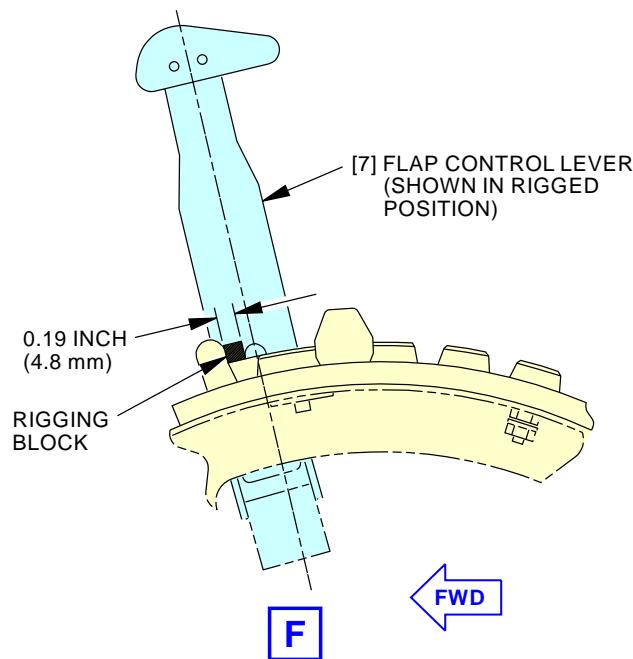
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-162-00-01**FLIGHT COMPARTMENT****E**

G16371 S0006569879_V2

**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 4 of 9)**

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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Jun 15/2016

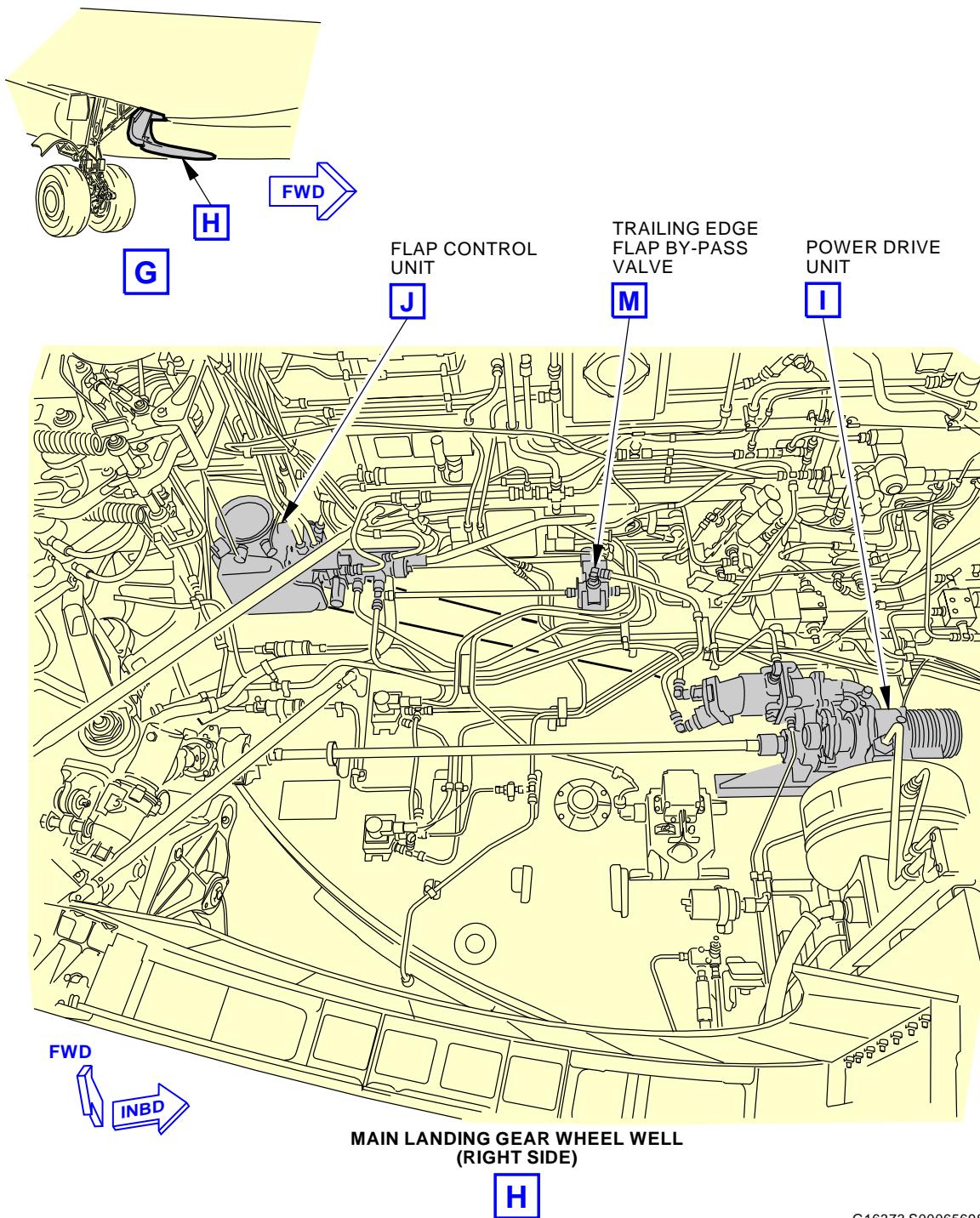
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-162-00-01

G16373 S0006569880_V3

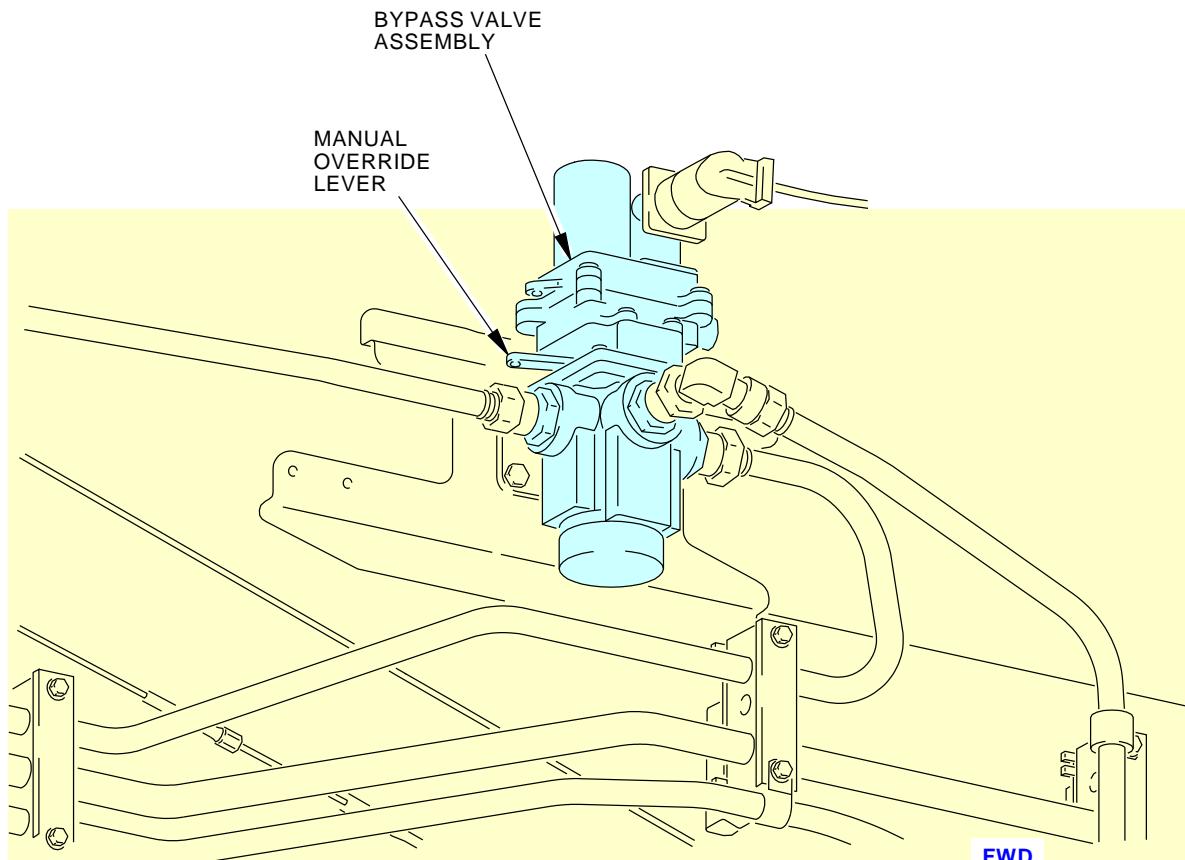
**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 5 of 9)**

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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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. |
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| | | | | 27-162-00-01 |



Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 6 of 9)

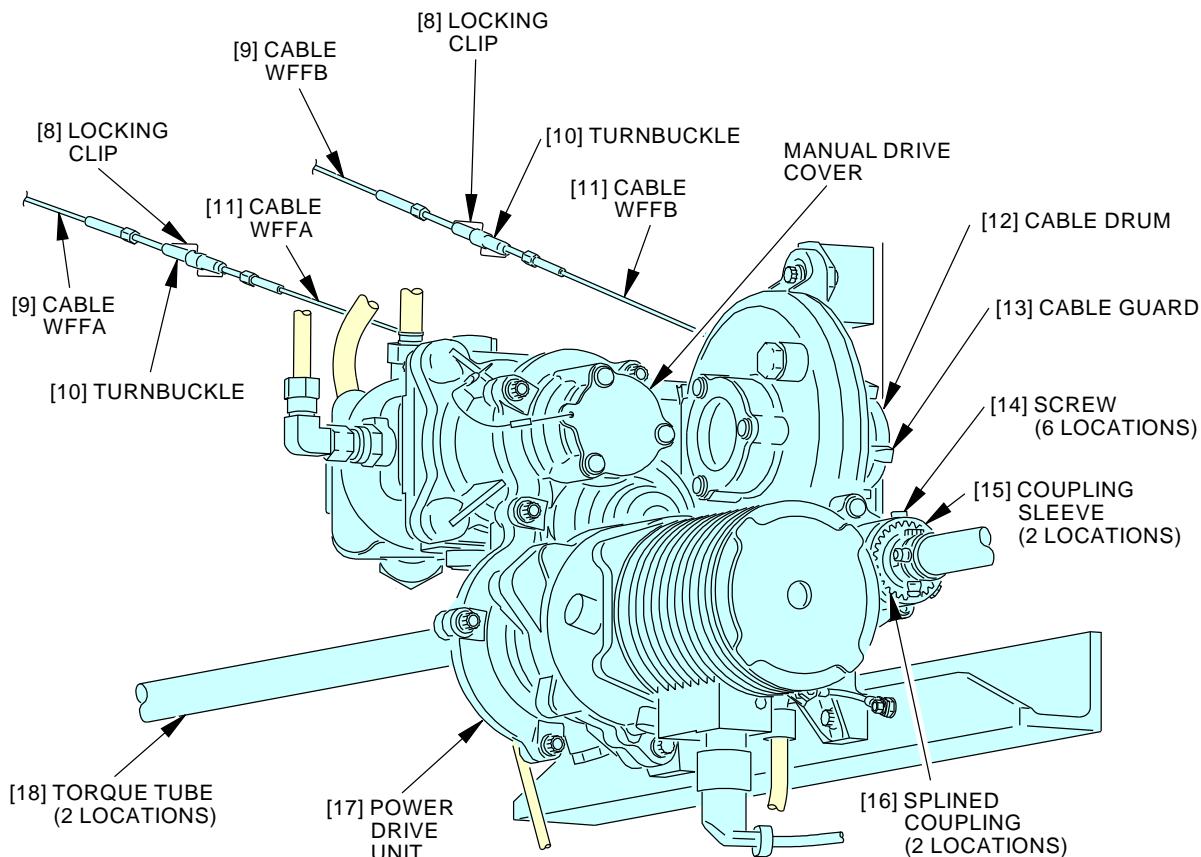
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|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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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. 27-162-00-01 |
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**POWER DRIVE UNIT**

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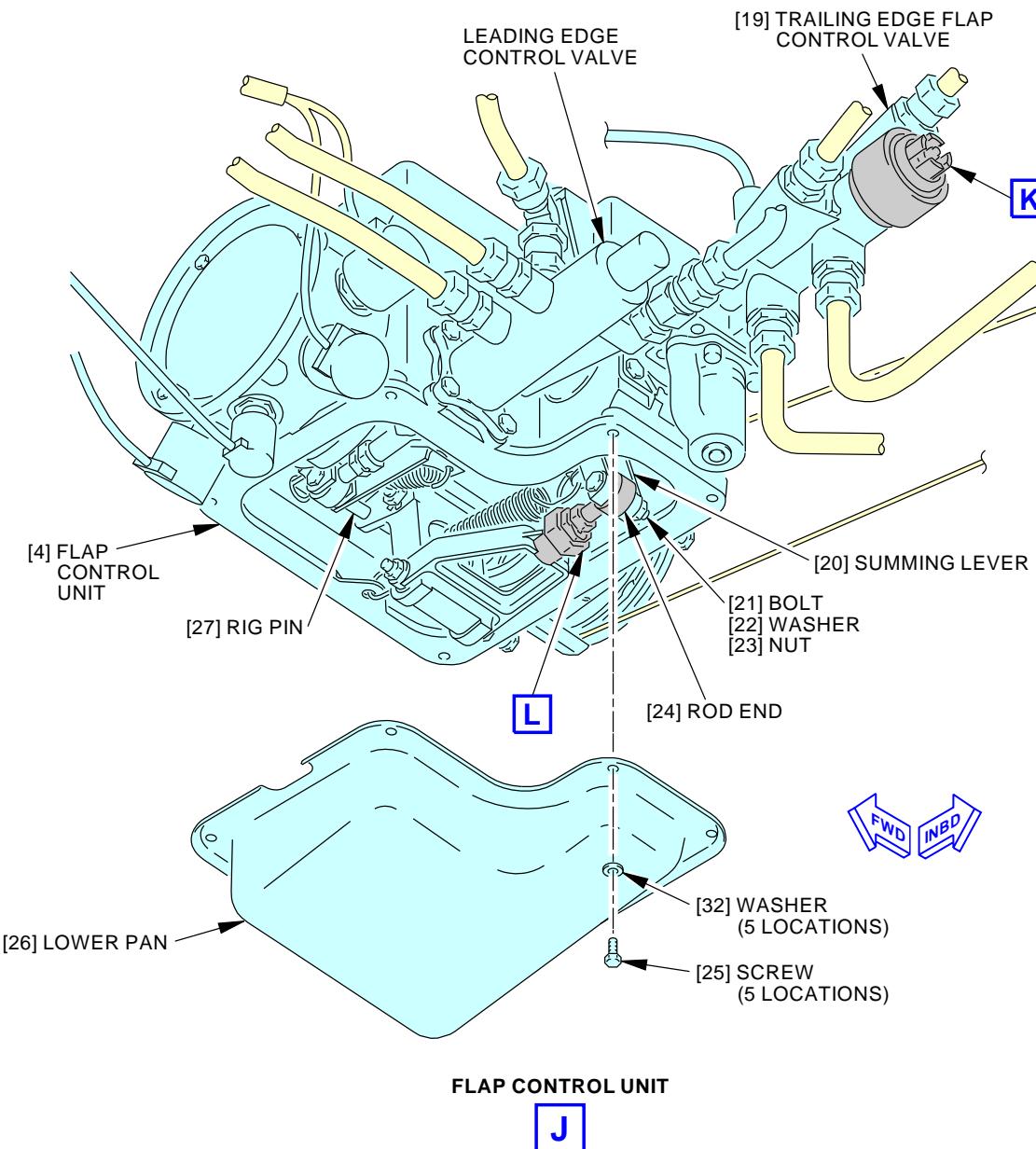
**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 7 of 9)**

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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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. 27-162-00-01 |
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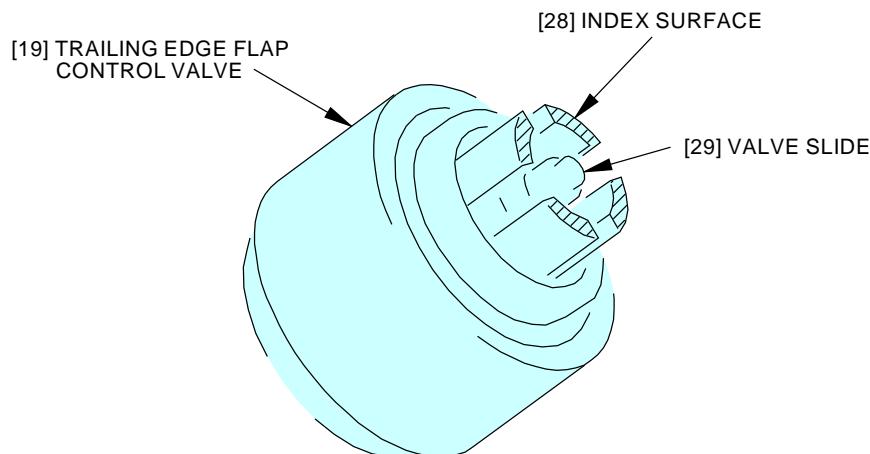
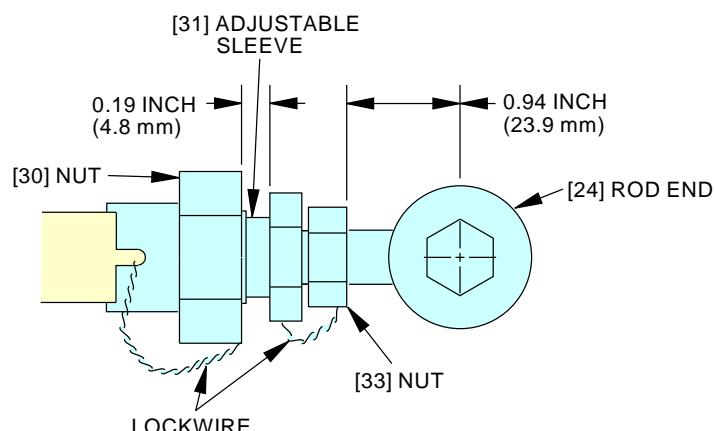
**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 8 of 9)**

G16375 S0006569882_V2

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|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-162-00-01 |

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**Trailing Edge Flap Control System Adjustment
Figure 2 (Sheet 9 of 9)**

G22419 S0006569883_V3

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP SKEW AND ASYMMETRY SYSTEM |
| | | D633A109-AKS 27-162-00-01 |

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Jun 15/2016

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

| | | | | | |
|-----------------|---|---|--------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE FLAP UNCOMMANDDED MOTION PROTECTION | | | BOEING CARD NO. 27-164-00-01 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | |
| | | | ZONE 117 118 211 212 | | |

Operationally check the flap uncommanded motion protection system by initiating a bite check of the flap slat electronics unit.

A. References

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

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-164-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-164-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-740-801 | | | | |
| 1. FSEU Display and Existing Faults Test (Figure 1) | | | | |
| A. General (1) This test does a check of the BITE display and power supplies for the FSEU. It also does a check for existing faults in the high lift system detected by the FSEU. | | | | |
| B. Prepare for the Test SUBTASK 27-51-00-860-032 (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. SUBTASK 27-51-00-010-005 (2) To get access to the main equipment center, do this step: Open this access panel: Number Name/Location 117A Electronic Equipment Access Door | | | | |
| C. FSEU Display and Existing Faults Test SUBTASK 27-51-00-740-001 (1) Push the ON/OFF button on the front panel of the FSEU to turn on the display. NOTE: The display will show EXISTING FAULTS? SUBTASK 27-51-00-750-001 (2) Do a test of the DC power supplies for the FSEU: (a) Open this circuit breaker: F/O Electrical System Panel, P6-2 Row Col Number Name A 8 C00211 FLIGHT CONTROL FSEU DC 1 (b) Make sure the front panel display on the FSEU is still on. (c) Close this circuit breaker: F/O Electrical System Panel, P6-2 Row Col Number Name A 8 C00211 FLIGHT CONTROL FSEU DC 1 (d) Open this circuit breaker: F/O Electrical System Panel, P6-2 Row Col Number Name A 9 C01468 FLIGHT CONTROL FSEU DC 2 (e) Make sure the front panel display on the FSEU is still on. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION D633A109-AKS 27-164-00-01 | Page 2 of 7 Jun 15/2015 |
|-------------------------------|----------------------|--|--|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-164-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (f) Open this circuit breaker: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 8 C00211 FLIGHT CONTROL FSEU DC 1 | | | | |
| (g) Make sure the front panel display on the FSEU is off. | | | | |
| (h) Close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 8 C00211 FLIGHT CONTROL FSEU DC 1 A 9 C01468 FLIGHT CONTROL FSEU DC 2 | | | | |
| (i) Push the ON/OFF button on the front panel of the FSEU to turn on the display. | | | | |
| (j) Make sure the front panel display on the FSEU comes on. | | | | |
| SUBTASK 27-51-00-740-002 | | | | |
| (3) Do a test of the BITE display on the FSEU: | | | | |
| (a) Make sure that the ALTERNATE FLAP ARM SWITCH is in the OFF position. | | | | |
| (b) Push the down arrow until GROUND TESTS? shows on the display. | | | | |
| (c) Push the YES button to select GROUND TESTS? on the FSEU. | | | | |
| (d) Push the down arrow until DISPLAY TEST? shows on the display. | | | | |
| (e) Push the YES button to select DISPLAY TEST? on the FSEU. | | | | |
| (f) Make sure the display characters on the front panel of the FSEU turn on in groups of four for approximately 2 seconds. | | | | |
| SUBTASK 27-51-00-740-003 | | | | |
| (4) Do a check for EXISTING FAULTS with the FSEU: | | | | |
| (a) Push the MENU button twice. | | | | |
| <u>NOTE:</u> The display will show EXISTING FAULTS? | | | | |
| (b) Push the YES button to select the EXISTING FAULTS? test. | | | | |
| <u>NOTE:</u> The display will show TEST IN PROGRESS. | | | | |
| (c) Make sure these lights come on for 5 seconds while the display shows TEST IN PROGRESS: | | | | |
| 1) P2 Center Instrument Panel | | | | |
| a) LE FLAPS TRANSIT | | | | |
| b) LE FLAPS EXT | | | | |
| 2) P5 Aft Overhead Panel | | | | |
| a) Leading Edge Devices TRANSIT | | | | |
| b) Leading Edge Devices EXT | | | | |
| c) Leading Edge Devices FULL EXT | | | | |
| (d) Make sure there are no EXISTING FAULTS. | | | | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-164-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-164-00-01 |
|--|-------------|---------|------------------|--|
| D. Put the Airplane Back to Its Usual Condition | | | | MECH INSP |

SUBTASK 27-51-00-860-033

- (1) Push the ON/OFF button on the front panel of the FSEU to turn it off.

SUBTASK 27-51-00-410-006

- (2) For the main equipment center, do this step:

Close this access panel:

Number Name/Location

117A Electronic Equipment Access Door

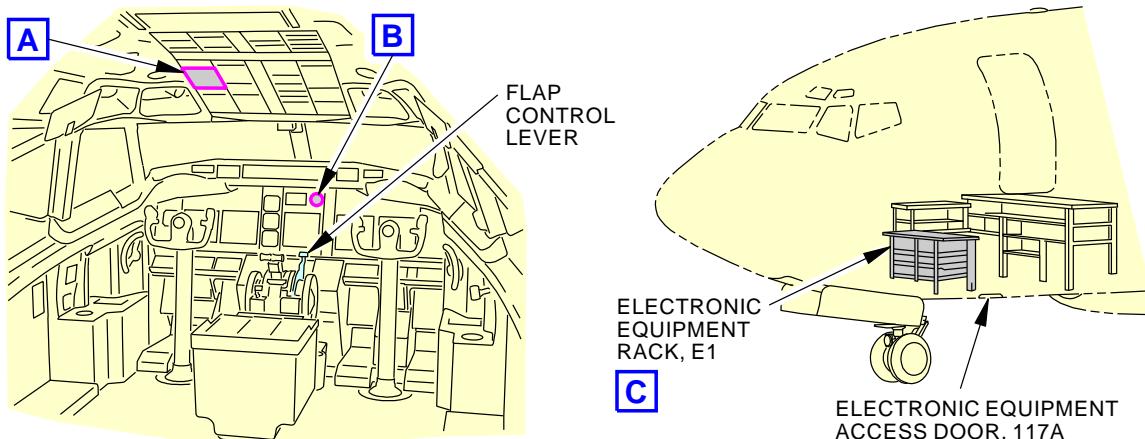
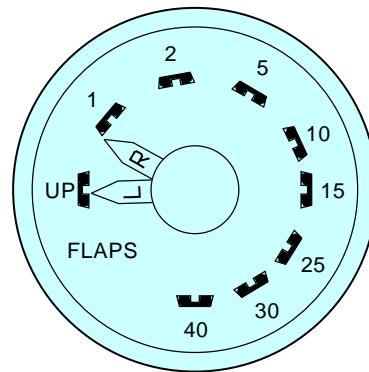
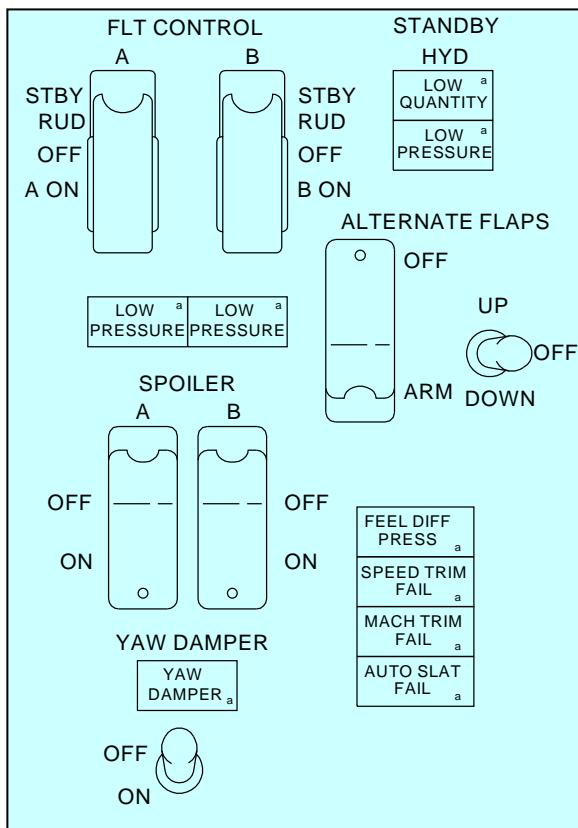
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-164-00-01 |

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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. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-164-00-01 |

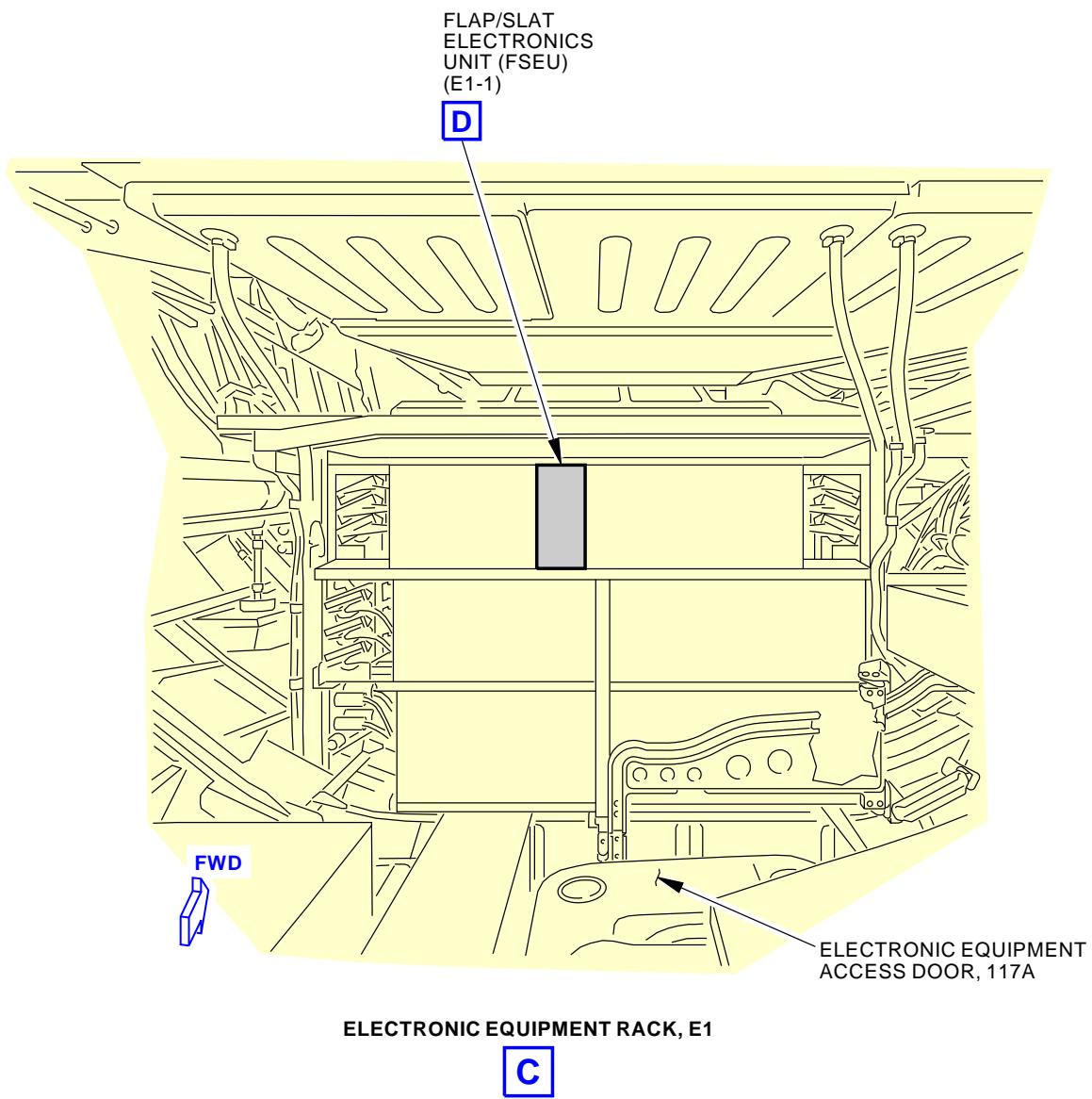

FLIGHT COMPARTMENT

A
**Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)**

G16346 S0006569871_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-164-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-164-00-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

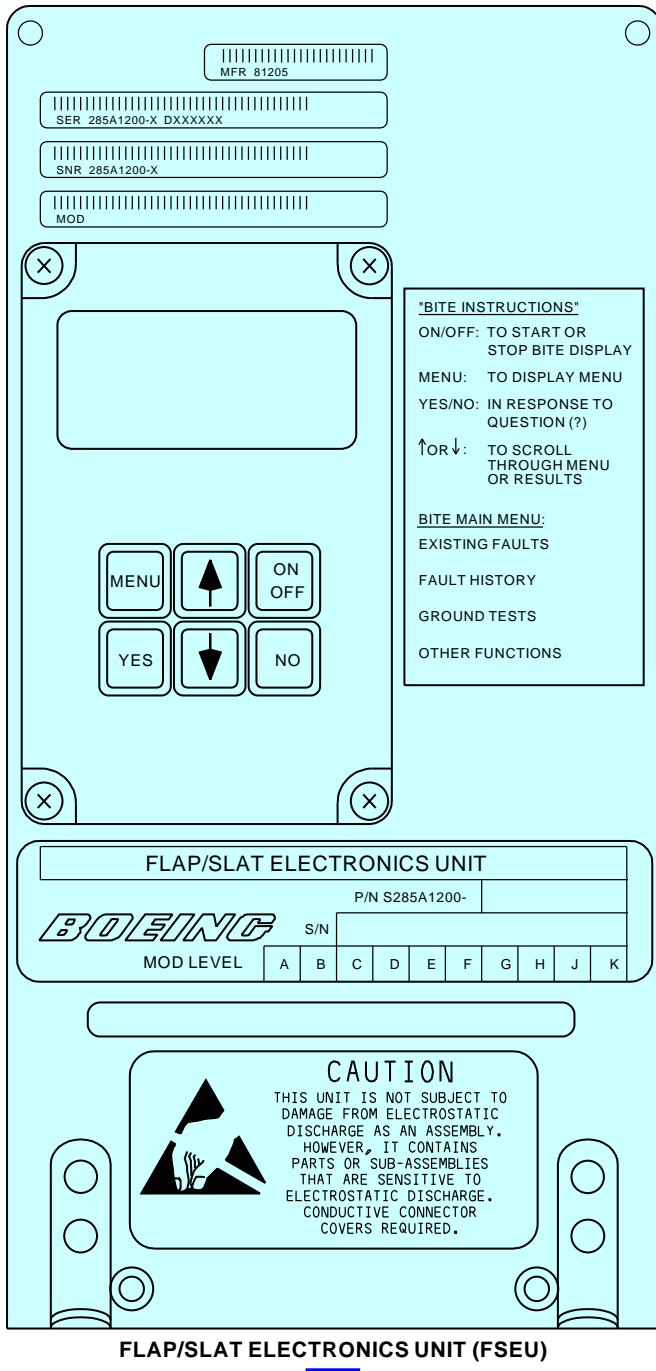
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-164-00-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-164-00-01 |



Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)

G16353 S0006569873_V2

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP UNCOMMANDDED MOTION PROTECTION D633A109-AKS 27-164-00-01 |
|-------------------------------|----------------------|--|

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

| | | | | | |
|-----------------|--|-----------------------------------|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE FLAP LEVER SENSOR | | | BOEING CARD NO. 27-166-00-01 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 212A 212B | | | ZONE 212 |

Perform a detail visual inspection of the trailing edge flap lever sensor, linkage, rod and rod ends.

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LEVER SENSOR D633A109-AKS 27-166-00-01 | 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. 27-166-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-06-210-801 | | | | |
| 1. Flap Control Lever Position Sensor and Mechanism Visual Inspection (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| AKS ALL; AIRPLANES WITH COUNTERSUNK STAB TRIM WHEEL BOLT PN BACB30LU8-4 | | | | |
| SUBTASK 27-51-06-010-005 | | | | |
| (1) Remove the stabilizer trim wheel [41] from the right side of the control stand [7]: | | | | |
| (a) Remove the bolt [42] that attaches the stabilizer trim wheel [41] to the shaft. | | | | |
| (b) Remove the stabilizer trim wheel [41] from the shaft. | | | | |
| AKS ALL; AIRPLANES WITH COUNTERSUNK STAB TRIM WHEEL BOLT PN BACB30LR8-4 | | | | |
| SUBTASK 27-51-06-010-012 | | | | |
| (2) Remove the stabilizer trim wheel [41] from the right side of the control stand [7]: | | | | |
| (a) Remove the bolt [42] that attaches the stabilizer trim wheel [41] to the shaft. | | | | |
| (b) Remove the stabilizer trim wheel [41] from the shaft. | | | | |
| AKS ALL; AIRPLANES WITH SPACER ON STAB TRIM WHEEL BOLT | | | | |
| SUBTASK 27-51-06-020-008 | | | | |
| (3) Remove the stabilizer trim wheel [50] from the right side of the control stand [7]: | | | | |
| (a) Remove the bolt [51] and spacer [52] that attaches the stabilizer trim wheel [50] to the shaft. | | | | |
| (b) Remove the stabilizer trim wheel [50] from the shaft. | | | | |
| AKS ALL | | | | |
| SUBTASK 27-51-06-010-006 | | | | |
| (4) Remove the upper right side cover [1] and lower right side cover [3] from the right side of the control stand [7]: | | | | |
| (a) Remove the screws [5] and the pocket assembly [6] from the lower right side cover [3]. | | | | |
| (b) Remove the screws [8] that attach the upper right side cover [1] and the lower right side cover [3] to the control stand [7]. | | | | |
| (c) Remove the upper right side cover [1] and the lower side cover [3] from the control stand [7]. | | | | |
| B. Flap Control Lever Position Sensor Visual Inspection | | | | |
| SUBTASK 27-51-06-020-004 | | | | |
| (1) Do a detailed visual inspection of the flap control lever sensor assembly [2] and the crank [18]. | | | | |
| SUBTASK 27-51-06-210-001 | | | | |
| (2) Do a detailed visual inspection of the ends of the link [17]. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LEVER SENSOR D633A109-AKS 27-166-00-01 | 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. 27-166-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-06-410-005 | | | | |
| (1) Install the upper right side cover [1] and the lower right side cover [3] on the right side of the control stand [7]: | | | | |
| (a) Put the upper right side cover [1] and the lower right side cover [3] in their position on the control stand [7]. | | | | |
| <u>NOTE:</u> The lower side cover [3] goes under the upper side cover [1]. | | | | |
| (b) Install the screws [8] that attach the upper right side cover [1] and lower right side cover [3] to the control stand [7]. | | | | |
| (c) Install the pocket assembly [6] with the screws [5] on the lower right side cover [3]. | | | | |
| AKS ALL; AIRPLANES WITH COUNTERSUNK STAB TRIM WHEEL BOLT PN BACB30LU8-4 | | | | |
| SUBTASK 27-51-06-410-011 | | | | |
| (2) Install the stabilizer trim wheel [41] on the right side of the control stand [7]: | | | | |
| (a) Install the stabilizer trim wheel [41] on the shaft with the handle 90 +/- 15 degrees apart from the handle on the other stabilizer trim wheel [41]. | | | | |
| <u>NOTE:</u> Make sure an equal amount of the shaft is visible on both sides of the pedestal. | | | | |
| (b) Install the bolt [42] that attaches the stabilizer trim wheel [41] to the shaft. | | | | |
| (c) Tighten the bolt [42] to 150 in-lb (17 N·m) - 170 in-lb (19 N·m). | | | | |
| AKS ALL; AIRPLANES WITH COUNTERSUNK STAB TRIM WHEEL BOLT PN BACB30LR8-4 | | | | |
| SUBTASK 27-51-06-410-006 | | | | |
| (3) Install the stabilizer trim wheel [41] on the right side of the control stand [7]: | | | | |
| (a) Install the stabilizer trim wheel [41] on the shaft with the handle 90 +/- 15 degrees apart from the handle on the other stabilizer trim wheel [41]. | | | | |
| <u>NOTE:</u> Make sure an equal amount of the shaft is visible on both sides of the pedestal. | | | | |
| (b) Install the bolt [42] to attach the stabilizer trim wheel [41] to the shaft. | | | | |
| (c) Tighten the bolt [42] to 250 in-lb (28 N·m) - 270 in-lb (31 N·m). | | | | |
| AKS ALL; AIRPLANES WITH SPACER ON STAB TRIM WHEEL BOLT | | | | |
| SUBTASK 27-51-06-420-010 | | | | |
| (4) Install the stabilizer trim wheel [50] on the right side of the control stand [7]: | | | | |
| (a) install the stabilizer trim wheel [50] on the shaft with the handle 90 +/- 15 degrees apart from the handle on the other stabilizer trim wheel [50]. | | | | |
| <u>NOTE:</u> Make sure an equal amount of the shaft is visible on both sides of the pedestal. | | | | |
| (b) Install the spacer [52] and the bolt [51] to attach the stabilizer trim wheel [50] to the shaft. | | | | |
| (c) Tighten the bolt [51] to 150 in-lb (16.9 N·m) - 160 in-lb (18.1 N·m) plus run-on torque. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LEVER SENSOR D633A109-AKS 27-166-00-01 | Page 3 of 7 Feb 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-166-00-01 |
|-------------------------------|----------------------|--|------------------|--|
| AKS ALL | | | | MECH INSP |
| END OF TASK | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LEVER SENSOR D633A109-AKS 27-166-00-01 | | |
| | | | | Page 4 of 7 Oct 15/2014 |

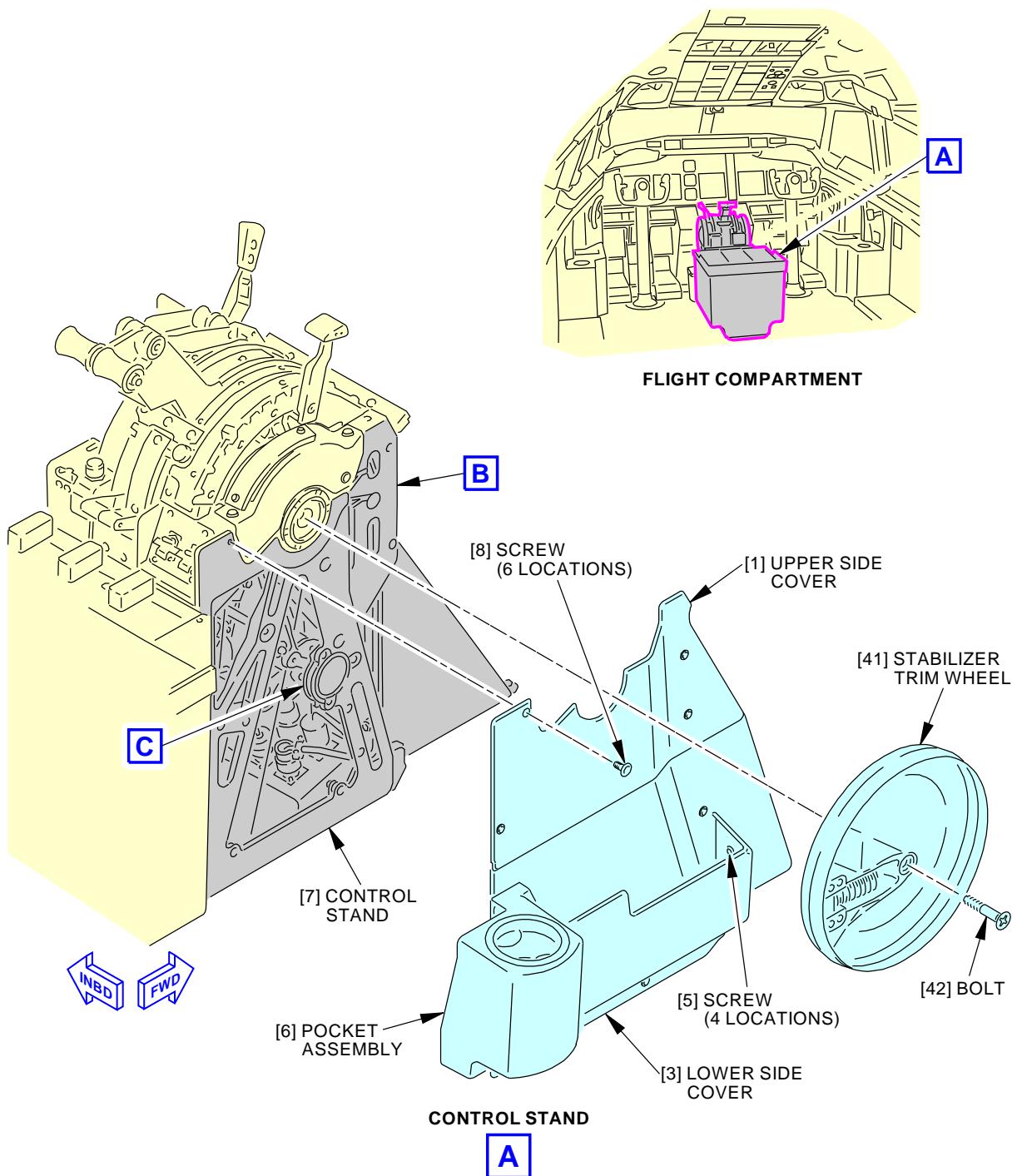
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-166-00-01

Flap Control Lever Position Sensor Inspection
Figure 1 (Sheet 1 of 3)

H00667 S0006569956_V4

EFFECTIVITY
**AKS ALL; AIRPLANES WITH
COUNTERSUNK STAB TRIM WHEEL BOLT**

SOURCE
MRB

FLAP LEVER SENSOR

D633A109-AKS
27-166-00-01

Page 5 of 7
Jun 15/2015

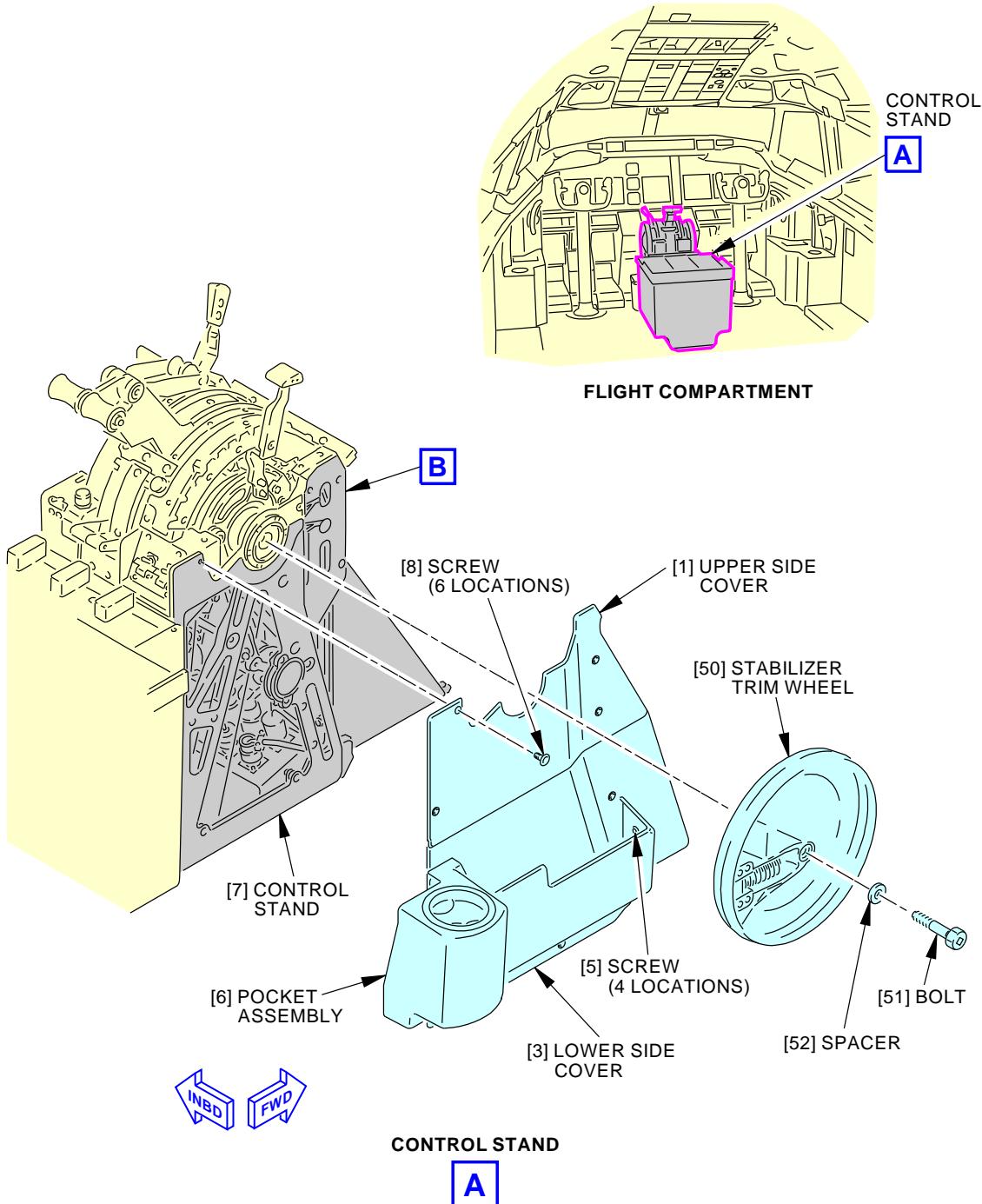
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-166-00-01

2105618 S0000449507_V2

**Flap Control Lever Position Sensor Inspection
Figure 1 (Sheet 2 of 3)****EFFECTIVITY**
**AKS ALL; AIRPLANES WITH SPACER ON
STAB TRIM WHEEL BOLT****SOURCE**
MRB**FLAP LEVER SENSOR****D633A109-AKS
27-166-00-01****Page 6 of 7
Jun 15/2015**

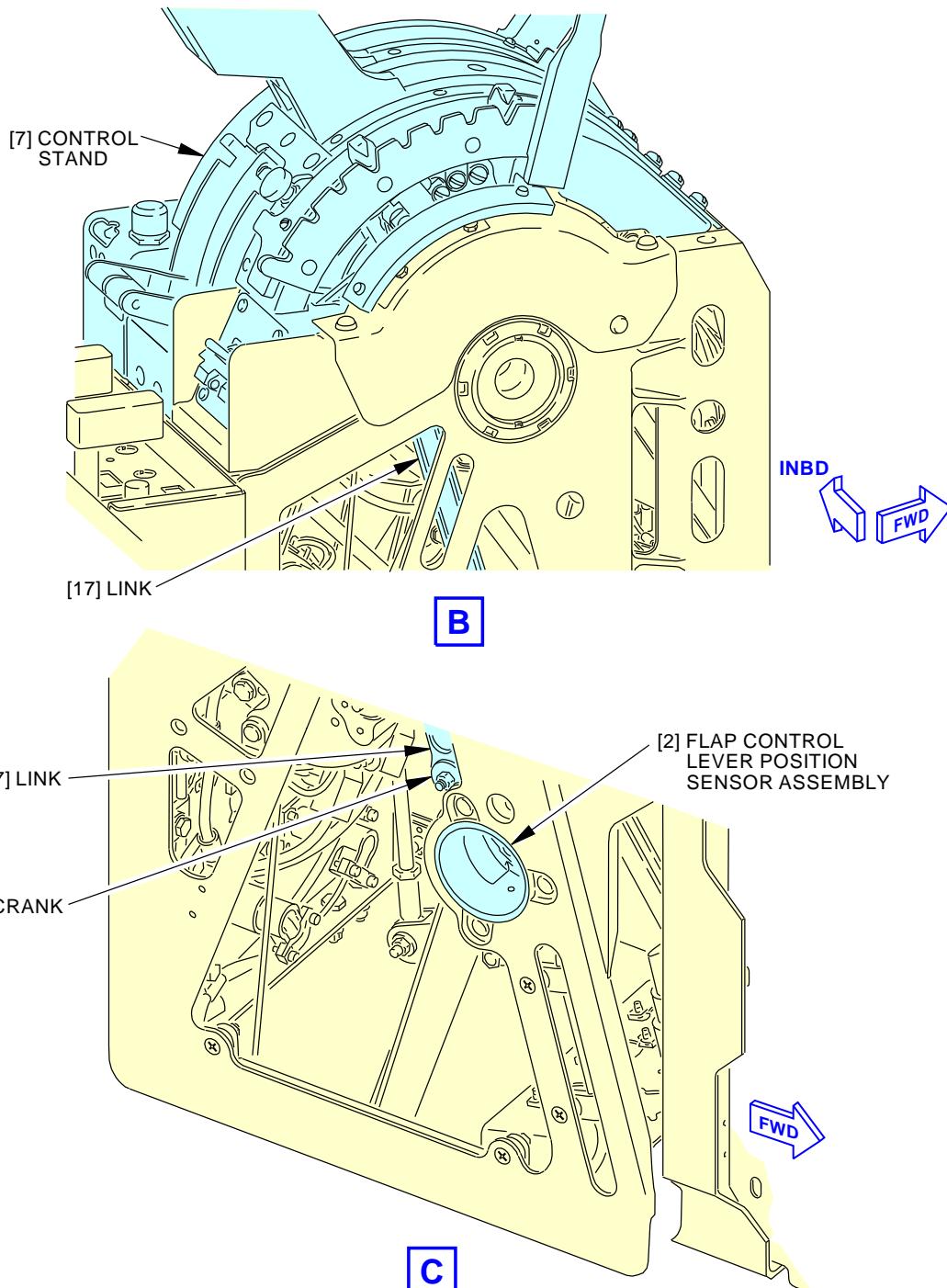
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-166-00-01

H01509 S0006569957_V2

**Flap Control Lever Position Sensor Inspection
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLAP LEVER SENSOR |
| | | D633A109-AKS 27-166-00-01 |

Page 7 of 7
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP TRANSMISSION NO-BACK BRAKE | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-168-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 133 210 541 542 543 544 553 |
| | | | | | |

Operationally check the left wing trailing edge flap transmission no-back brakes.

ACCESS NOTE: Flaps deployed.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (P/B 201) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-31 P/B 401 | INBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION |
| AMM 27-51-41 P/B 401 | OUTBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION |
| 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) |

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-1797 | Stethoscope - Mechanics, 12 Inch Probe Part #: GA111D Supplier: 55719 Opt Part #: GA111C Supplier: 55719 |
| SPL-12536 | Test Equipment - Outboard T.E. Flap Transmission, No-Back Brake Operational Test Part #: C27084-1 Supplier: 81205 |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE D633A109-AKS 27-168-01-01 | Page 1 of 7 Jun 15/2016 |
|-------------------------------|----------------------|---|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-710-802 | | | | |
| 1. Transmission No-Back Brake Operational Test (Figure 1) | | | | |
| A. General <ul style="list-style-type: none">(1) During this operational test, you make sure the no-back brakes in the transmissions operate.(2) This test involves listening for a ratchet sound from the transmissions while the flaps extend.(3) A minimum of two people are necessary to do this test. | | | | |
| B. Prepare for the Operational Test SUBTASK 27-51-00-480-009 WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-011 <ul style="list-style-type: none">(2) Remove the aft fairings for the outboard flaps: NOTE: Removal of the aft fairings for the inboard flaps is not necessary since the ratcheting sound can be heard easily without removal.<ul style="list-style-type: none">(a) Do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804.(b) Do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| SUBTASK 27-51-00-860-072 <ul style="list-style-type: none">(3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-51-00-860-073 WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(4) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| C. Operational Test of the Transmission No-Back Brake NOTE: This test is applicable to all of the transmissions for the trailing edge flaps. | | | | |

| | | | |
|-------------------------------|----------------------|--|------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE | |
| | | D633A109-AKS 27-168-01-01 | Page 2 of 7 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-00-860-074 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS. THE FLAPS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Retract the flaps to the UP position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| SUBTASK 27-51-00-710-008 | | | | |
| (2) Do a test of the no-back brake in the transmissions: | | | | |
| (a) Put a stethoscope, COM-1797 on the applicable transmission to listen for a ratchet sound. | | | | |
| NOTE: The ratchet sound from the inboard flaps can be easily heard without the need for a stethoscope. | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS. THE FLAPS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (b) Extend the flaps to the 15 unit position and listen for a ratchet sound from the transmissions. To extend the trailing edge flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| NOTE: The ratchet sound is the no-back brake inside the transmission. It is necessary to do the test again for the additional transmissions, or have additional people listen to the transmissions. | | | | |
| (c) If the ratchet sound cannot be heard on the outboard flaps transmission, install test equipment, SPL-12536 and perform the test again. | | | | |
| (d) If it is necessary to do this test on another transmission, retract the flaps to the UP position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| (e) If the ratcheting sound is not heard replace the transmission. | | | | |
| 1) For the inboard transmission replacement do this task: INBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION, AMM 27-51-31/401. | | | | |
| 2) For the outboard transmission replacement do this task: OUTBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION, AMM 27-51-41/401. | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-00-860-075 | | | | |
| (1) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-51-00-080-005 | | | | |
| (2) Remove test equipment, SPL-12536 if it was installed. | | | | |
| SUBTASK 27-51-00-410-011 | | | | |
| (3) Install the aft fairings for the outboard flaps: | | | | |
| (a) Do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE | |
| | | D633A109-AKS 27-168-01-01 | Page 3 of 7 Jun 15/2016 |

AKS

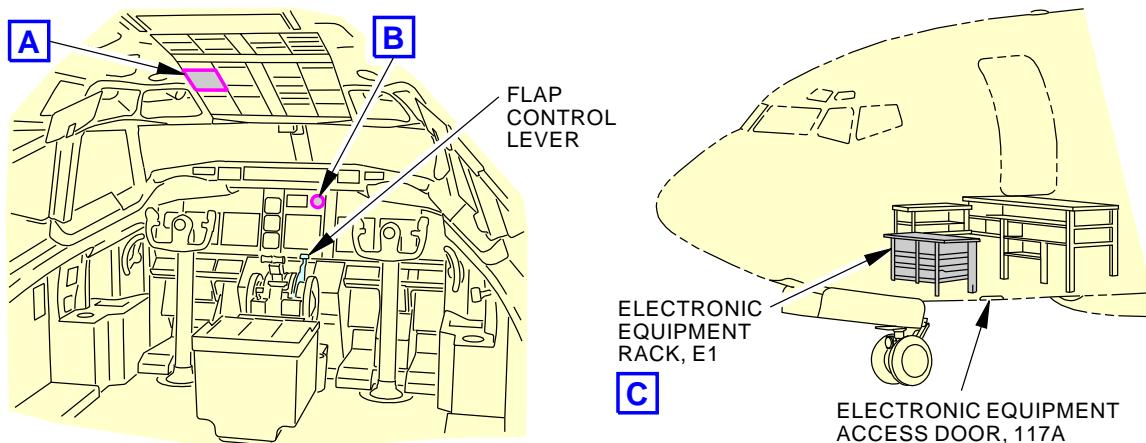
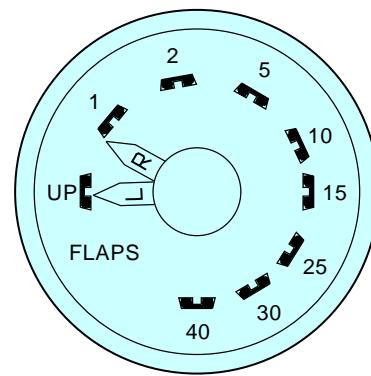
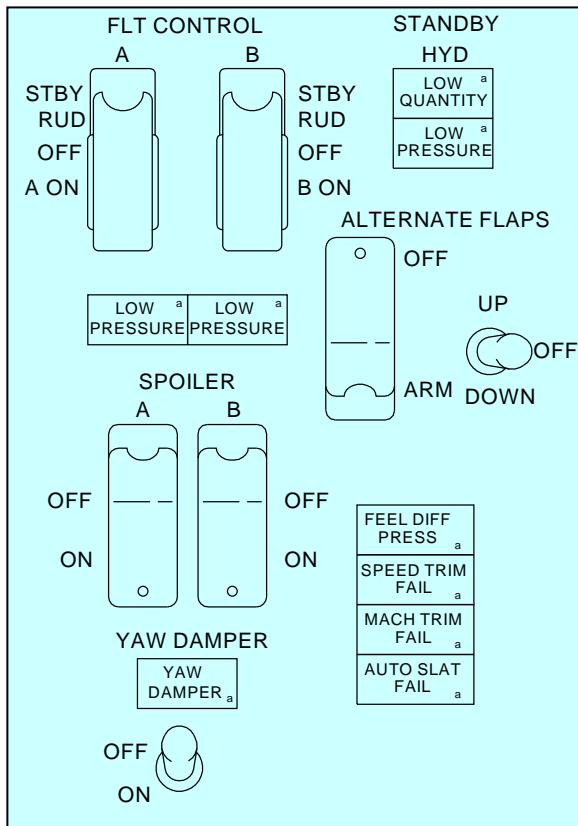


737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-01-01 |
|--|----------------------|--|------------------|--|
| (b) Do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802. | | | | MECH INSP |
| END OF TASK | | | | |
| | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE | | |
| | | D633A109-AKS 27-168-01-01 | | |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-01-01 |
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT****A**

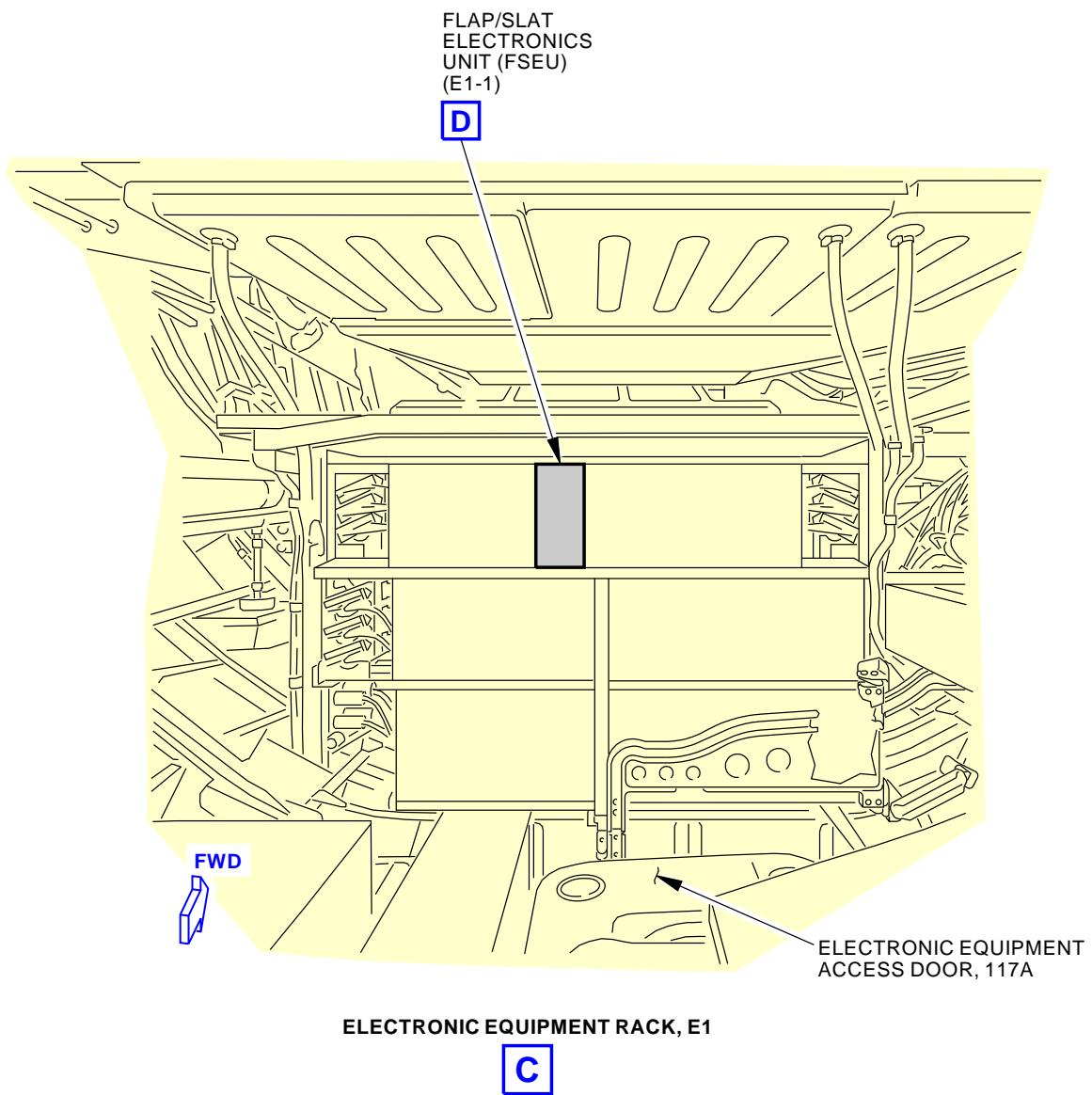
Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)

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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-168-01-01 |



**Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)**

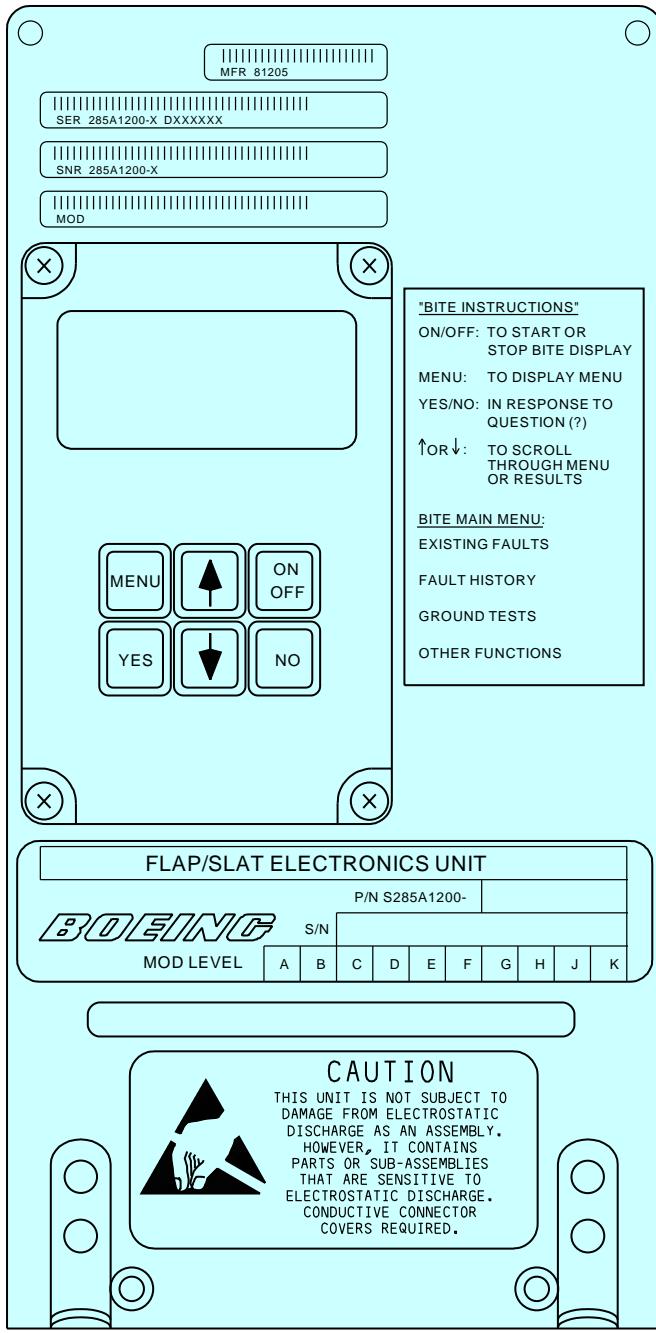
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-01-01 |

Page 6 of 7
Jun 15/2016

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-168-01-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

G16353 S0006569873_V2

**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-01-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-168-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 25000 FC | REPEAT 25000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 134 210 641 642 643 644 653 |
| | | | | | |

Operationally check the right wing trailing edge flap transmission no-back brakes.

ACCESS NOTE: Flaps deployed.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-51-00-860-801 | Trailing Edge Flap System Operation With Primary Control (P/B 201) |
| AMM 27-51-28-000-802 | Outboard Flap Outboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-000-804 | Outboard Flap Inboard Support Aft Fairing Removal (P/B 401) |
| AMM 27-51-28-400-802 | Outboard Flap Outboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-28-400-804 | Outboard Flap Inboard Support Aft Fairing Installation (P/B 401) |
| AMM 27-51-31 P/B 401 | INBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION |
| AMM 27-51-41 P/B 401 | OUTBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION |
| 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) |

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-1797 | Stethoscope - Mechanics, 12 Inch Probe Part #: GA111D Supplier: 55719 Opt Part #: GA111C Supplier: 55719 |
| SPL-12536 | Test Equipment - Outboard T.E. Flap Transmission, No-Back Brake Operational Test Part #: C27084-1 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-710-802 | | | | |
| 1. Transmission No-Back Brake Operational Test (Figure 1) | | | | |
| A. General <ul style="list-style-type: none">(1) During this operational test, you make sure the no-back brakes in the transmissions operate.(2) This test involves listening for a ratchet sound from the transmissions while the flaps extend.(3) A minimum of two people are necessary to do this test. | | | | |
| B. Prepare for the Operational Test SUBTASK 27-51-00-480-009 WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-011 <ul style="list-style-type: none">(2) Remove the aft fairings for the outboard flaps: NOTE: Removal of the aft fairings for the inboard flaps is not necessary since the ratcheting sound can be heard easily without removal.<ul style="list-style-type: none">(a) Do this task: Outboard Flap Inboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-804.(b) Do this task: Outboard Flap Outboard Support Aft Fairing Removal, AMM TASK 27-51-28-000-802. | | | | |
| SUBTASK 27-51-00-860-072 <ul style="list-style-type: none">(3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-51-00-860-073 WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. <ul style="list-style-type: none">(4) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| C. Operational Test of the Transmission No-Back Brake NOTE: This test is applicable to all of the transmissions for the trailing edge flaps. | | | | |

| | | | |
|-------------------------------|----------------------|---|------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE | |
| | | D633A109-AKS 27-168-02-01 | Page 2 of 7 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-00-860-074 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS. THE FLAPS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Retract the flaps to the UP position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| SUBTASK 27-51-00-710-008 | | | | |
| (2) Do a test of the no-back brake in the transmissions: | | | | |
| (a) Put a stethoscope, COM-1797 on the applicable transmission to listen for a ratchet sound. | | | | |
| NOTE: The ratchet sound from the inboard flaps can be easily heard without the need for a stethoscope. | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS. THE FLAPS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (b) Extend the flaps to the 15 unit position and listen for a ratchet sound from the transmissions. To extend the trailing edge flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| NOTE: The ratchet sound is the no-back brake inside the transmission. It is necessary to do the test again for the additional transmissions, or have additional people listen to the transmissions. | | | | |
| (c) If the ratchet sound cannot be heard on the outboard flaps transmission, install test equipment, SPL-12536 and perform the test again. | | | | |
| (d) If it is necessary to do this test on another transmission, retract the flaps to the UP position. To retract the flaps, do this task: Trailing Edge Flap System Operation With Primary Control, AMM TASK 27-51-00-860-801. | | | | |
| (e) If the ratcheting sound is not heard replace the transmission. | | | | |
| 1) For the inboard transmission replacement do this task: INBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION, AMM 27-51-31/401. | | | | |
| 2) For the outboard transmission replacement do this task: OUTBOARD FLAP TRANSMISSIONS - REMOVAL/INSTALLATION, AMM 27-51-41/401. | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-51-00-860-075 | | | | |
| (1) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-51-00-080-005 | | | | |
| (2) Remove test equipment, SPL-12536 if it was installed. | | | | |
| SUBTASK 27-51-00-410-011 | | | | |
| (3) Install the aft fairings for the outboard flaps: | | | | |
| (a) Do this task: Outboard Flap Inboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-804. | | | | |

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|-------------------------------|----------------------|---|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE | |
| | | D633A109-AKS 27-168-02-01 | Page 3 of 7 Jun 15/2016 |

AKS

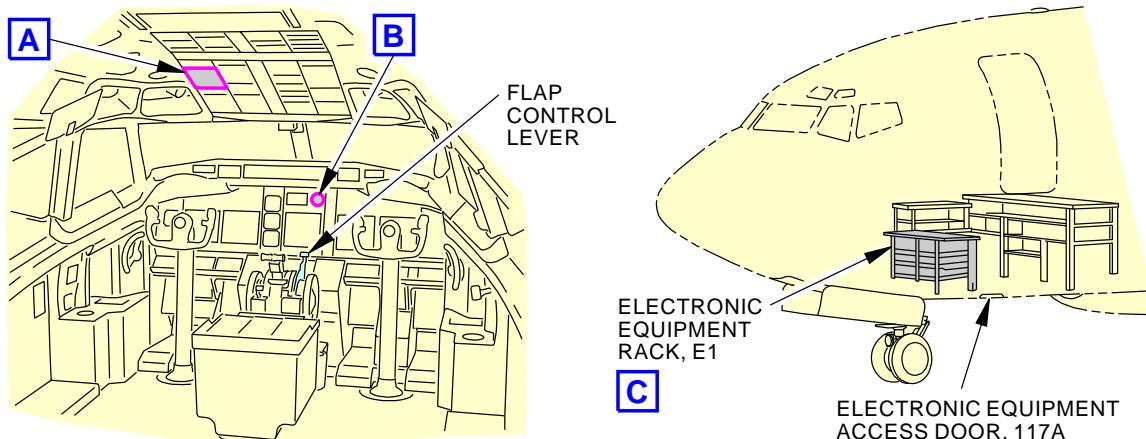
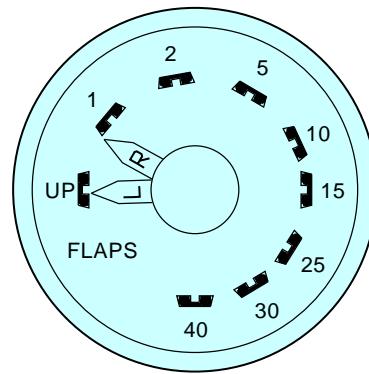
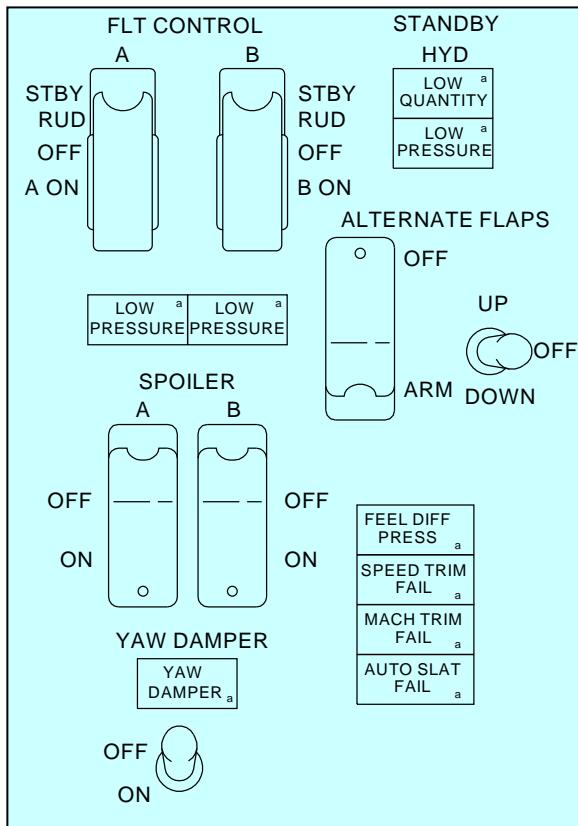


737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-02-01 |
|--|----------------------|---|------------------|--|
| (b) Do this task: Outboard Flap Outboard Support Aft Fairing Installation, AMM TASK 27-51-28-400-802. | | | | MECH INSP |
| END OF TASK | | | | |
| | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE | | |
| | | D633A109-AKS 27-168-02-01 | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-168-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT****A**

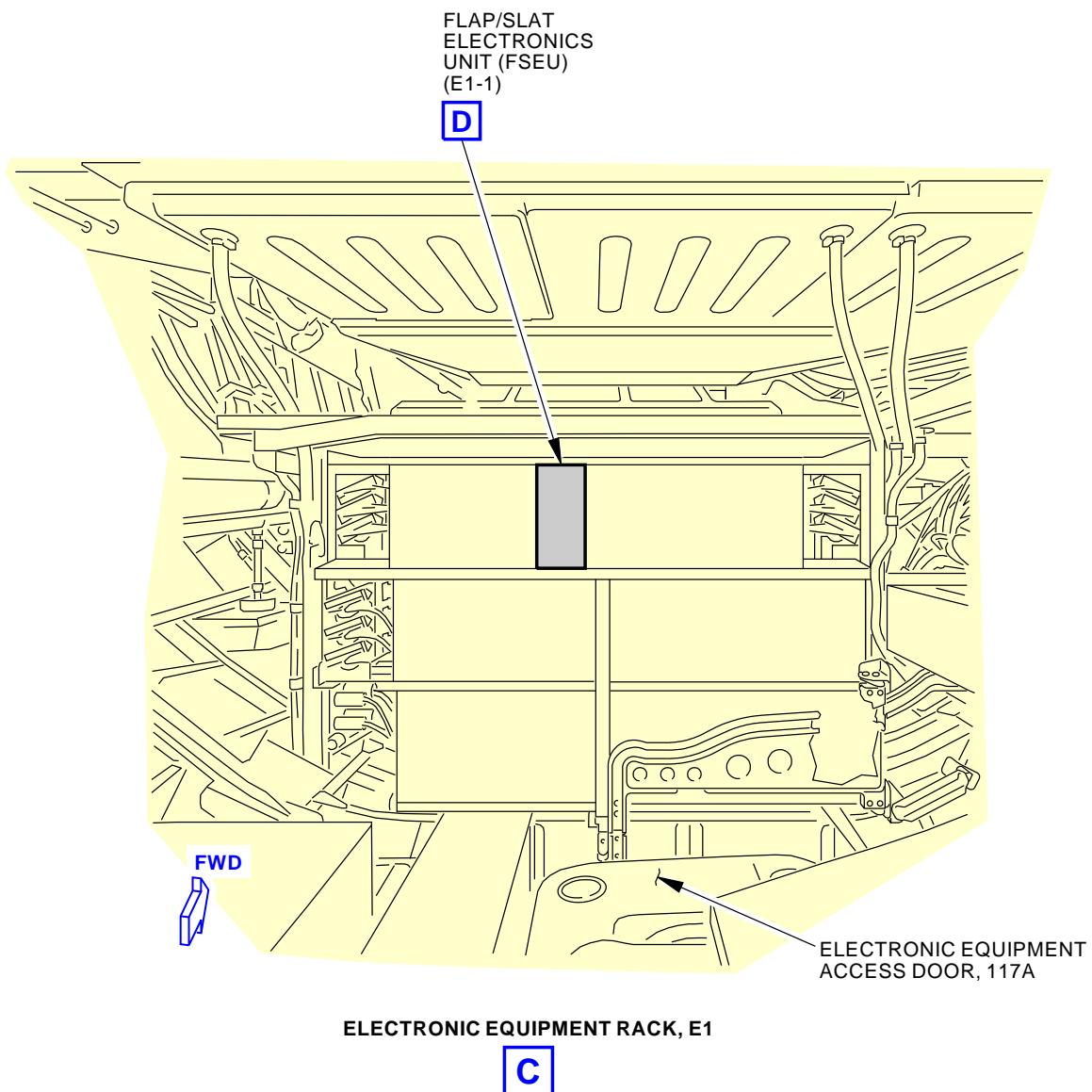
Trailing Edge Flap System Controls
Figure 1 (Sheet 1 of 3)

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-168-02-01 |



Trailing Edge Flap System Controls
Figure 1 (Sheet 2 of 3)

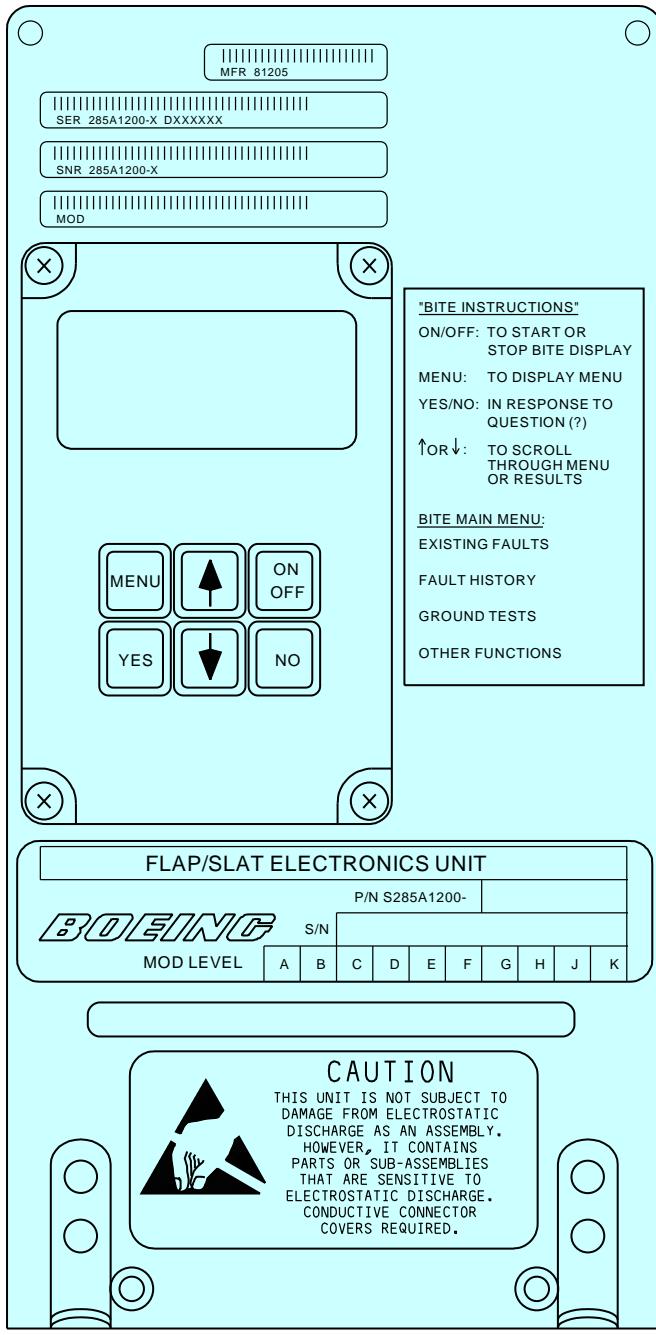
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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-02-01 |

Page 6 of 7
Jun 15/2016

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-168-02-01 |

**FLAP/SLAT ELECTRONICS UNIT (FSEU)****D**

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**Trailing Edge Flap System Controls
Figure 1 (Sheet 3 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP TRANSMISSION NO-BACK BRAKE |
| | | D633A109-AKS 27-168-02-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP ACTUATION MECHANISM LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-170-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 1.2 NOTE | THRESHOLD 1250 FC 8 MO | REPEAT 1250 FC 8 MO | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS 194BL NOTE | | | ZONE 133 541 542 543 544 553 561 567 |
| | | | | | |

Lubricate the left wing trailing edge flap actuation mechanism.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps deployed.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-811

MECH

INSP

1. Inboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Figure 1)

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-015

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-011

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

B. Inboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Table 1)

SUBTASK 12-22-51-640-046

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Inboard Main Flap and Aft Flap Roller and Linkage Servicing (Fig. 311)

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Inboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 2 | Inboard Programming Roller | grease, D00633 | Flush | 1 |
| 3 | Aft Flap Track Roller | grease, D00633 | Zerk | 8 |
| 4 | *[1]Aft Flap Track Attach Fitting | grease, D00633 | Zerk | 2 |
| 5 | Outboard Programming Roller | grease, D00633 | Flush | 1 |
| 6 | Outboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 7 | Aft Flap Drive Rod | grease, D00633 | Flush | 2 |

*[1] Lube point not on all attach fittings. Some attach fittings have greaseless bearings with no lubrication needed.

SUBTASK 12-22-51-640-024

- (2) Lubricate the rollers on the inboard main flap carriage with grease, D00633.
- (a) Remove excess grease, D00633, from the flap carriages and linkages.
 - (b) Ensure that there is no grease, D00633, on the flap track flange surfaces.

SUBTASK 12-22-51-640-025

- (3) Lubricate the rollers on the outboard main flap carriage with grease, D00633.
- (a) Remove excess grease, D00633, from the flap carriages and linkages.
 - (b) Ensure that there is no grease, D00633, on the flap track flange surfaces.

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-51-640-026 | | | | |
| (4) Lubricate the rollers on the aft flap tracks and aft flap track attach fittings with grease, D00633. | | | | |
| <u>NOTE:</u> Some aft flap track attach fittings have greaseless bearings. | | | | |
| If no lube point are found on any aft flap track attach fittings, no lubrication is necessary at that fitting since the fittings have greaseless bearings. | | | | |
| (a) Ensure that there is no grease, D00633, on the flap track flange surfaces. | | | | |
| SUBTASK 12-22-51-640-027 | | | | |
| (5) Lubricate the inboard and outboard programming rollers with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-028 | | | | |
| (6) Lubricate the rod ends on the aft flap drive rod with grease, D00633. | | | | |
| <u>NOTE:</u> The rod ends on the drive rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-011 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-016 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK —— | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-812

MECH

INSP

2. Outboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Figure 3)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-017

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-012

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

B. Outboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Table 2)

SUBTASK 12-22-51-640-047

- (1) This table supplies data for the subsequent lubrication steps:

Table 2 Outboard Main Flap and Aft Flap Roller and Linkage Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--|----------------|-----------------------|---------------------|
| 1 | Aft Flap Drive Rod | grease, D00633 | Flush | 4 |
| 2 | Aft Flap Pushrod | grease, D00633 | Flush | 4 |
| 3 | Inboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 4 | Bellcrank | grease, D00633 | Zerk | 2 |
| 5 | Inboard Carriage Forward Attach Fitting | grease, D00633 | Zerk | 1 |
| 6 | Inboard Carriage Attach Link | grease, D00633 | Zerk | 2 |
| 7 | Outboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 8 | Outboard Carriage Forward Attach Fitting | grease, D00633 | Zerk | 1 |
| 9 | Outboard Carriage Attach Link | grease, D00633 | Zerk | 2 |
| 10 | Inboard Programming Roller | grease, D00633 | Flush | 1 |
| 11 | Aft Flap Track Attach Fitting | grease, D00633 | Flush | 4 |
| 12 | Aft Flap Track Roller | grease, D00633 | Flush | 16 |
| 13 | Outboard Programming Roller | grease, D00633 | Flush | 1 |

SUBTASK 12-22-51-640-029

- (2) Lubricate the inboard main flap carriage:

- (a) Lubricate the main flap carriage rollers with grease, D00633.

- 1) Remove excess grease, D00633, from the flap carriages and linkages.
- 2) Ensure that there is no grease, D00633, on the flap track flange surfaces.

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION | |
| | | D633A109-AKS 27-170-01-01 | Page 4 of 24 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| <p>(b) Lubricate the carriage attach fittings and links with grease, D00633.</p> <p> 1) Remove excess grease, D00633, from the flap carriages and linkages.</p> <p>(c) Lubricate the aft flap drive mechanism with grease, D00633.</p> <p><u>NOTE:</u> The rod ends on the drive rod and pushrod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to.</p> <p>(d) Remove the dust cap [14].</p> <p>(e) Examine the condition of the seal retainer for movement.</p> <p>(f) Install the dust cap [14].</p> | | | | |
| <p>SUBTASK 12-22-51-640-030</p> <p>(3) Lubricate the outboard main flap carriage:</p> <p>(a) Lubricate the main flap carriage rollers with grease, D00633.</p> <p> 1) Remove excess grease, D00633, from the flap carriages and linkages.</p> <p> 2) Ensure that there is no grease, D00633, on the flap track flange surfaces.</p> <p>(b) Lubricate the carriage attach fittings and links with grease, D00633.</p> <p> 1) Remove excess grease, D00633, from the flap carriages and linkages.</p> <p>(c) Lubricate the aft flap drive mechanism with grease, D00633.</p> <p><u>NOTE:</u> The rod ends on the drive rod and pushrod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to.</p> <p>(d) Remove the dust cap [14].</p> <p>(e) Examine the condition of the seal retainer for movement.</p> <p>(f) Install the dust cap [14].</p> | | | | |
| <p>SUBTASK 12-22-51-640-031</p> <p>(4) Lubricate the rollers on the aft flap tracks and aft flap track attachment fittings with grease, D00633.</p> <p>(a) Ensure that there is no grease, D00633, on the flap track flange surfaces.</p> | | | | |
| <p>SUBTASK 12-22-51-640-032</p> <p>(5) Lubricate the inboard and outboard aft flap programming rollers with grease, D00633.</p> | | | | |
| <p>C. Put the Airplane Back to Its Initial Condition</p> | | | | |
| <p>SUBTASK 12-22-51-440-012</p> <p>(1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.</p> | | | | |
| <p>SUBTASK 12-22-51-860-018</p> <p>(2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.</p> | | | | |

———— END OF TASK ————

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

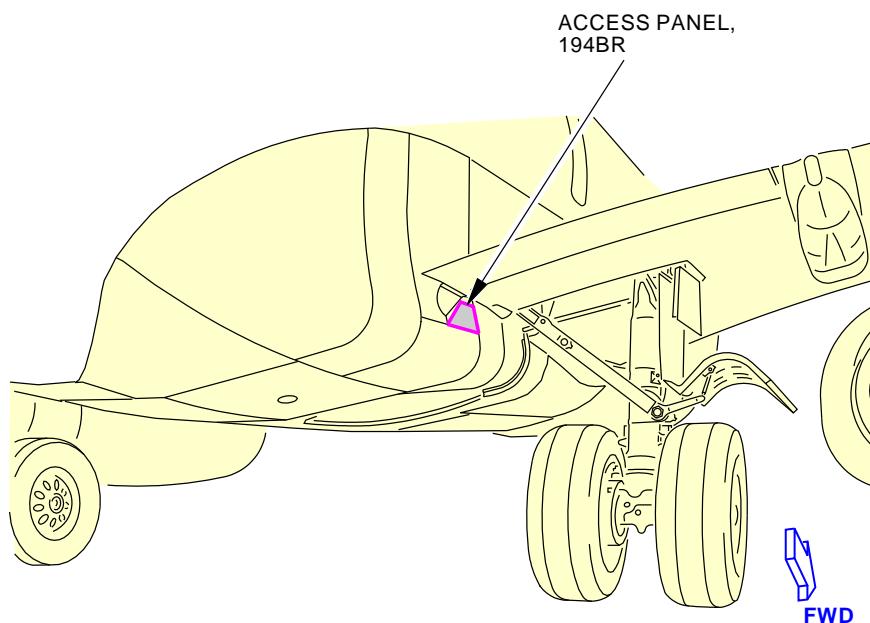
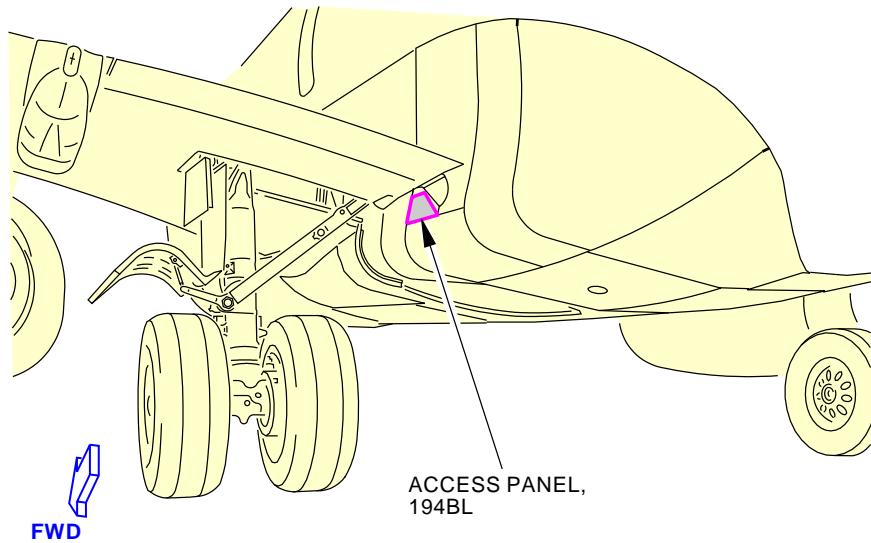
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

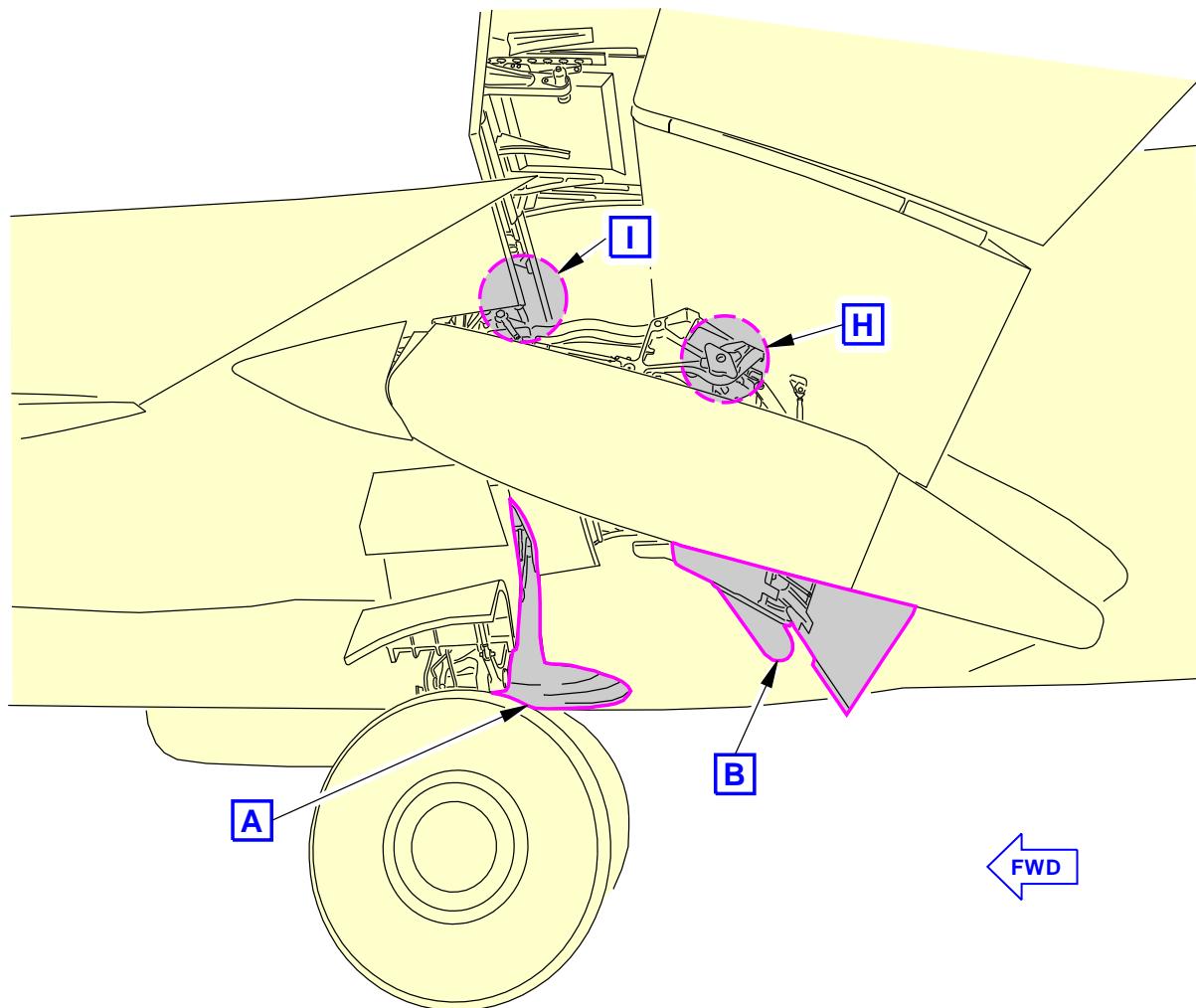
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27-170-01-01

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**Inboard Main Flap and Aft Flap Roller and Linkage Access
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 6 of 24
Oct 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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| | | | | 27-170-01-01 |



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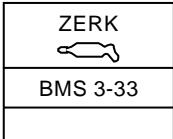
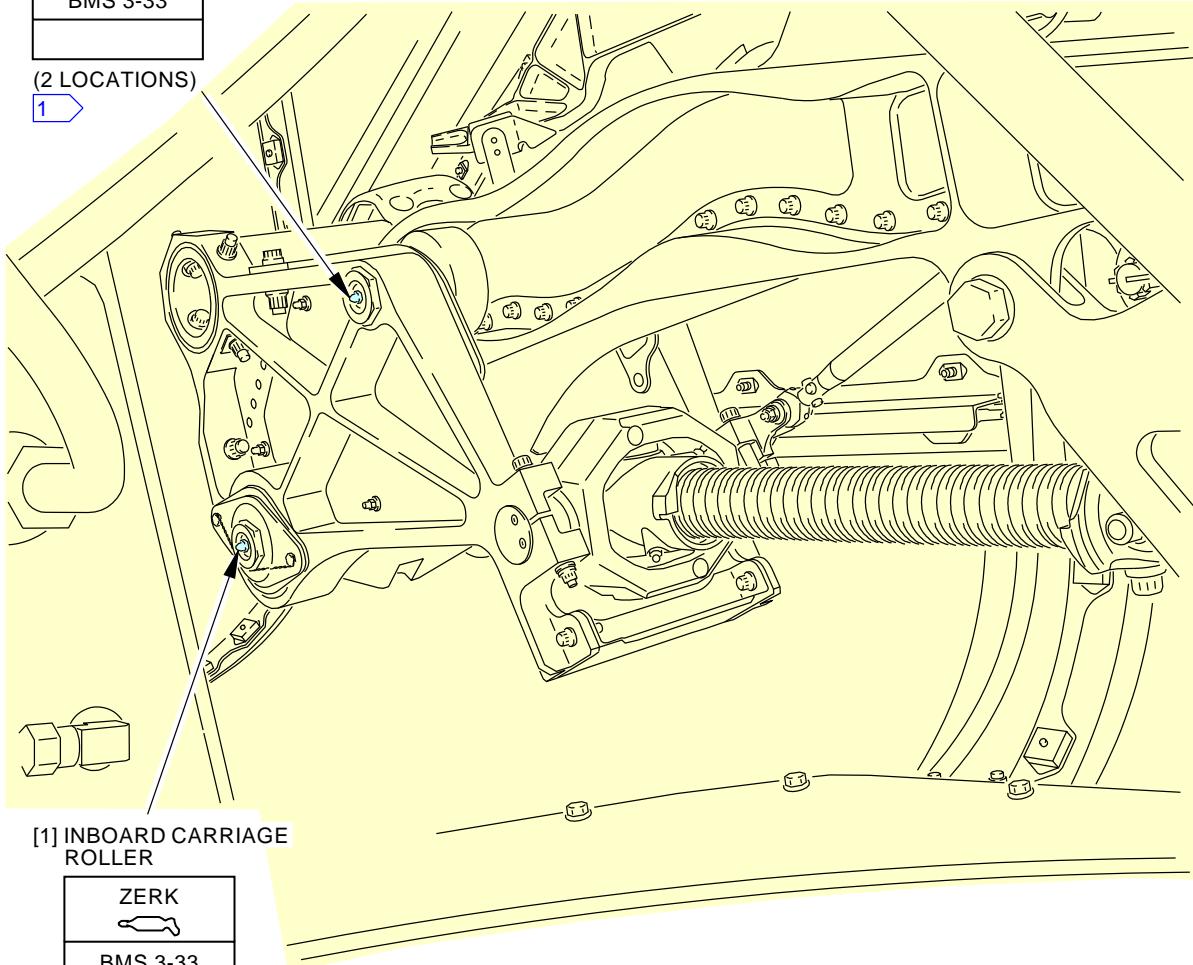
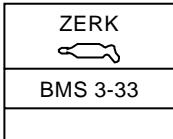
**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 1 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |

[1] INBOARD CARRIAGE ROLLER(2 LOCATIONS)
**[1] INBOARD CARRIAGE ROLLER**(2 LOCATIONS)


4 POINTS



ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

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**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 2 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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Jun 15/2015

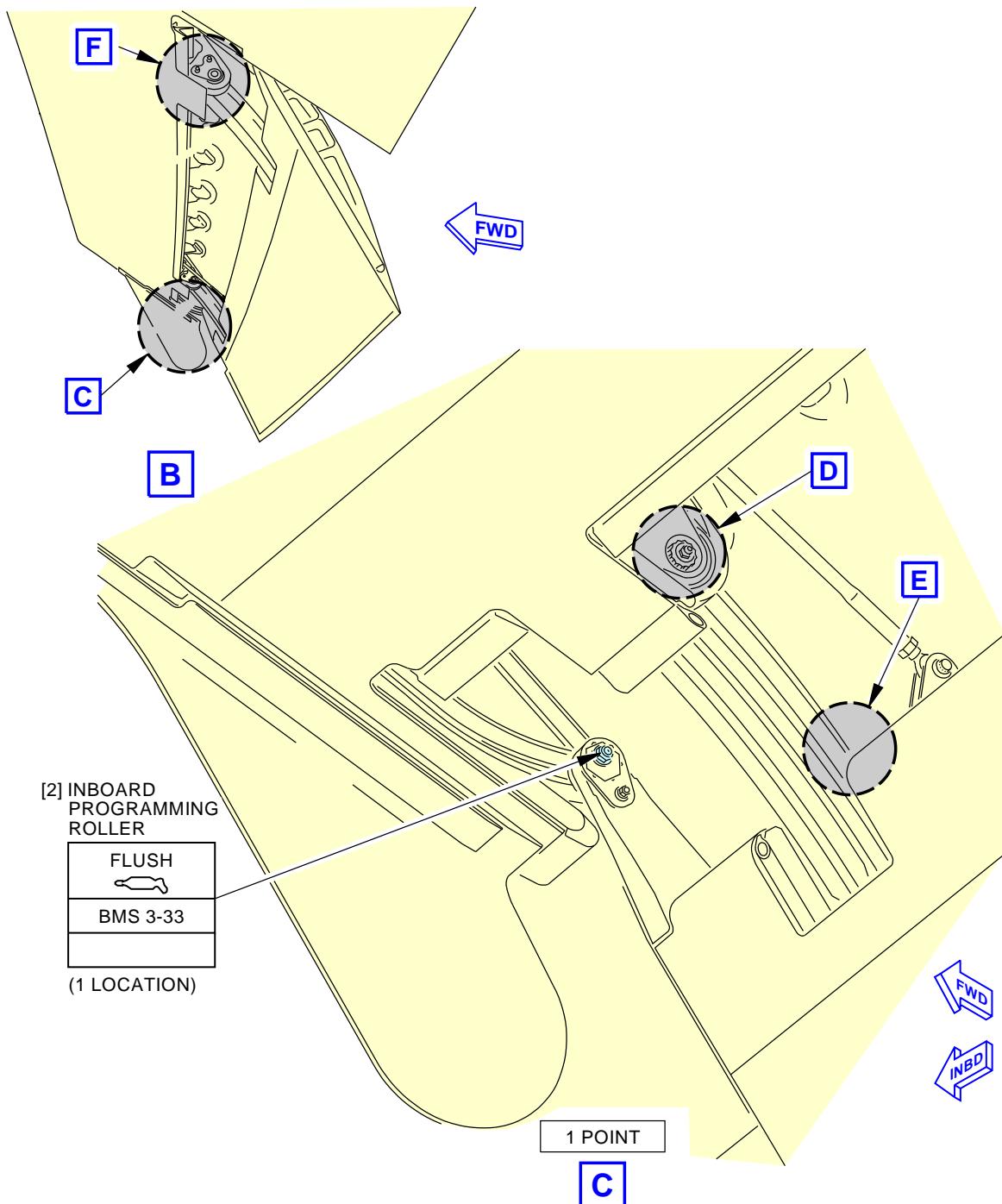
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

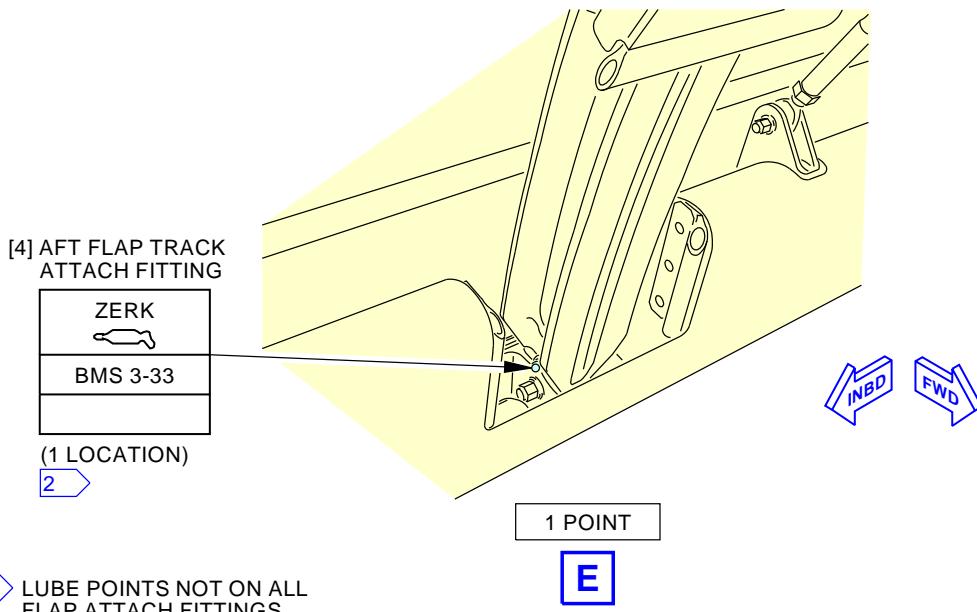
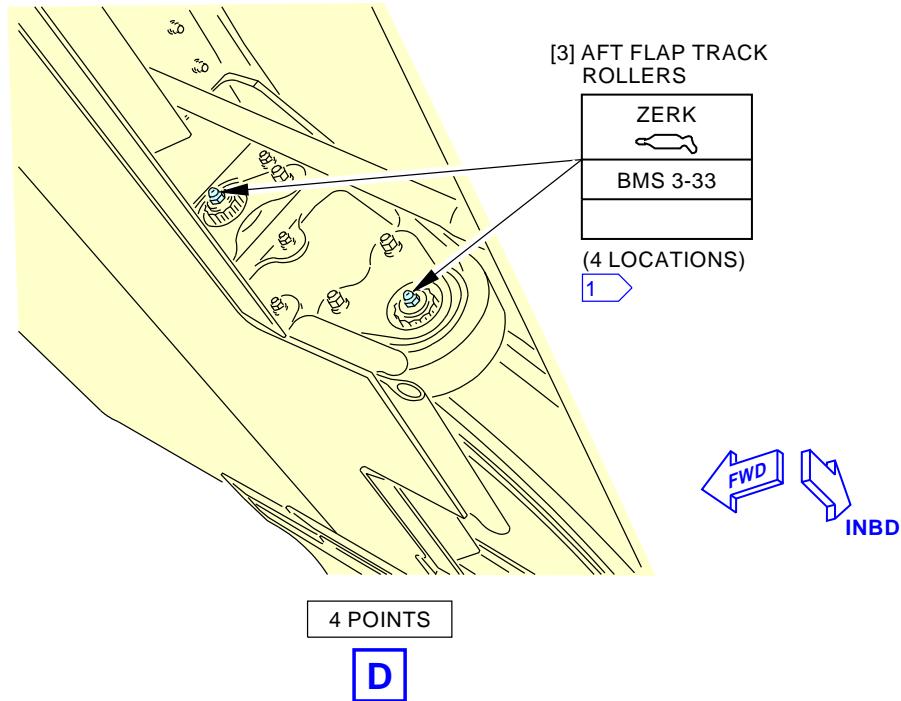
BOEING CARD NO.
27-170-01-01

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**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 3 of 7)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 9 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 4 of 7)

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

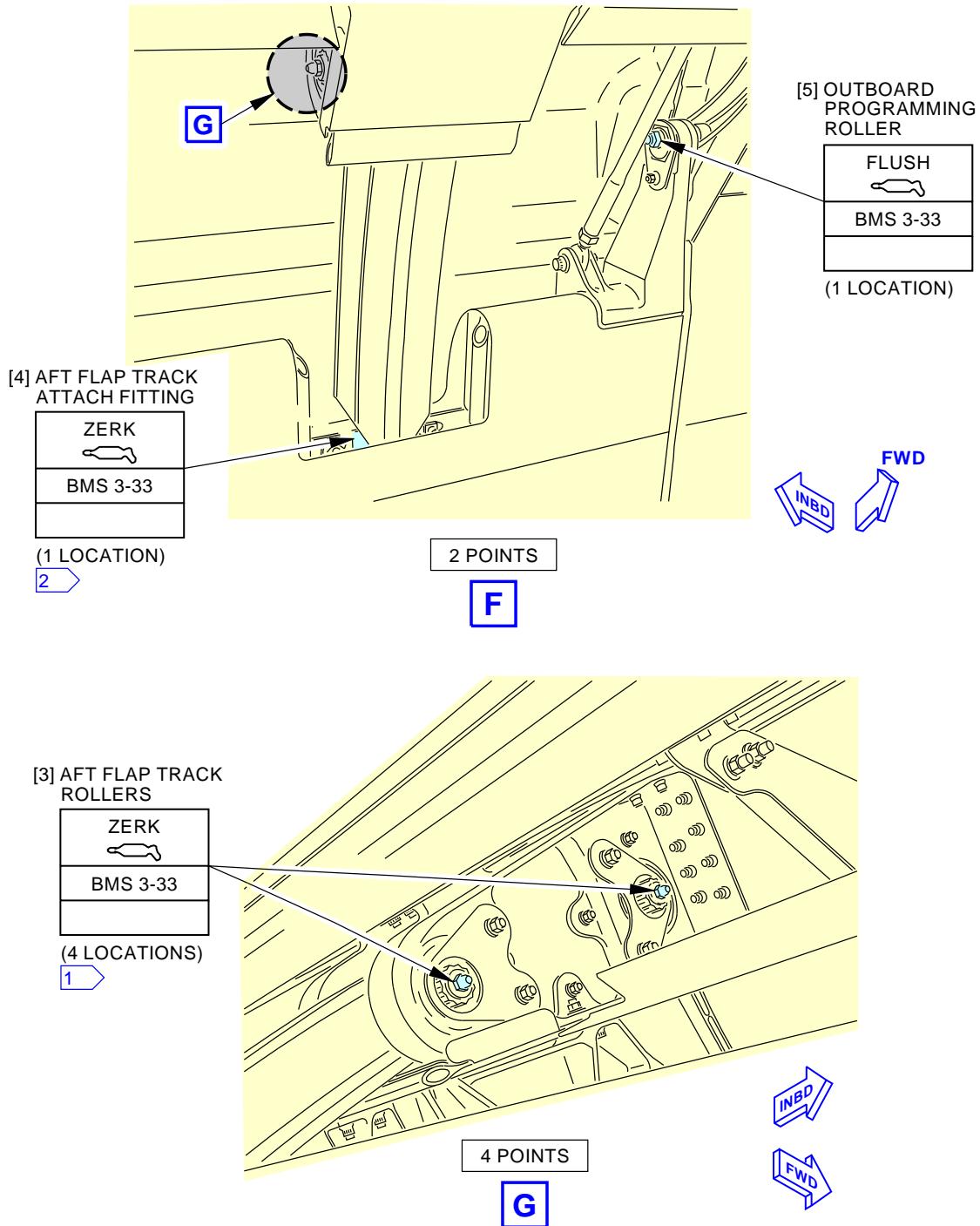
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

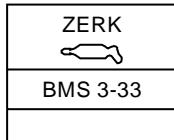
G29431 S0006561555_V3

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 5 of 7)**

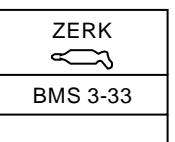
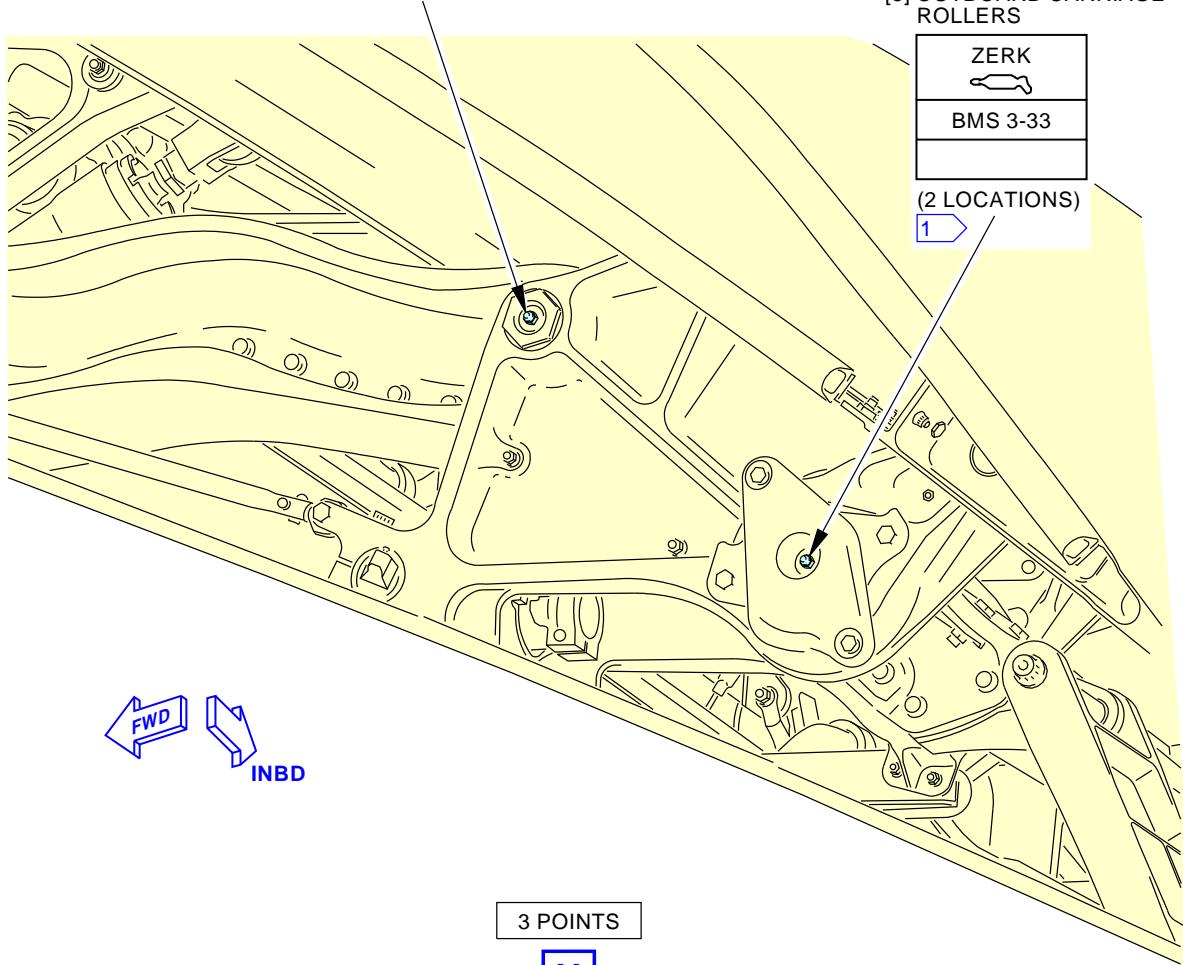
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|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |

[6] OUTBOARD CARRIAGE ROLLER

(1 LOCATION)

[6] OUTBOARD CARRIAGE ROLLERS(2 LOCATIONS)


G29440 S0006561556_V2

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 6 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

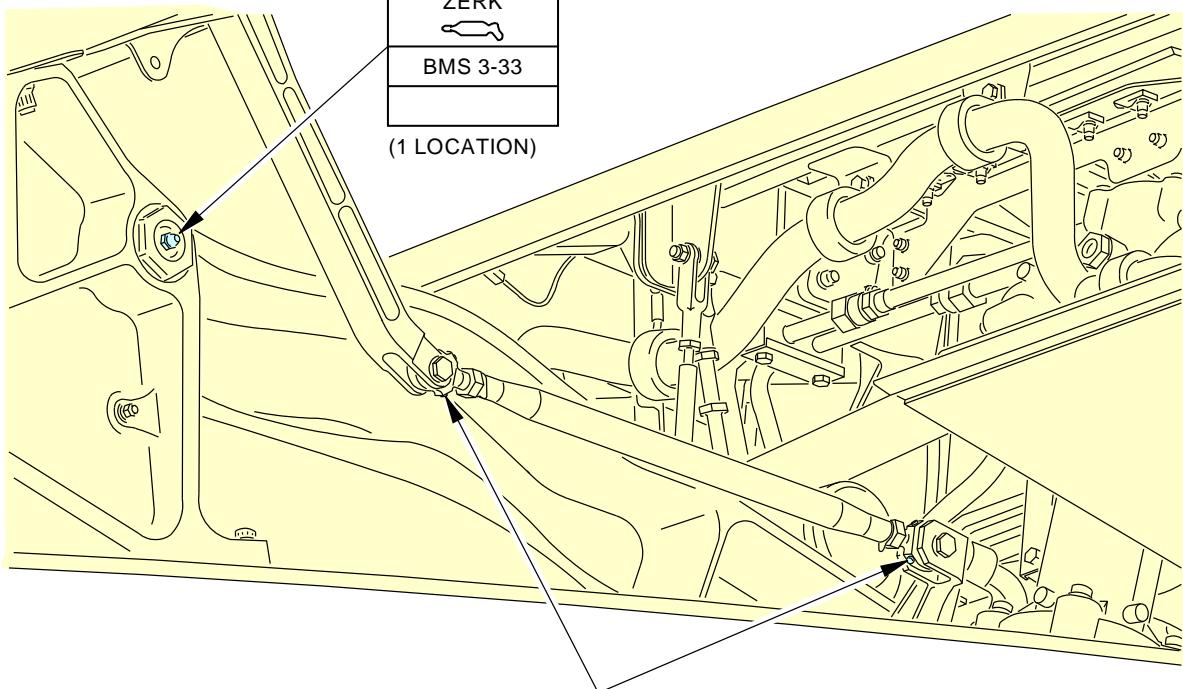
**Page 12 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |

[6] OUTBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

**[7] AFT FLAP DRIVE ROD**

| |
|---------------|
| FLUSH |
| BMS 3-33 |
| (2 LOCATIONS) |

**3 POINTS**

G29456 S0006561557_V2

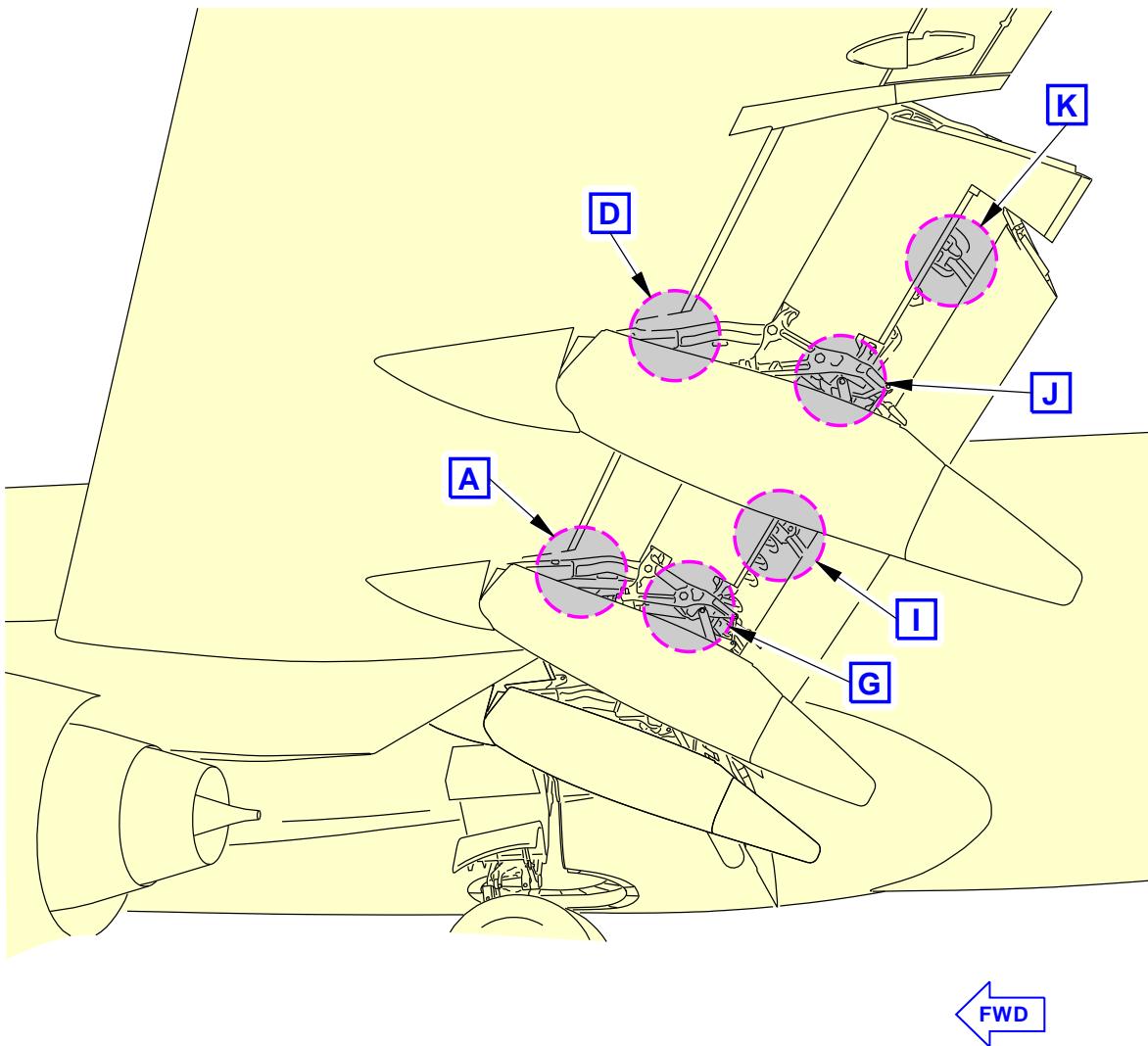
**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 7 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |



G29559 S0006561560_V2
Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 1 of 11)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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Jun 15/2015

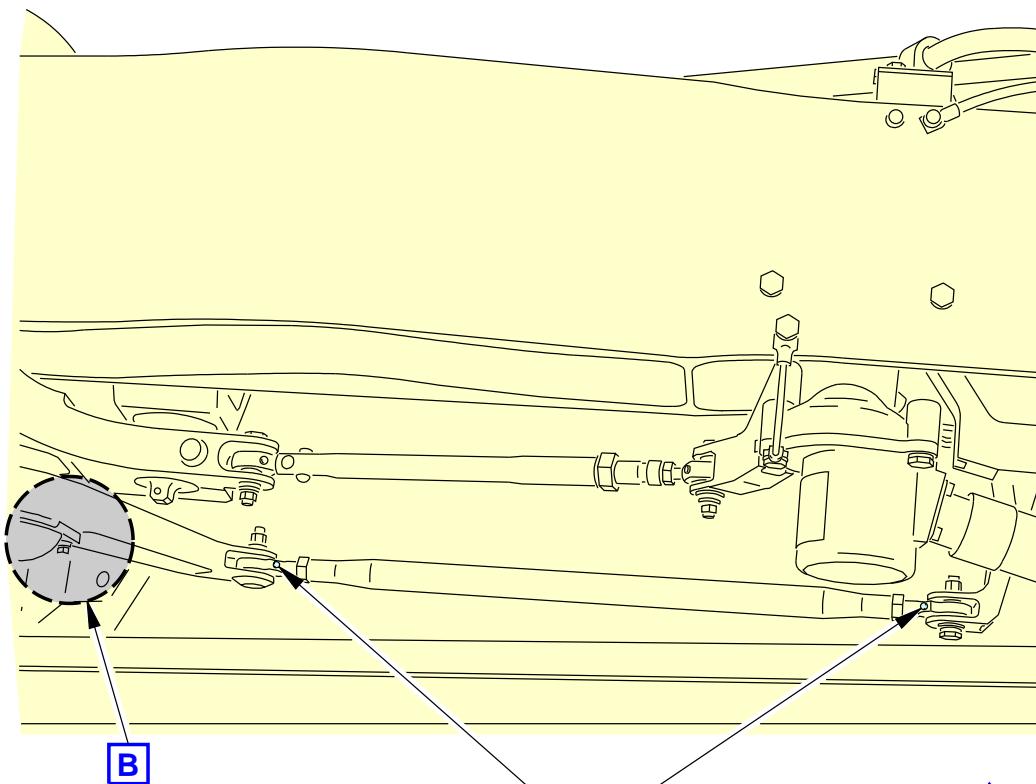
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TASK CARDS**

DATE

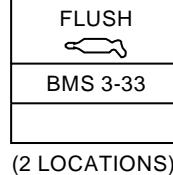
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

[1] AFT FLAP DRIVE ROD



(2 LOCATIONS)

2 POINTS



G29560 S0006561561_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 2 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 15 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |

[2] AFT FLAP PUSHROD

| |
|---------------|
| FLUSH |
| BMS 3-33 |
| (2 LOCATIONS) |

[3] INBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

C**[14] DUST CAP****[4] BELLCRANK**

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

[3] INBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

**5 POINTS****B**

G29561 S0006561562_V3

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 3 of 11)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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Jun 15/2015

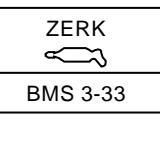
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

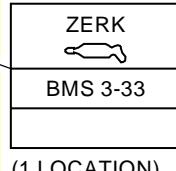
TAIL NUMBER

STATION

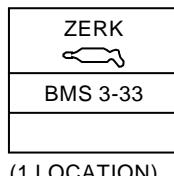
AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01**[3] INBOARD CARRIAGE ROLLER**

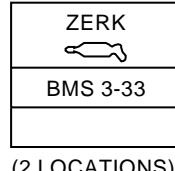
(1 LOCATION)

[5] INBOARD CARRIAGE FORWARD ATTACH FITTING

(1 LOCATION)

[3] INBOARD CARRIAGE ROLLER

(1 LOCATION)

[6] INBOARD CARRIAGE ATTACH LINK

(2 LOCATIONS)

5 POINTS



G29562 S0006561563_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 4 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 17 of 24
Jun 15/2015**

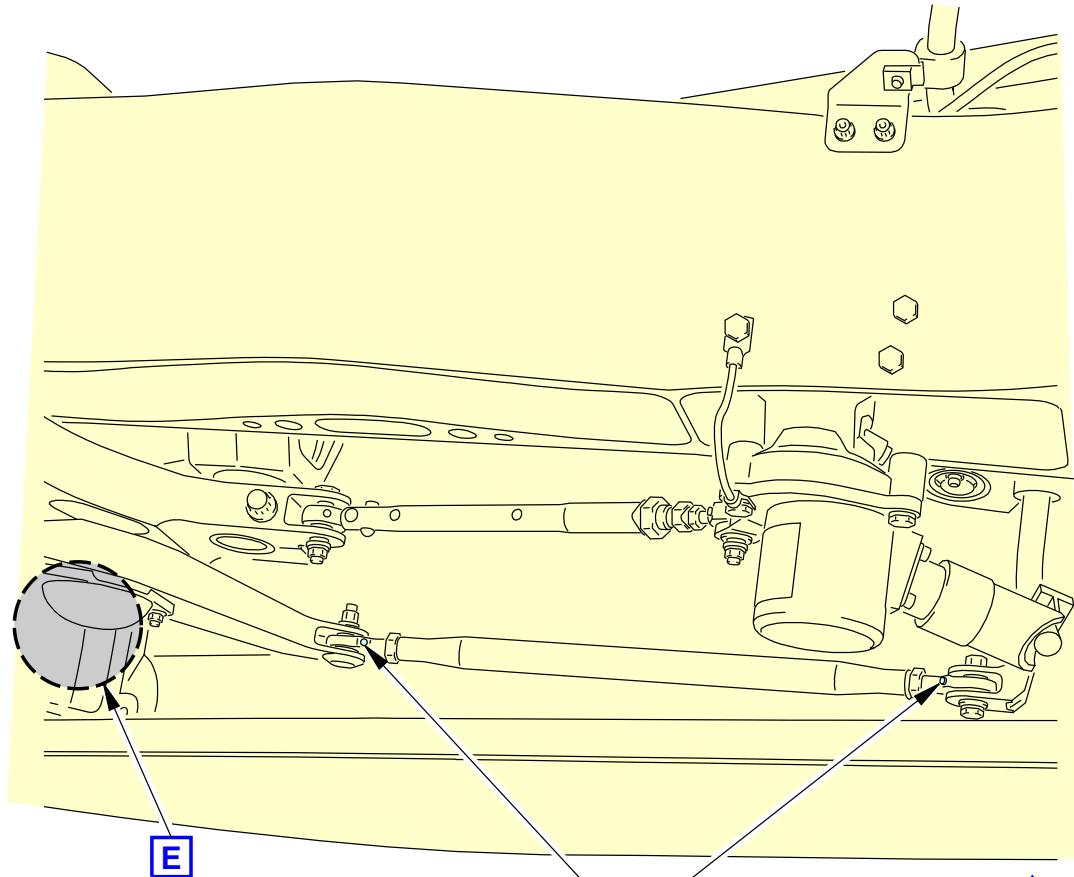
AKS**737-600/700/800/900
TASK CARDS**

DATE

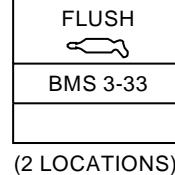
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

[1] AFT FLAP DRIVE ROD



2 POINTS



G29563 S0006561564_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 5 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 18 of 24
Jun 15/2015**

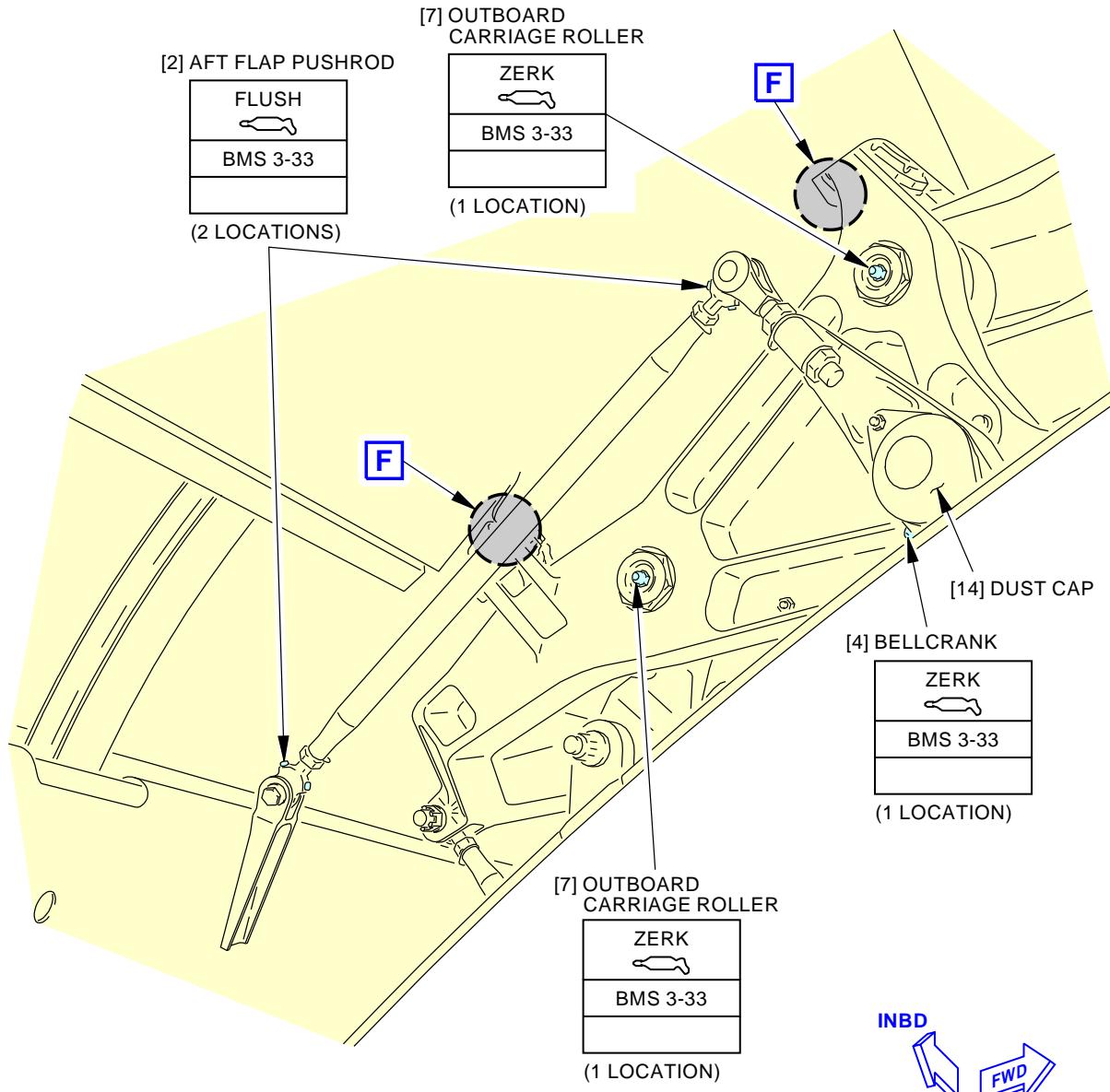
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 6 of 11)**

G29912 S0006561565_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

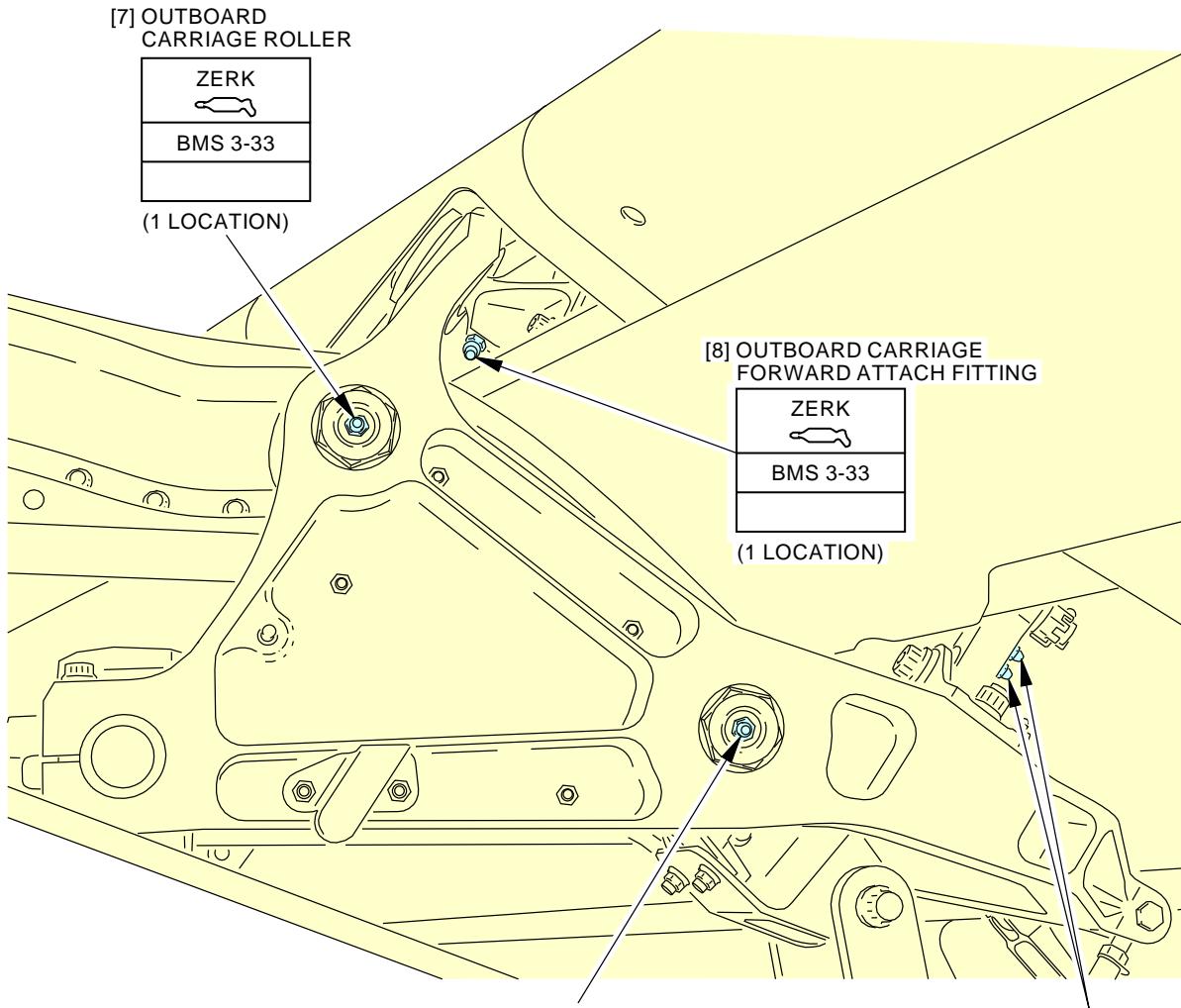
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

5 POINTS

F

G29920 S0006561566_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 7 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 20 of 24
Jun 15/2015**

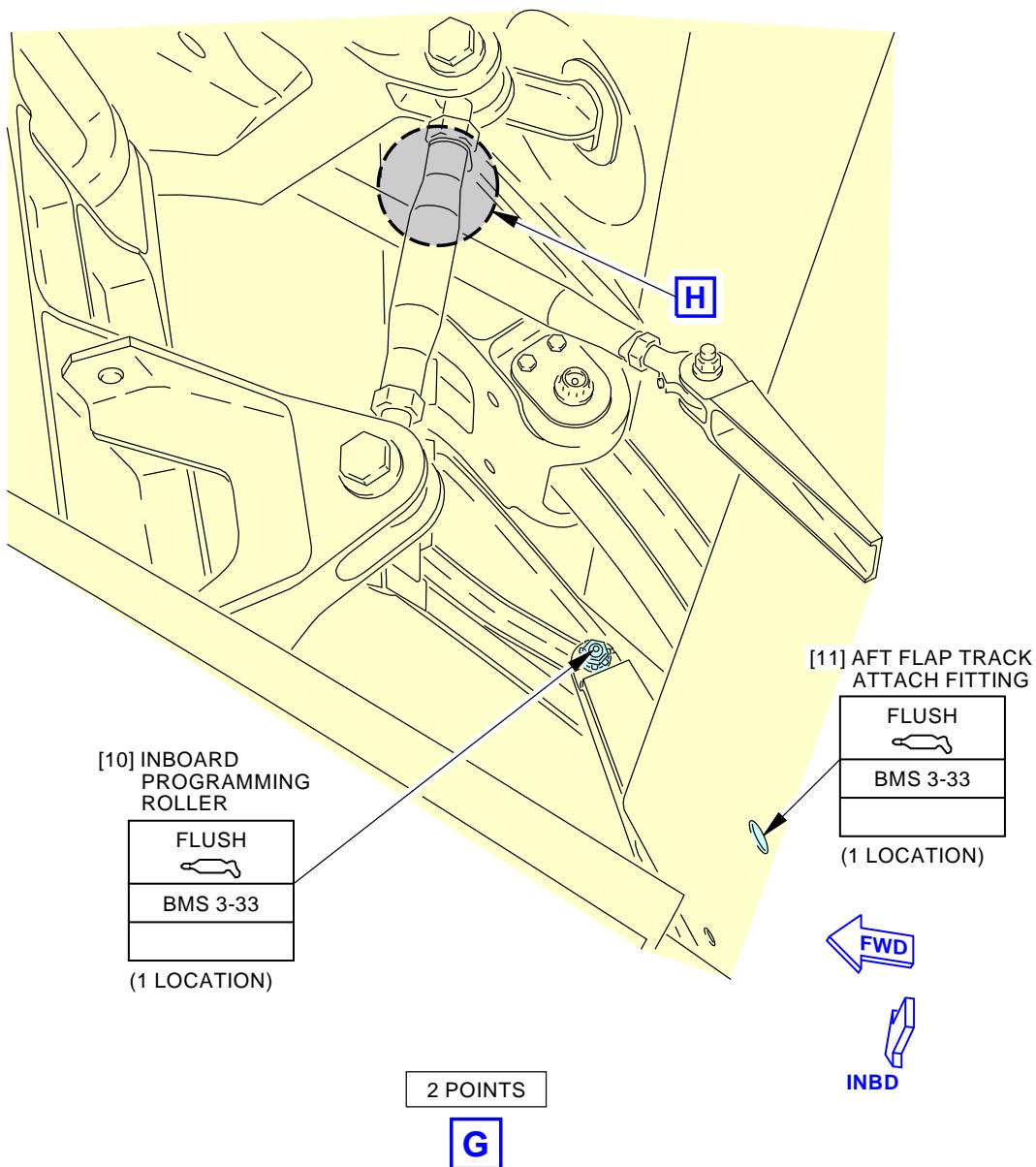
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

G29936 S0006561567_V2
Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 8 of 11)

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-01-01****Page 21 of 24
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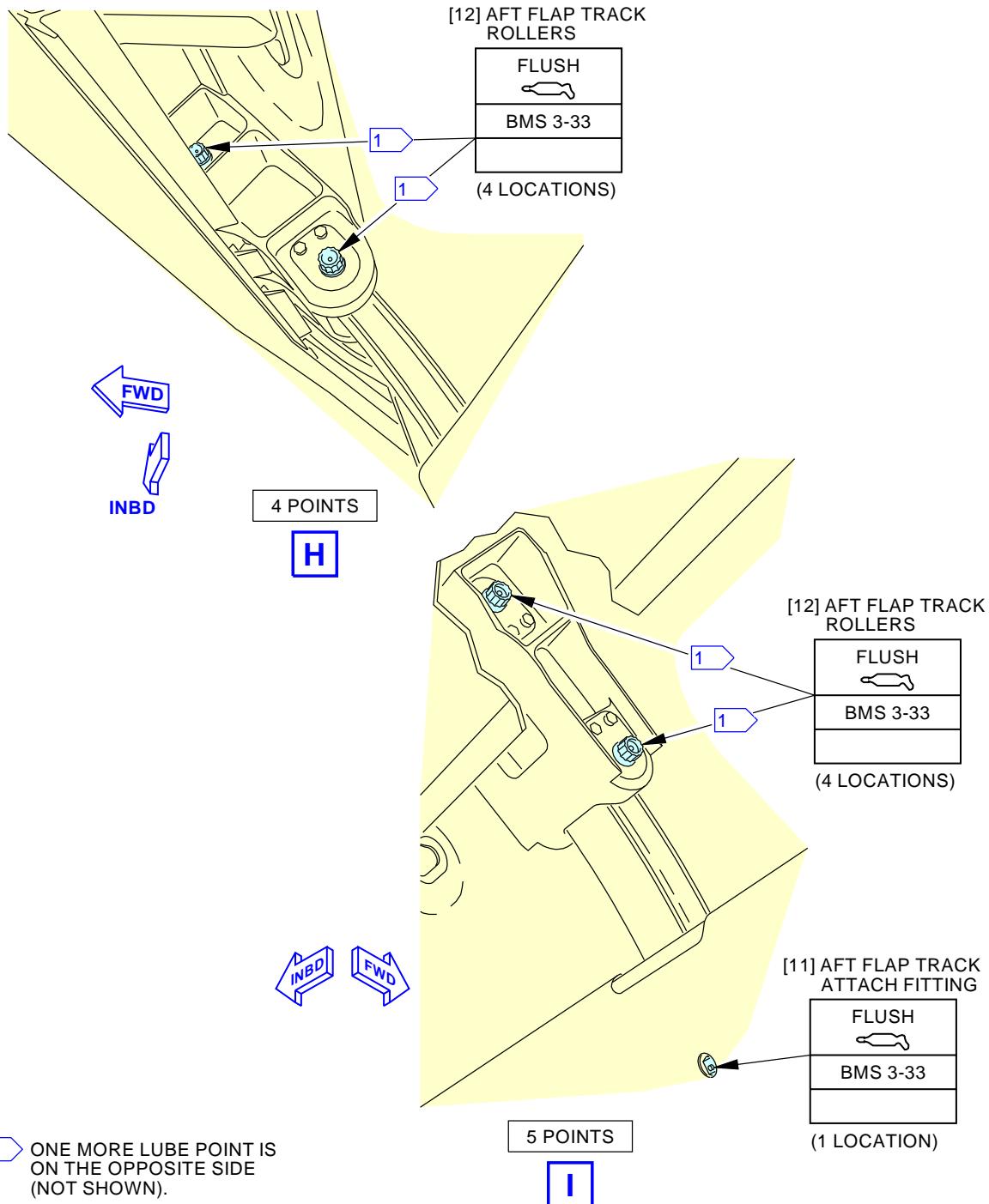
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-01-01

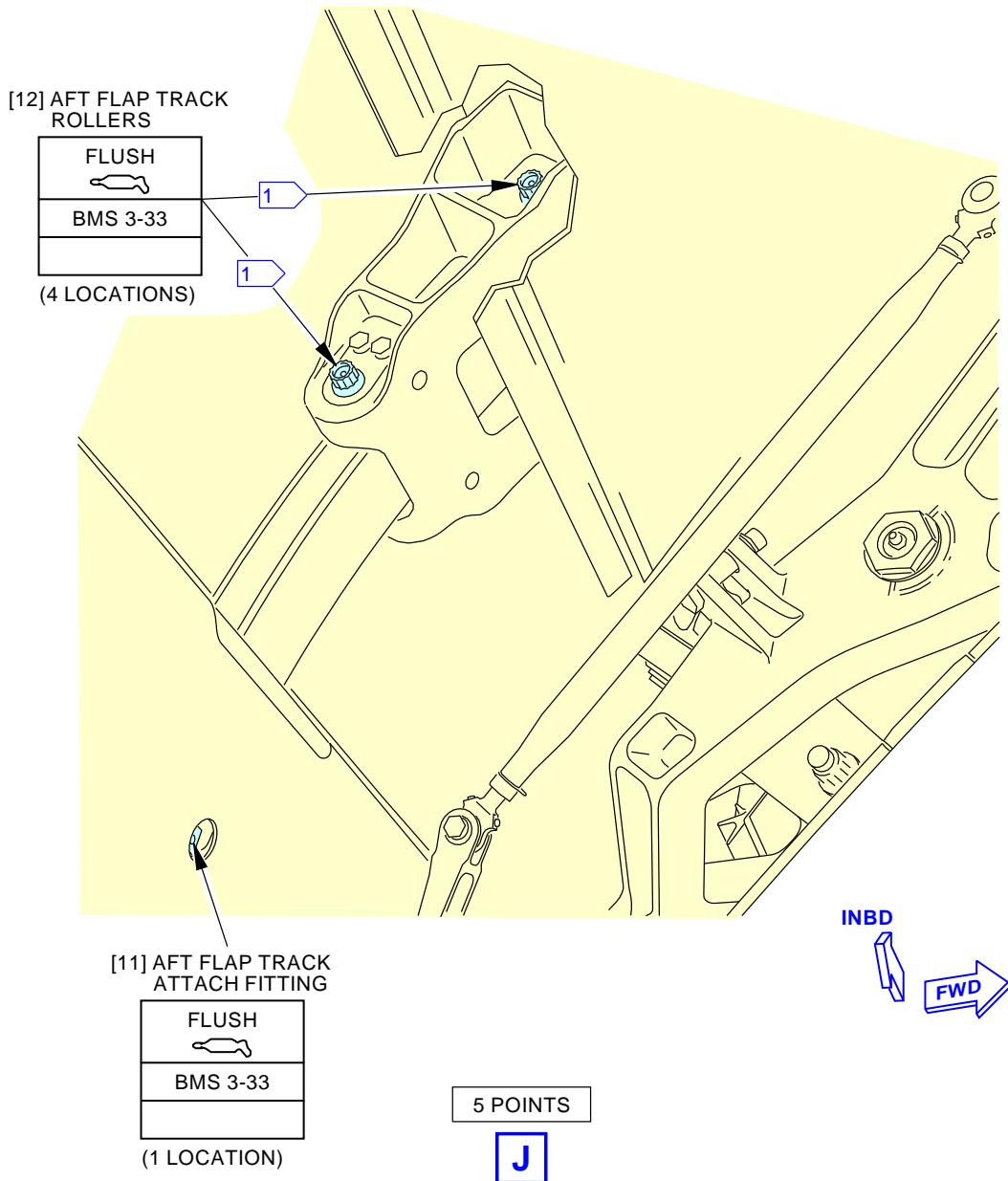
G29948 S0006561568_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 9 of 11)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |



G29952 S0006561569_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 10 of 11)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

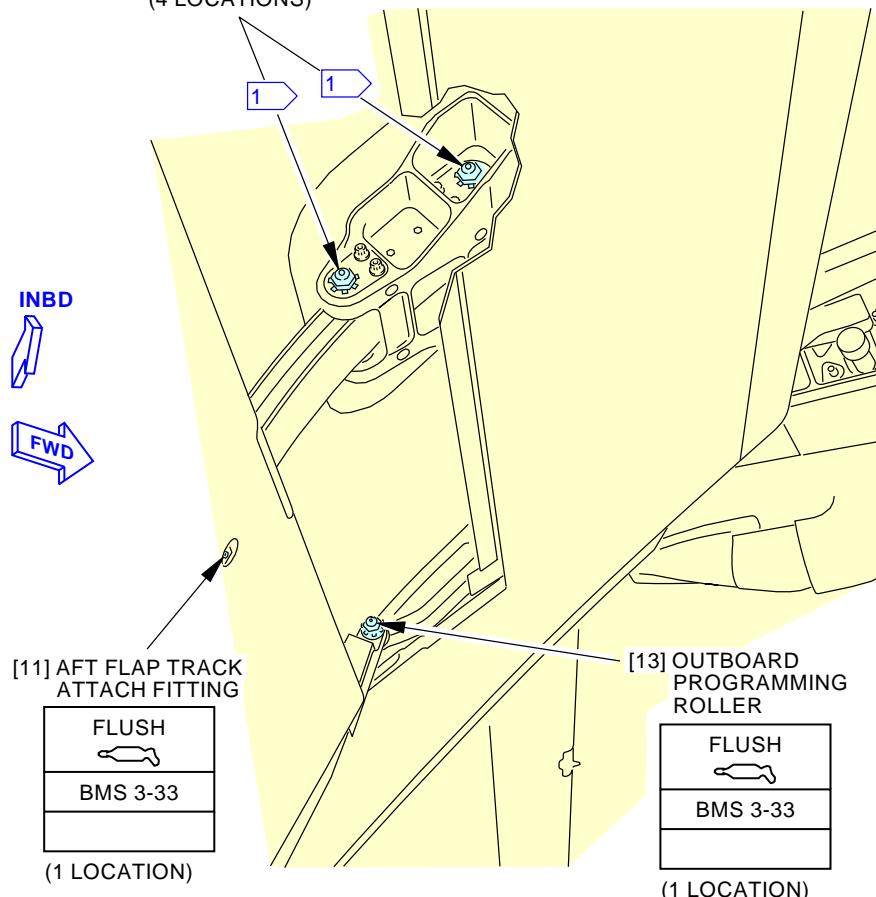
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-01-01 |

**[12] AFT FLAP TRACK
ROLLERS**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(4 LOCATIONS)



G29953 S0006561570_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 11 of 11)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|---------------------------------------|---|--------------------------------------|-----------------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-170-02-01 |
| TAIL NUMBER | WORK AREA R WG TE FLAPS | VERSION 1.1 1.2 | THRESHOLD 1250 FC 8 MO | REPEAT 1250 FC 8 MO | RELATED CARD |
| STATION | SKILL AIRPL | NOTE | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 194BR | | | ZONE 134 641 642 643 644 653 661 667 |
| | | NOTE | | | |

Lubricate the right wing trailing edge flap actuation mechanism.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Flaps extended.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-811

MECH

INSP

1. Inboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Figure 1)

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-015

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-011

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

B. Inboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Table 1)

SUBTASK 12-22-51-640-046

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Inboard Main Flap and Aft Flap Roller and Linkage Servicing (Fig. 311)

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Inboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 2 | Inboard Programming Roller | grease, D00633 | Flush | 1 |
| 3 | Aft Flap Track Roller | grease, D00633 | Zerk | 8 |
| 4 | *[1]Aft Flap Track Attach Fitting | grease, D00633 | Zerk | 2 |
| 5 | Outboard Programming Roller | grease, D00633 | Flush | 1 |
| 6 | Outboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 7 | Aft Flap Drive Rod | grease, D00633 | Flush | 2 |

*[1] Lube point not on all attach fittings. Some attach fittings have greaseless bearings with no lubrication needed.

SUBTASK 12-22-51-640-024

- (2) Lubricate the rollers on the inboard main flap carriage with grease, D00633.
- (a) Remove excess grease, D00633, from the flap carriages and linkages.
 - (b) Ensure that there is no grease, D00633, on the flap track flange surfaces.

SUBTASK 12-22-51-640-025

- (3) Lubricate the rollers on the outboard main flap carriage with grease, D00633.
- (a) Remove excess grease, D00633, from the flap carriages and linkages.
 - (b) Ensure that there is no grease, D00633, on the flap track flange surfaces.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-51-640-026 | | | | |
| (4) Lubricate the rollers on the aft flap tracks and aft flap track attach fittings with grease, D00633. | | | | |
| <u>NOTE:</u> Some aft flap track attach fittings have greaseless bearings. | | | | |
| If no lube point are found on any aft flap track attach fittings, no lubrication is necessary at that fitting since the fittings have greaseless bearings. | | | | |
| (a) Ensure that there is no grease, D00633, on the flap track flange surfaces. | | | | |
| SUBTASK 12-22-51-640-027 | | | | |
| (5) Lubricate the inboard and outboard programming rollers with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-028 | | | | |
| (6) Lubricate the rod ends on the aft flap drive rod with grease, D00633. | | | | |
| <u>NOTE:</u> The rod ends on the drive rod are fitted with two grease fittings. It is only necessary to lubricate the fitting which you can get access to. | | | | |
| C. Put the Airplane Back to Its Initial Condition | | | | |
| SUBTASK 12-22-51-440-011 | | | | |
| (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 12-22-51-860-016 | | | | |
| (2) Retract the trailing edge flaps to the UP position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK —— | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-812

MECH

INSP

2. Outboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Figure 3)

A. Prepare for the Lubrication

SUBTASK 12-22-51-860-017

- (1) Extend the trailing edge flaps to the 40-unit position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803.

SUBTASK 12-22-51-040-012

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

B. Outboard Main Flap and Aft Flap Roller and Linkage Lubrication

(Table 2)

SUBTASK 12-22-51-640-047

- (1) This table supplies data for the subsequent lubrication steps:

Table 2 Outboard Main Flap and Aft Flap Roller and Linkage Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--|----------------|-----------------------|---------------------|
| 1 | Aft Flap Drive Rod | grease, D00633 | Flush | 4 |
| 2 | Aft Flap Pushrod | grease, D00633 | Flush | 4 |
| 3 | Inboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 4 | Bellcrank | grease, D00633 | Zerk | 2 |
| 5 | Inboard Carriage Forward Attach Fitting | grease, D00633 | Zerk | 1 |
| 6 | Inboard Carriage Attach Link | grease, D00633 | Zerk | 2 |
| 7 | Outboard Carriage Roller | grease, D00633 | Zerk | 4 |
| 8 | Outboard Carriage Forward Attach Fitting | grease, D00633 | Zerk | 1 |
| 9 | Outboard Carriage Attach Link | grease, D00633 | Zerk | 2 |
| 10 | Inboard Programming Roller | grease, D00633 | Flush | 1 |
| 11 | Aft Flap Track Attach Fitting | grease, D00633 | Flush | 4 |
| 12 | Aft Flap Track Roller | grease, D00633 | Flush | 16 |
| 13 | Outboard Programming Roller | grease, D00633 | Flush | 1 |

SUBTASK 12-22-51-640-029

- (2) Lubricate the inboard main flap carriage:

- (a) Lubricate the main flap carriage rollers with grease, D00633.

- 1) Remove excess grease, D00633, from the flap carriages and linkages.
- 2) Ensure that there is no grease, D00633, on the flap track flange surfaces.

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION | |
| | | D633A109-AKS 27-170-02-01 | Page 4 of 24 Feb 15/2015 |

AKS



737-600/700/800/900 TASK CARDS

END OF TASK

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

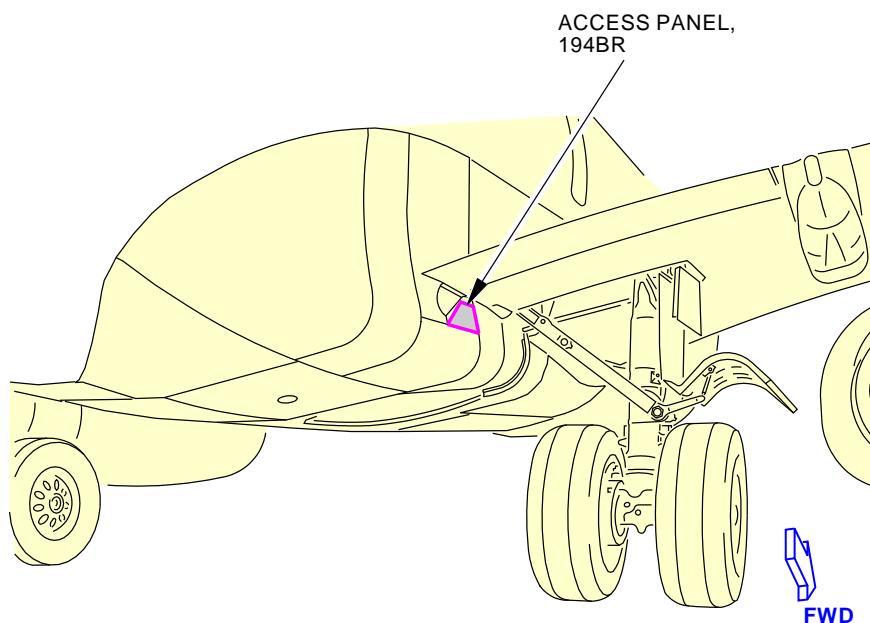
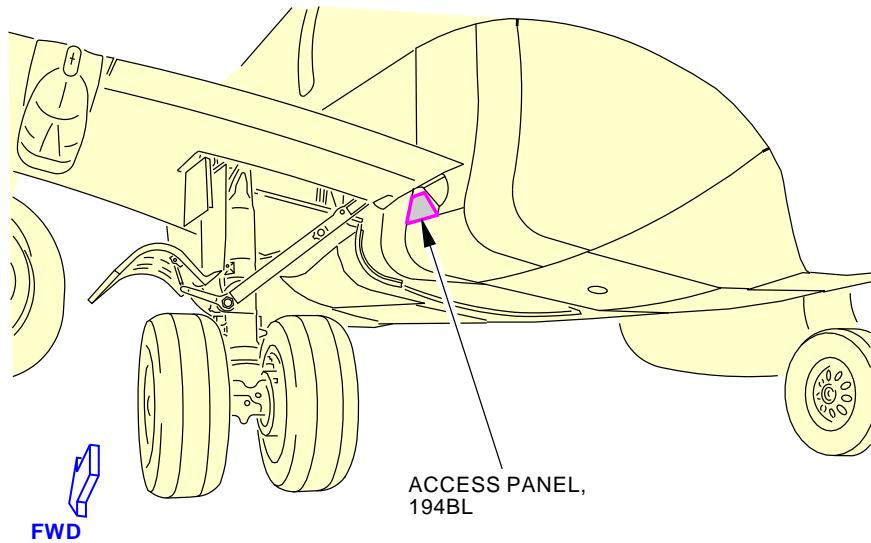
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

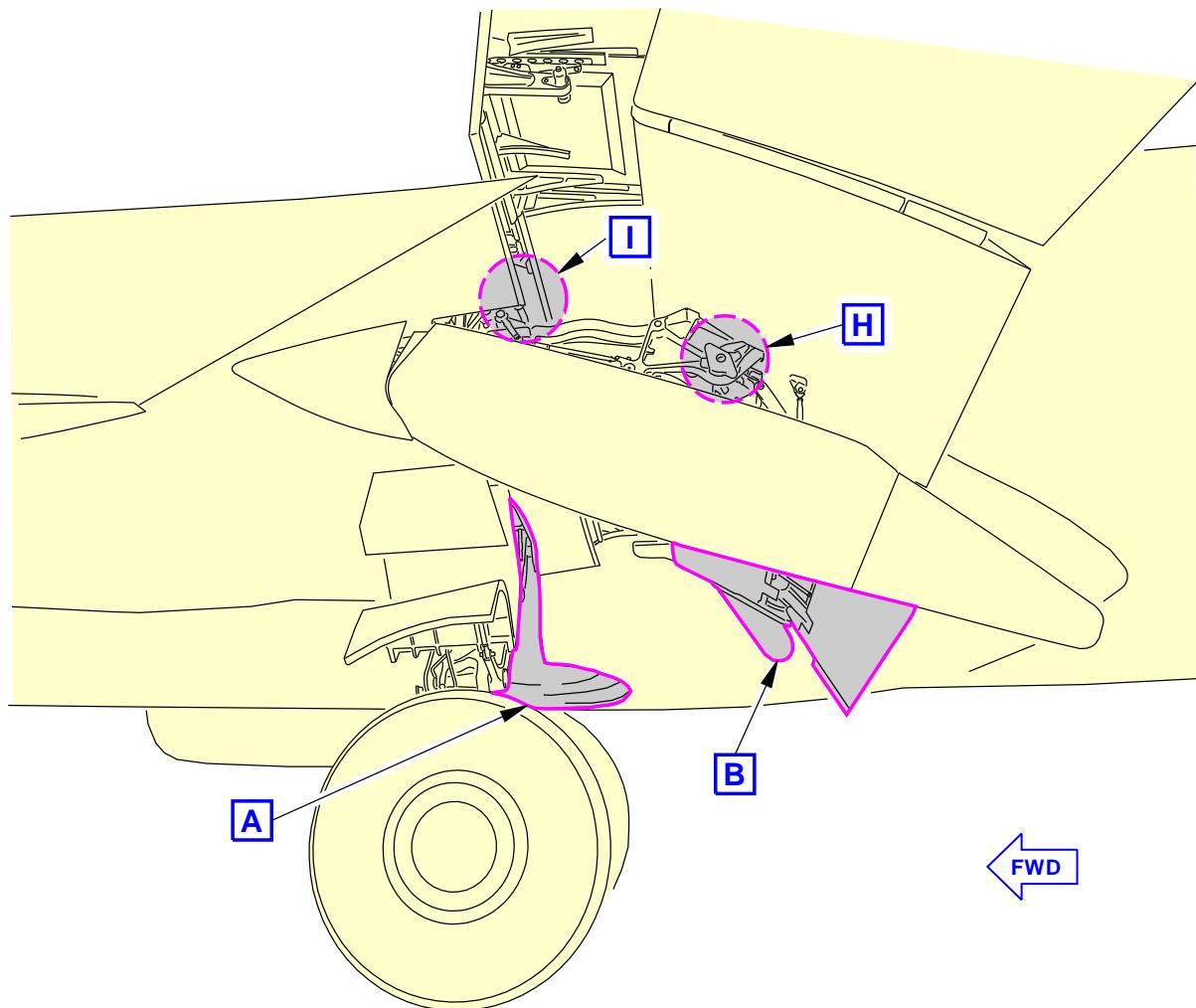
BOEING CARD NO.
27-170-02-01

2361591 S0000539496_V2

**Inboard Main Flap and Aft Flap Roller and Linkage Access
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 6 of 24
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |



G29304 S0006561551_V2

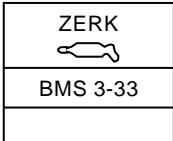
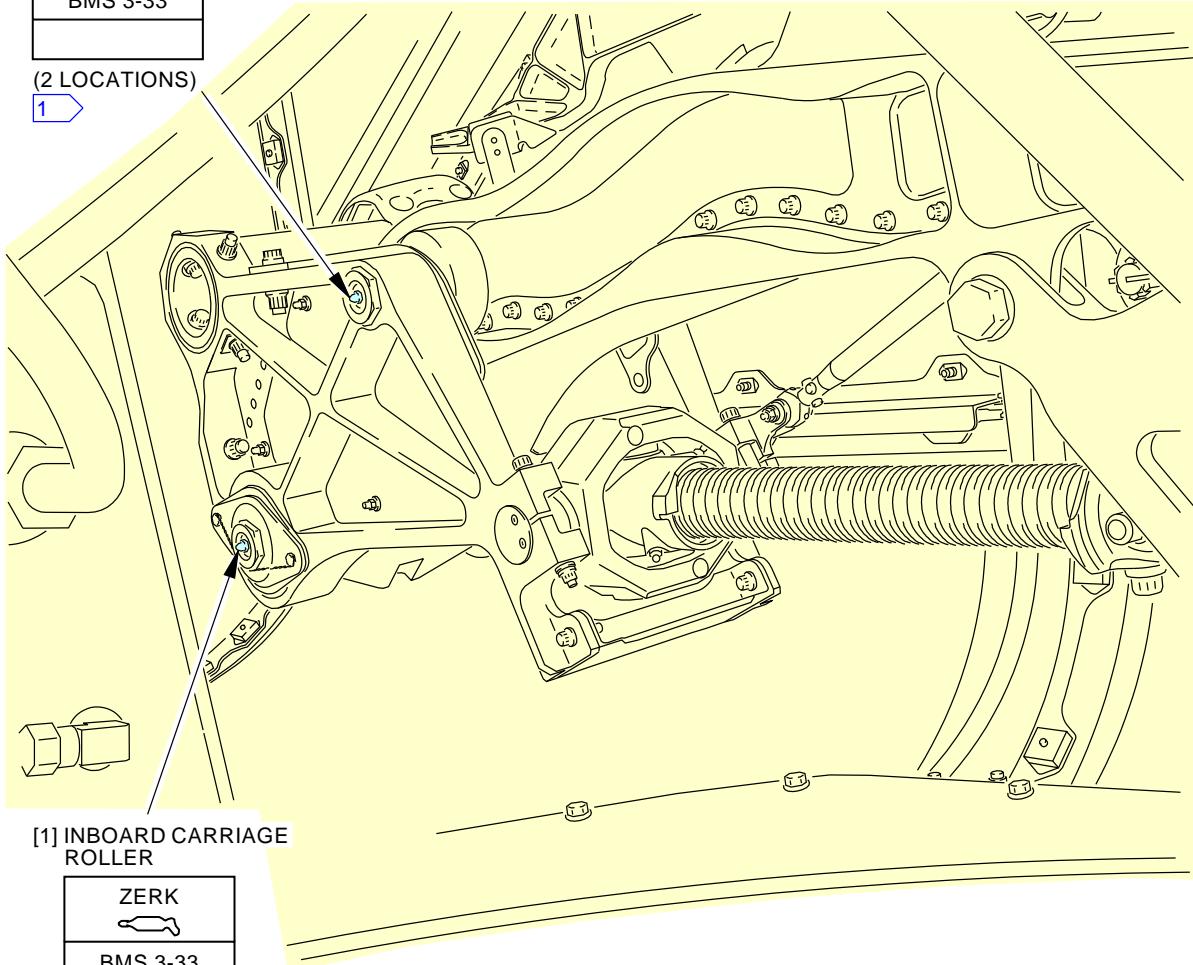
**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 1 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

[1] INBOARD CARRIAGE ROLLER(2 LOCATIONS)
 1

4 POINTS



ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

G29305 S0006561552_V2

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 2 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

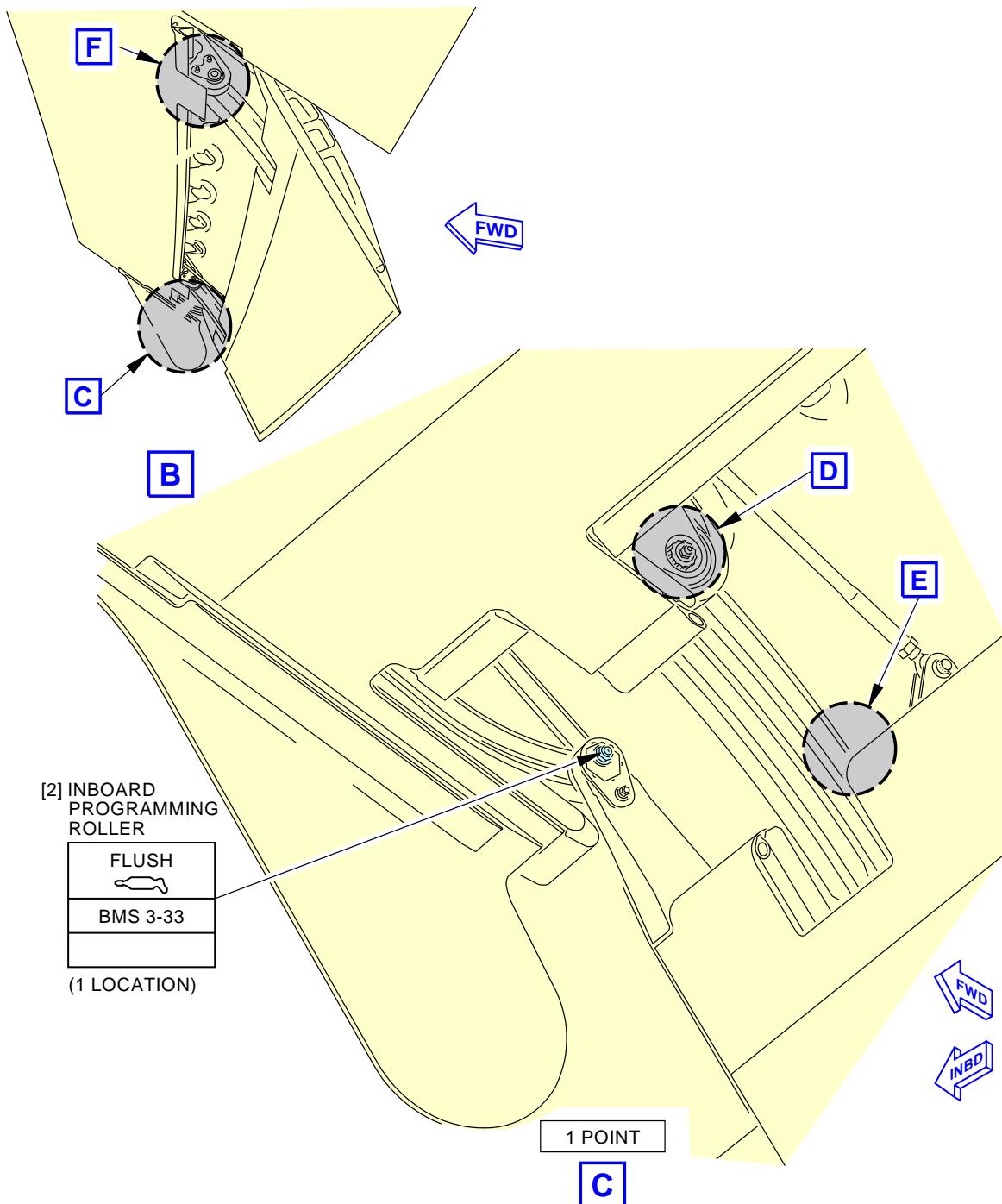
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

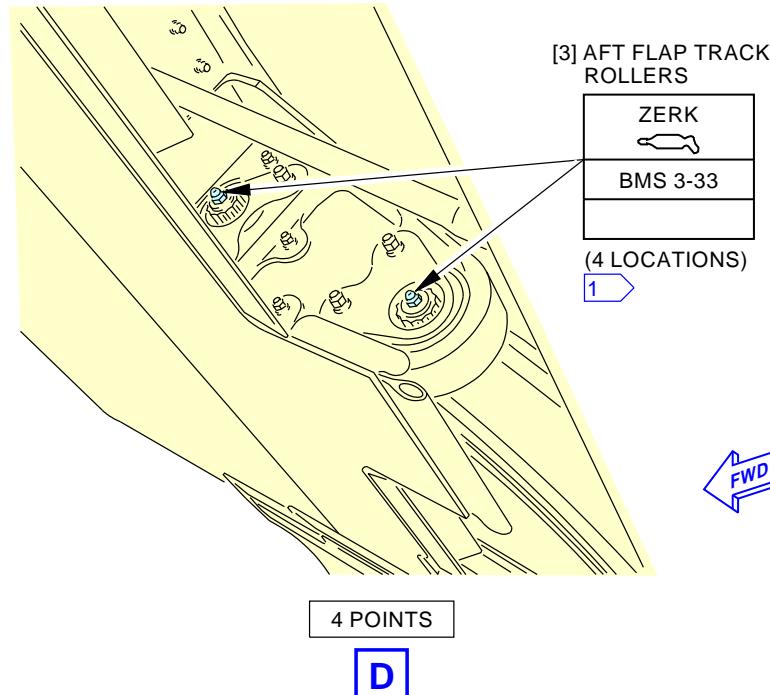
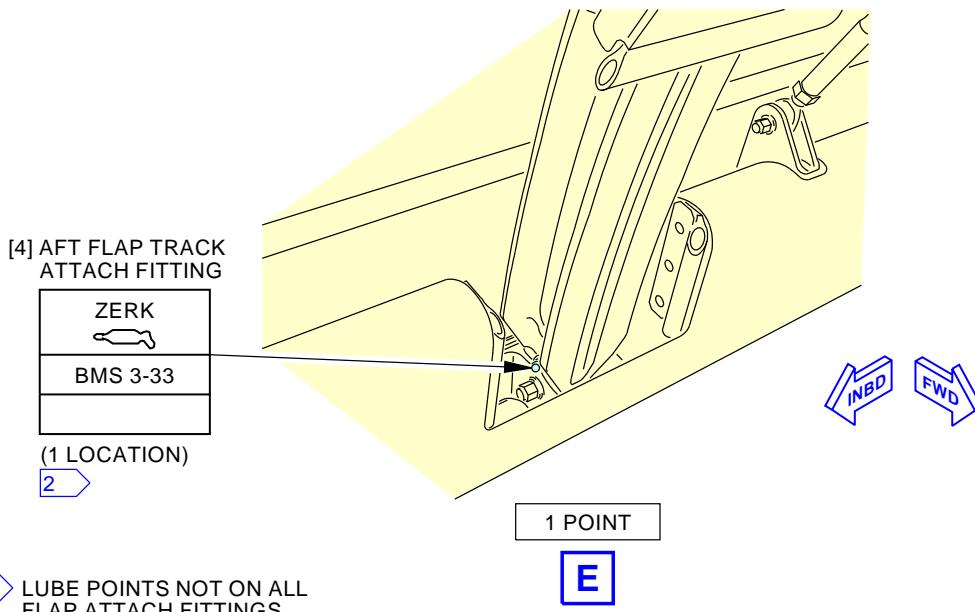
BOEING CARD NO.
27-170-02-01

G29306 S0006561553_V2

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 3 of 7)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 9 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

 FWD
INBD INBD
FWD

2 LUBE POINTS NOT ON ALL FLAP ATTACH FITTINGS

Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 4 of 7)

G29421 S0006561554_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

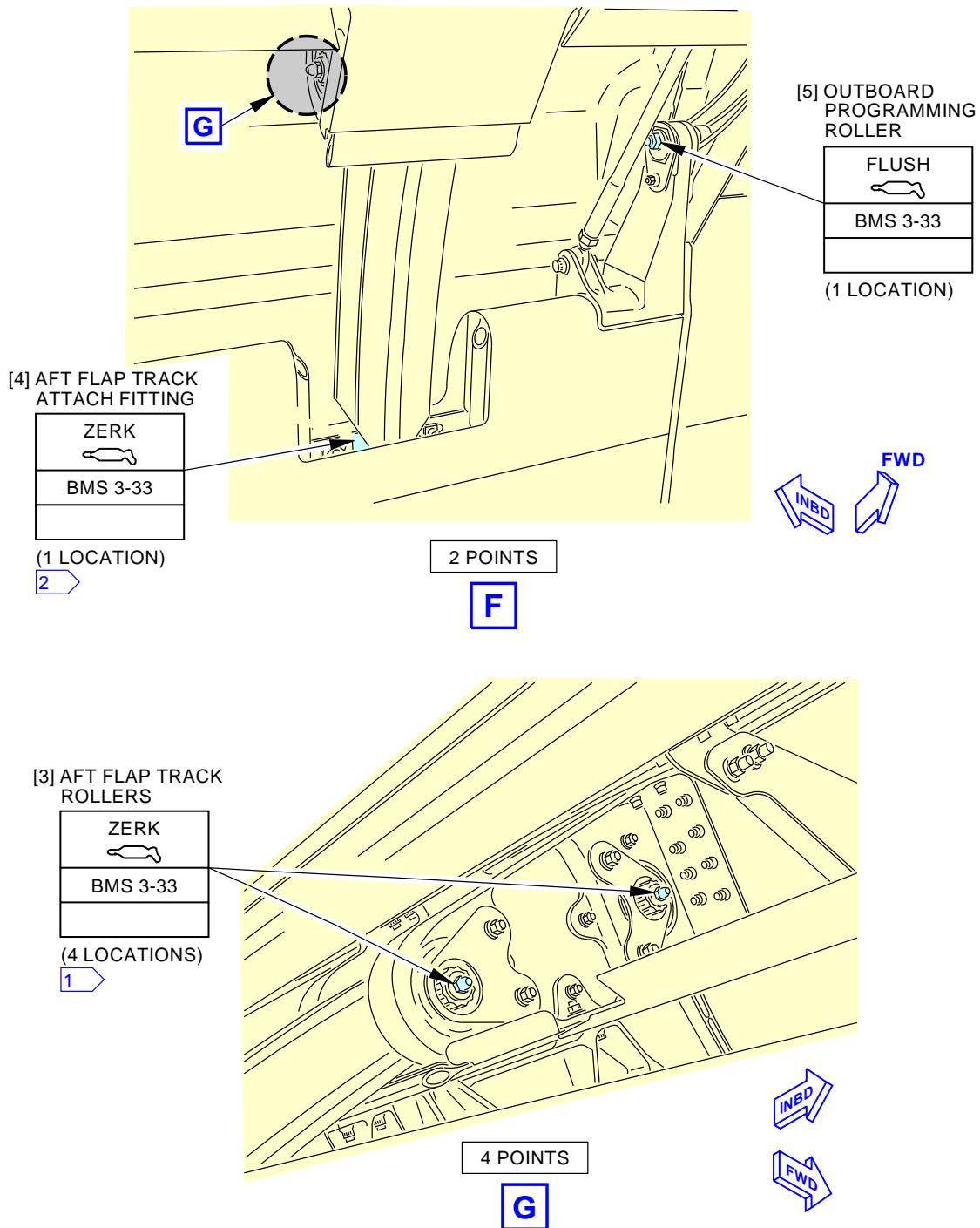
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-02-01

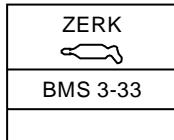
G29431 S0006561555_V3

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 5 of 7)**

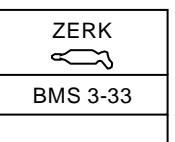
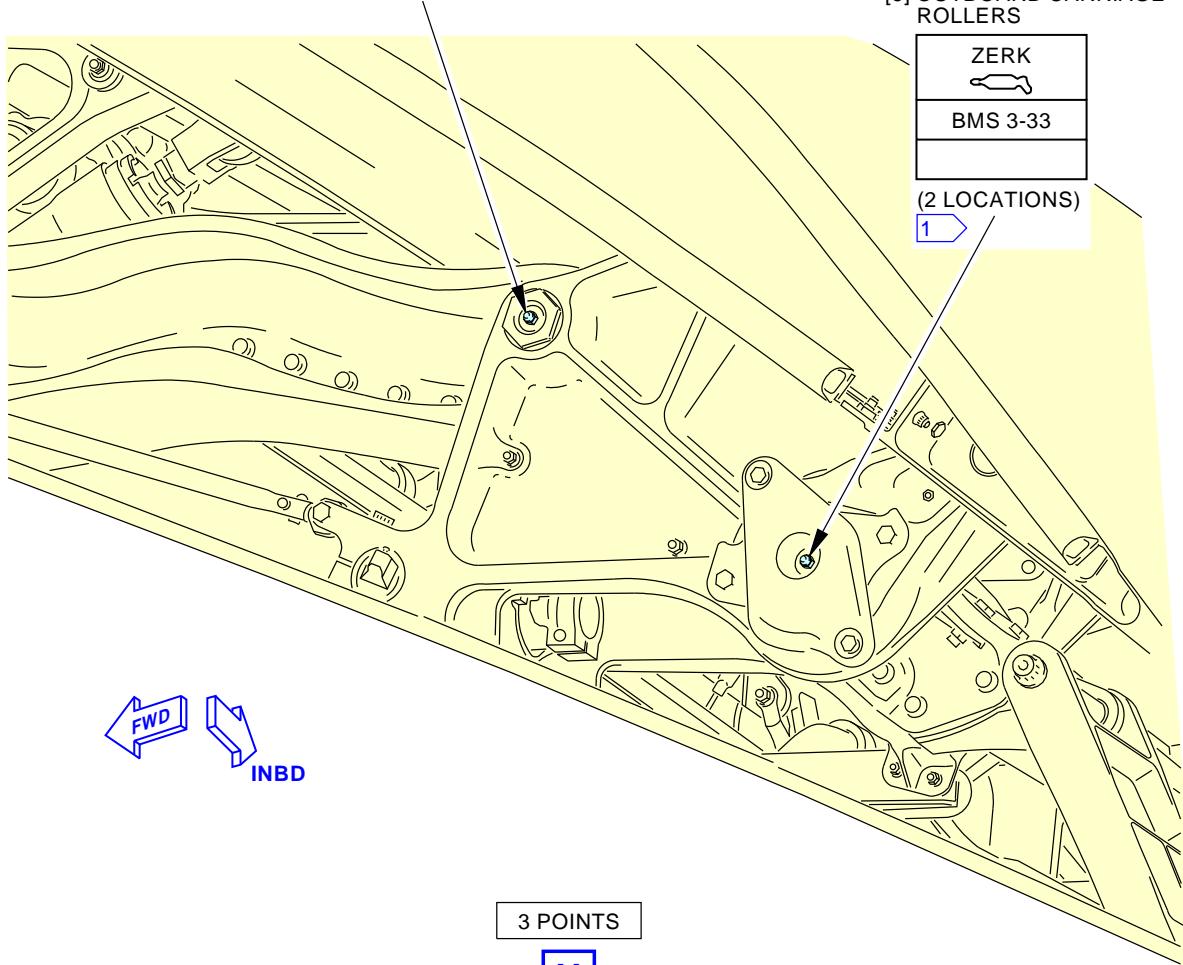
| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

[6] OUTBOARD CARRIAGE ROLLER

(1 LOCATION)

[6] OUTBOARD CARRIAGE ROLLERS(2 LOCATIONS)
1

G29440 S0006561556_V2

**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 6 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

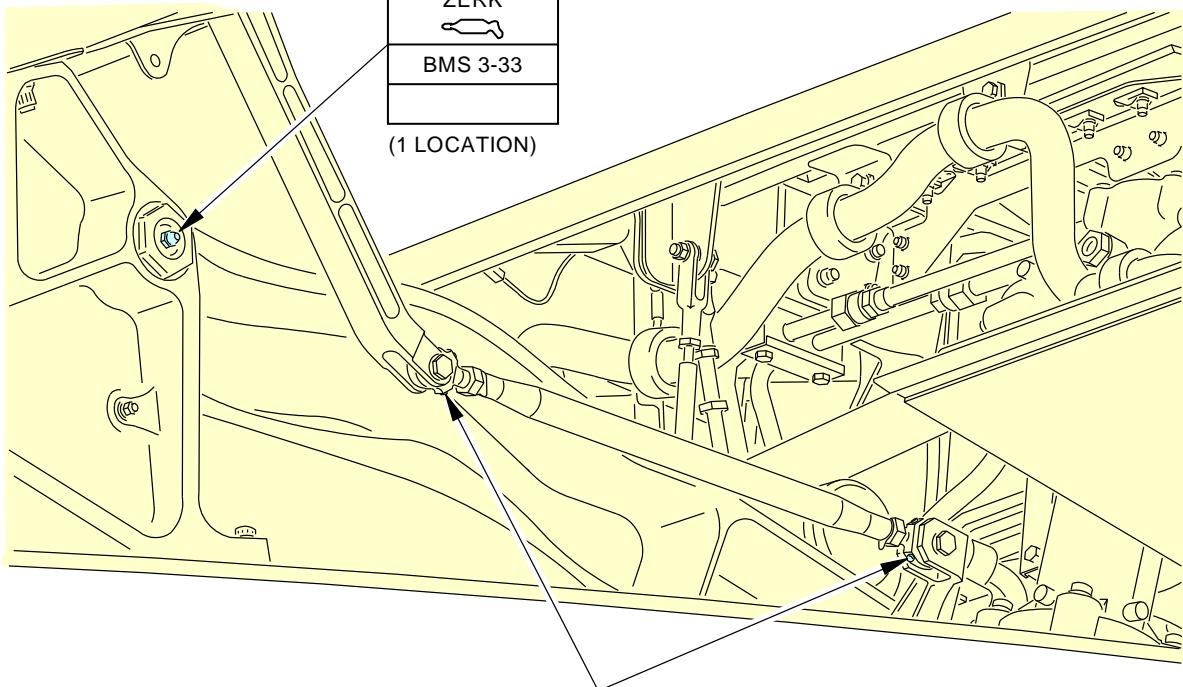
**Page 12 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

[6] OUTBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

**[7] AFT FLAP DRIVE ROD**

| |
|---------------|
| FLUSH |
| BMS 3-33 |
| (2 LOCATIONS) |

**3 POINTS**

G29456 S0006561557_V2

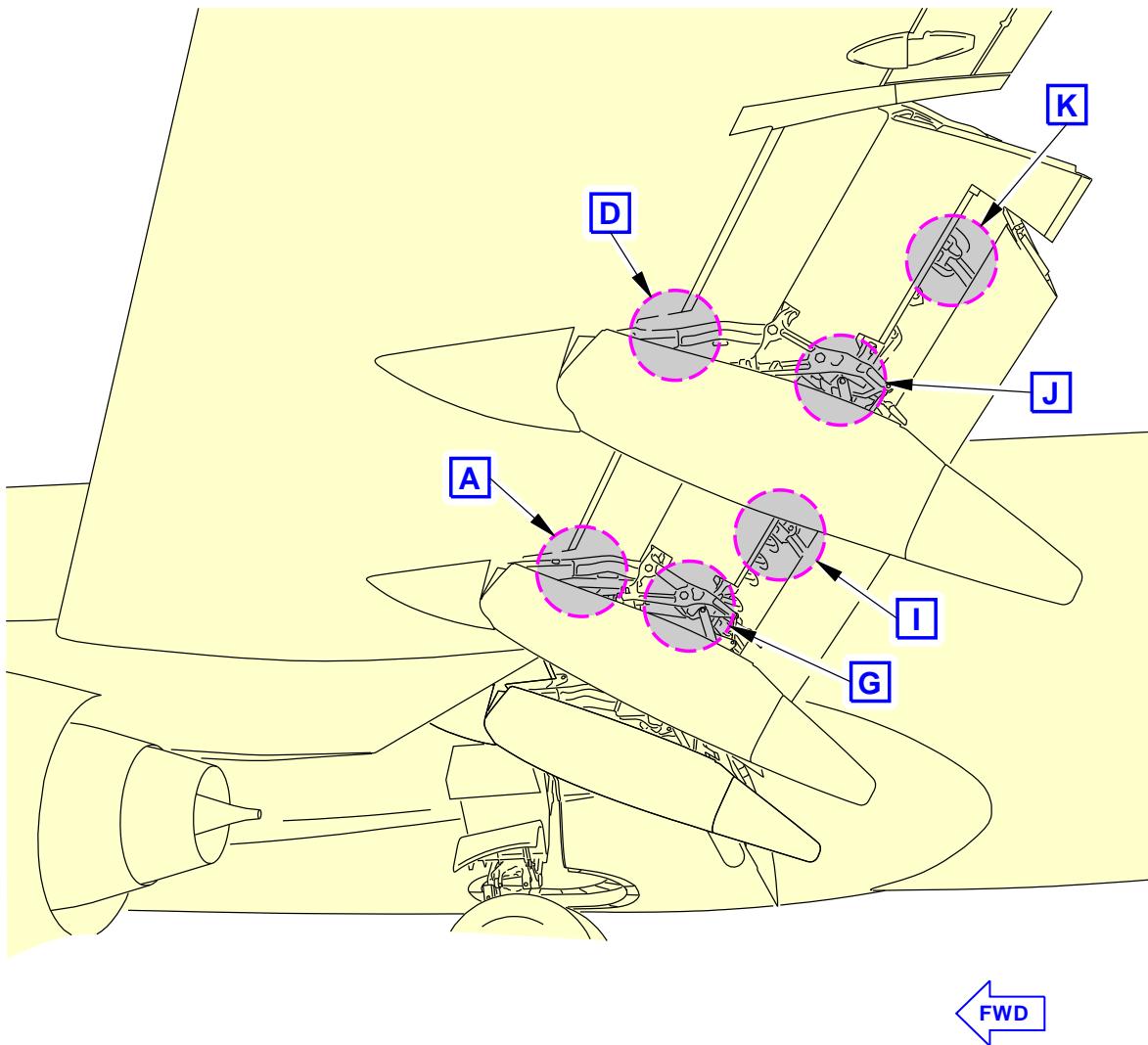
**Inboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 2 (Sheet 7 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |



G29559 S0006561560_V2
Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 1 of 11)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

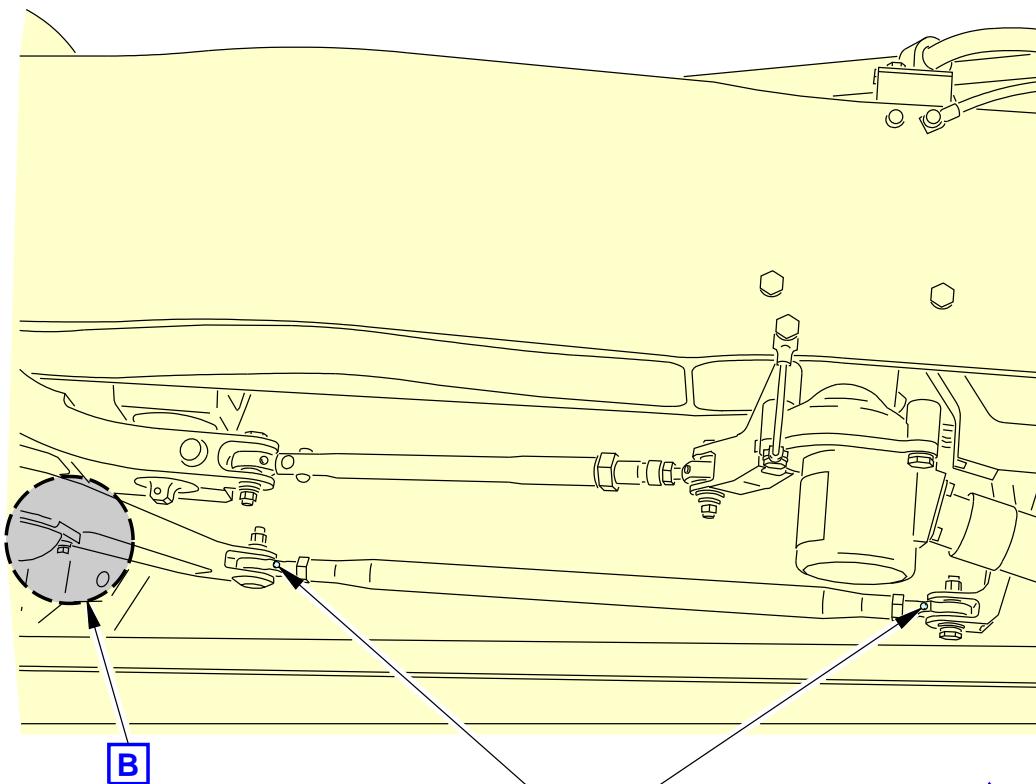
AKS**737-600/700/800/900
TASK CARDS**

DATE

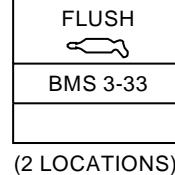
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-02-01

[1] AFT FLAP DRIVE ROD



2 POINTS

A

G29560 S0006561561_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 2 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 15 of 24
Jun 15/2015**

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

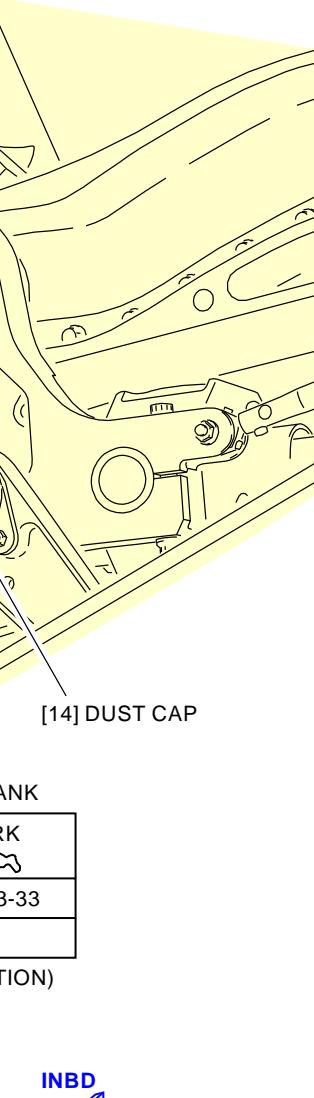
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

[2] AFT FLAP PUSHROD

| |
|---------------|
| FLUSH |
| BMS 3-33 |
| (2 LOCATIONS) |

[3] INBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

C**[14] DUST CAP****[4] BELLCRANK**

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

[3] INBOARD CARRIAGE ROLLER

| |
|--------------|
| ZERK |
| BMS 3-33 |
| (1 LOCATION) |

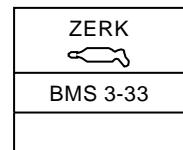
**5 POINTS****B**

G29561 S0006561562_V3

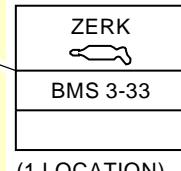
**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 3 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 16 of 24
Jun 15/2015**

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

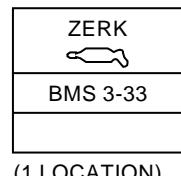
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[3] INBOARD CARRIAGE ROLLER

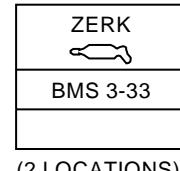
(1 LOCATION)

[5] INBOARD CARRIAGE FORWARD ATTACH FITTING

(1 LOCATION)

[3] INBOARD CARRIAGE ROLLER

(1 LOCATION)

[6] INBOARD CARRIAGE ATTACH LINK

(2 LOCATIONS)

5 POINTS



G29562 S0006561563_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 4 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 17 of 24
Jun 15/2015**

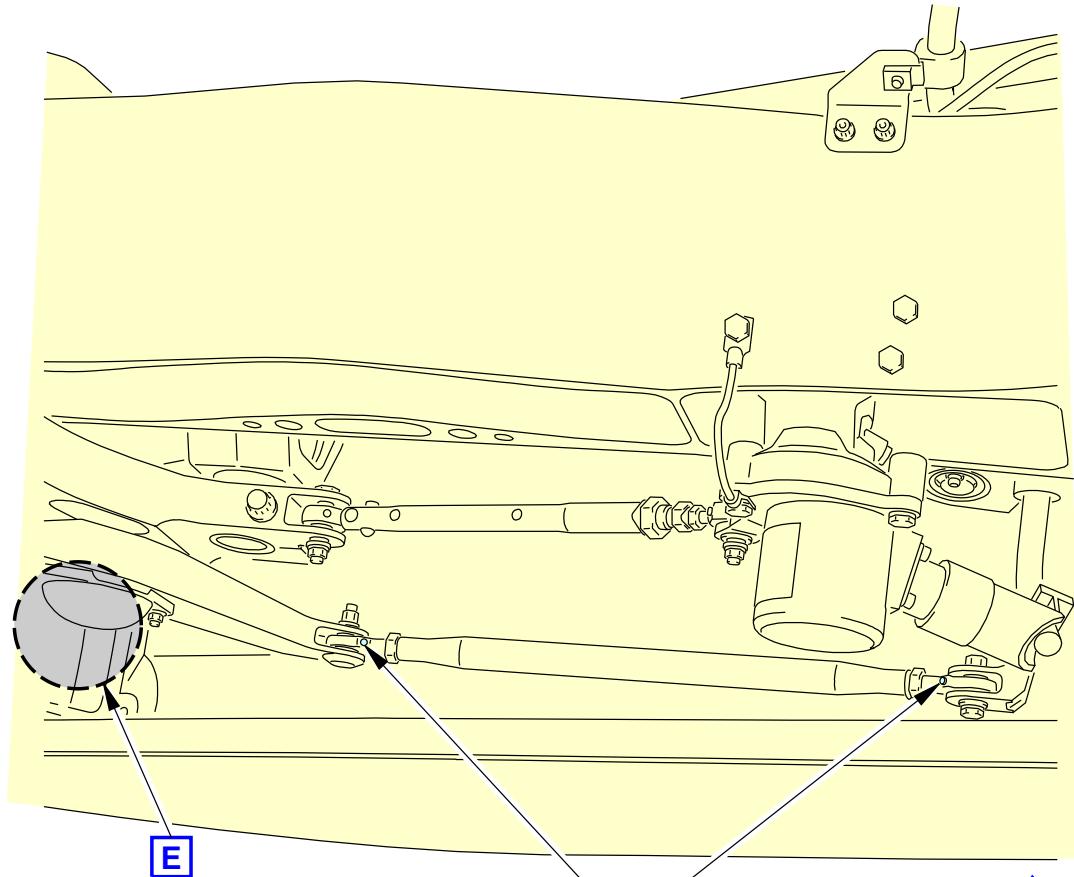
AKS**737-600/700/800/900
TASK CARDS**

DATE

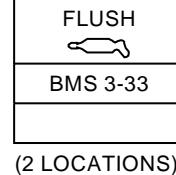
TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-02-01

[1] AFT FLAP DRIVE ROD



2 POINTS

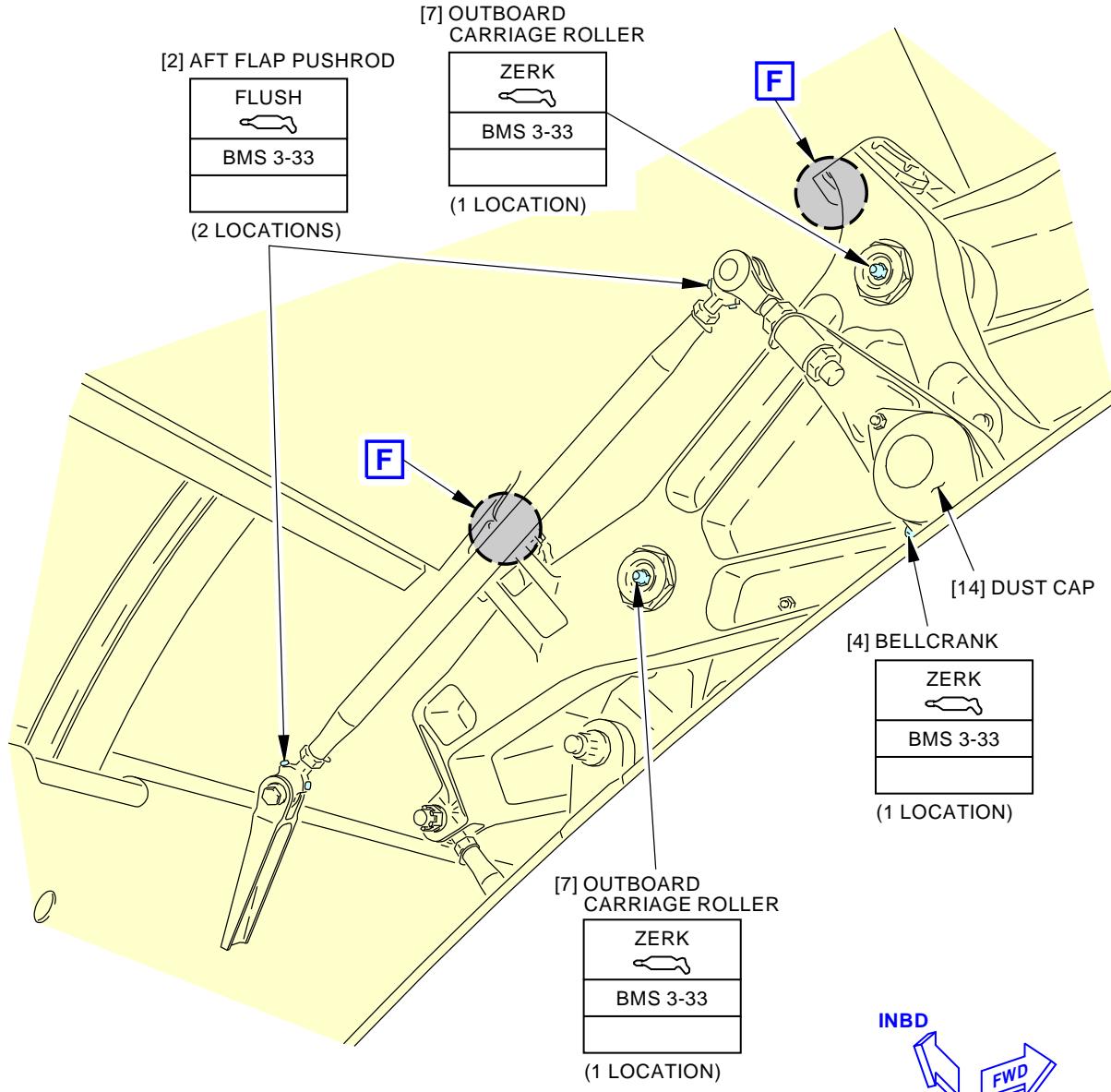


G29563 S0006561564_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 5 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 18 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |



**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 6 of 11)**

G29912 S0006561565_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

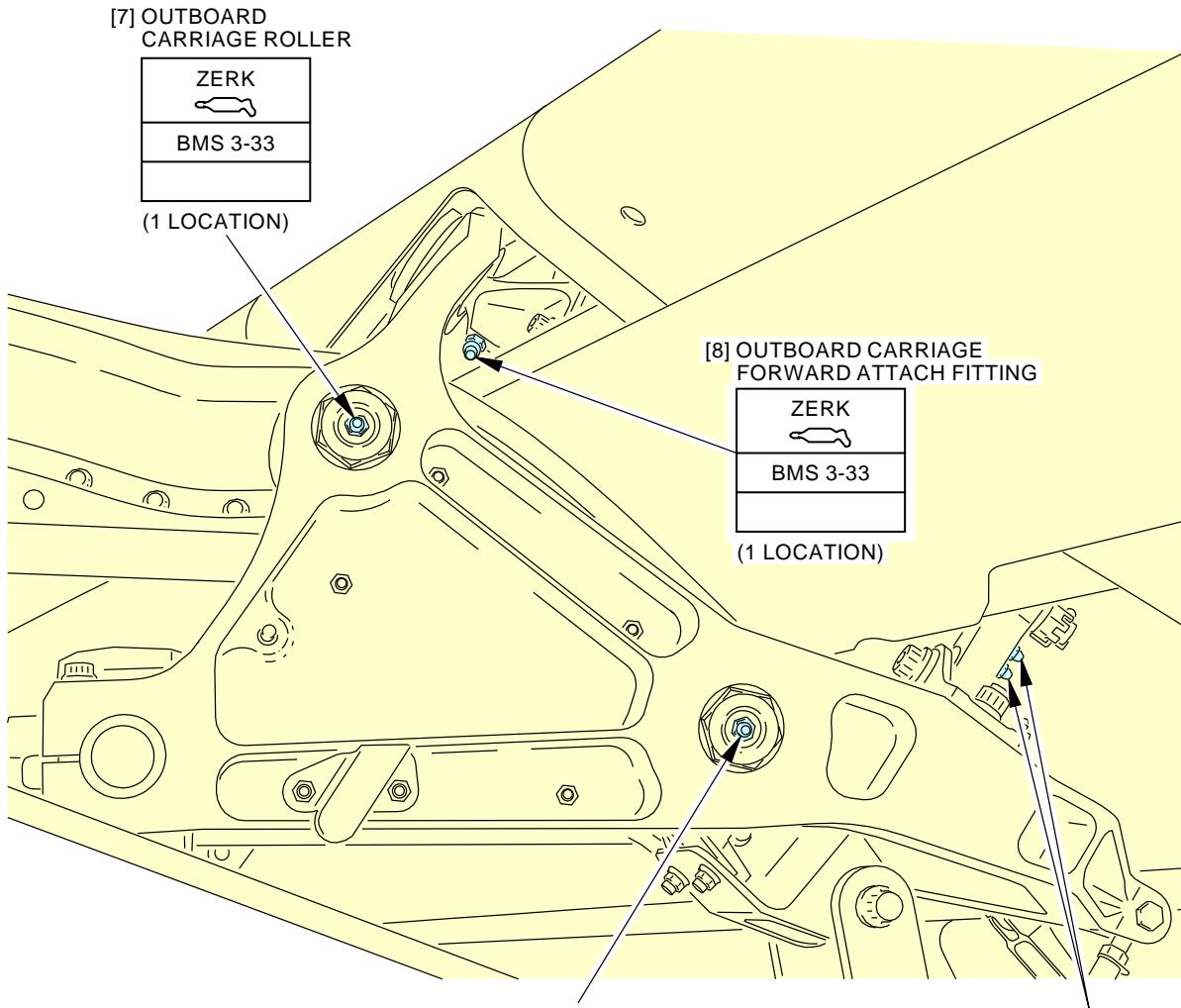
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-02-01**[7] OUTBOARD CARRIAGE ROLLER**

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(1 LOCATION)

[9] OUTBOARD CARRIAGE ATTACH LINK

| |
|----------|
| ZERK |
| BMS 3-33 |
| |

(2 LOCATIONS)

5 POINTS



G29920 S0006561566_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 7 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 20 of 24
Jun 15/2015**

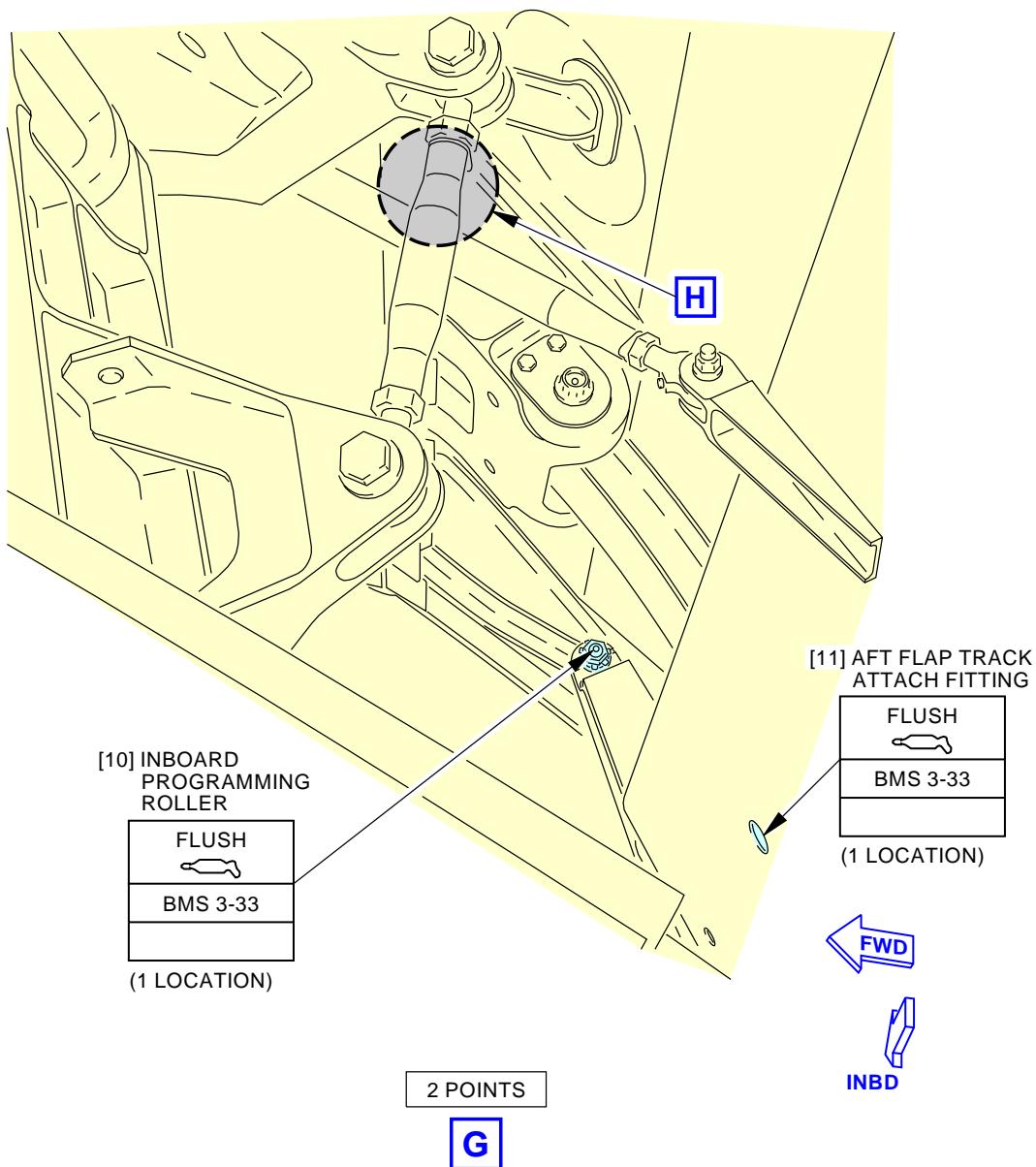
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-170-02-01

Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 8 of 11)

G29936 S0006561567_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

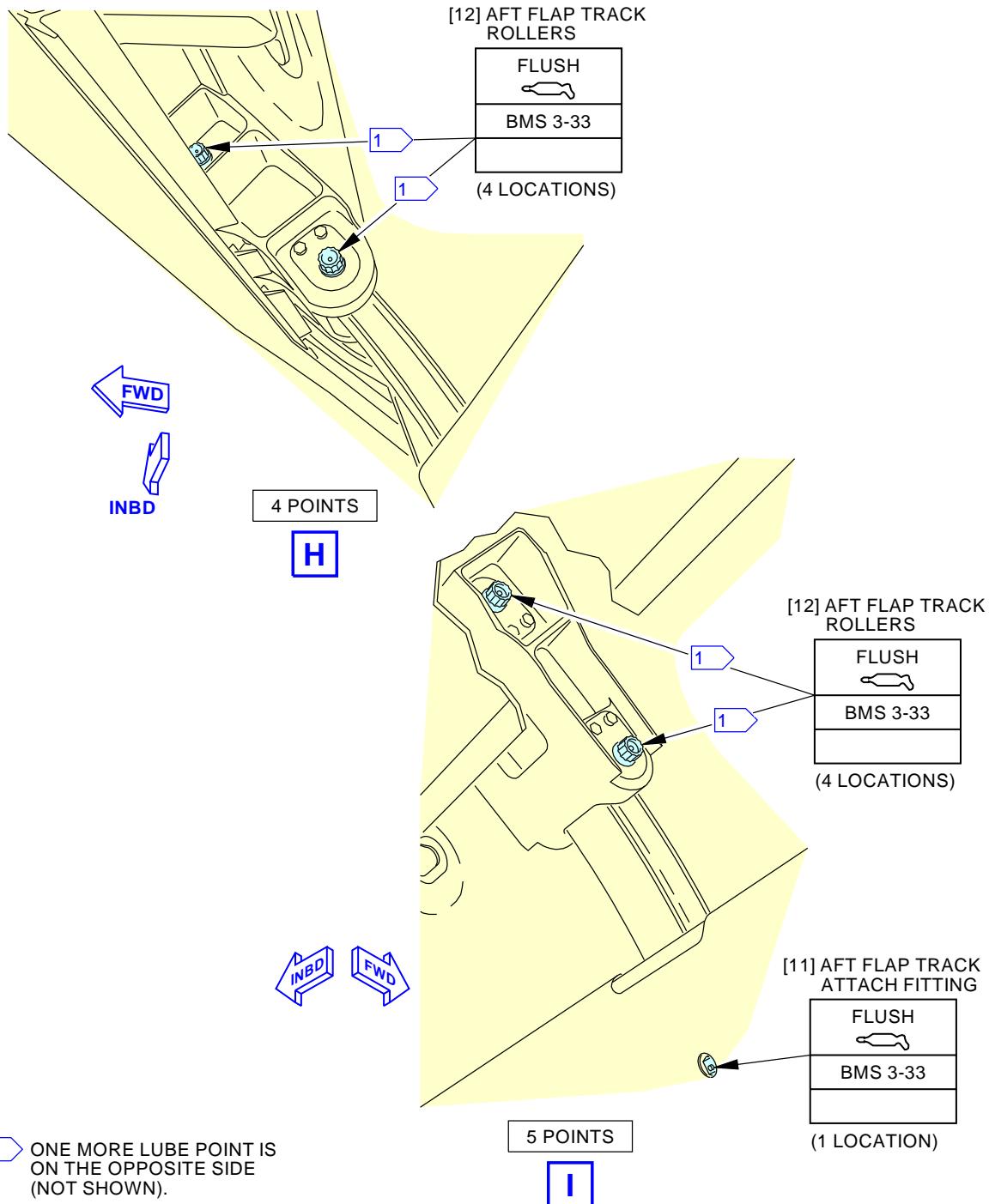
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

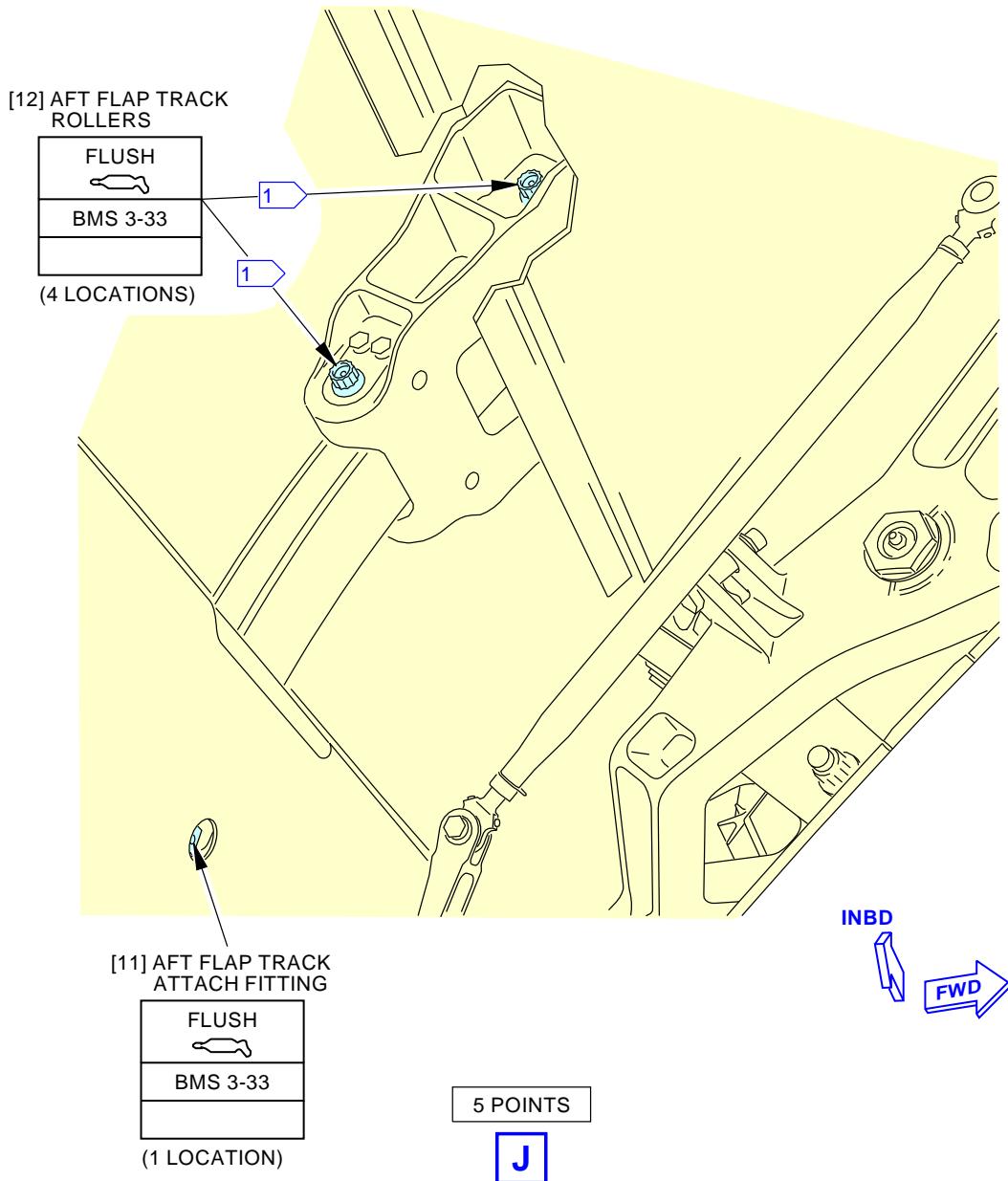
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27-170-02-01

G29948 S0006561568_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 9 of 11)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION****D633A109-AKS
27-170-02-01****Page 22 of 24
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-170-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



G29952 S0006561569_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 10 of 11)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

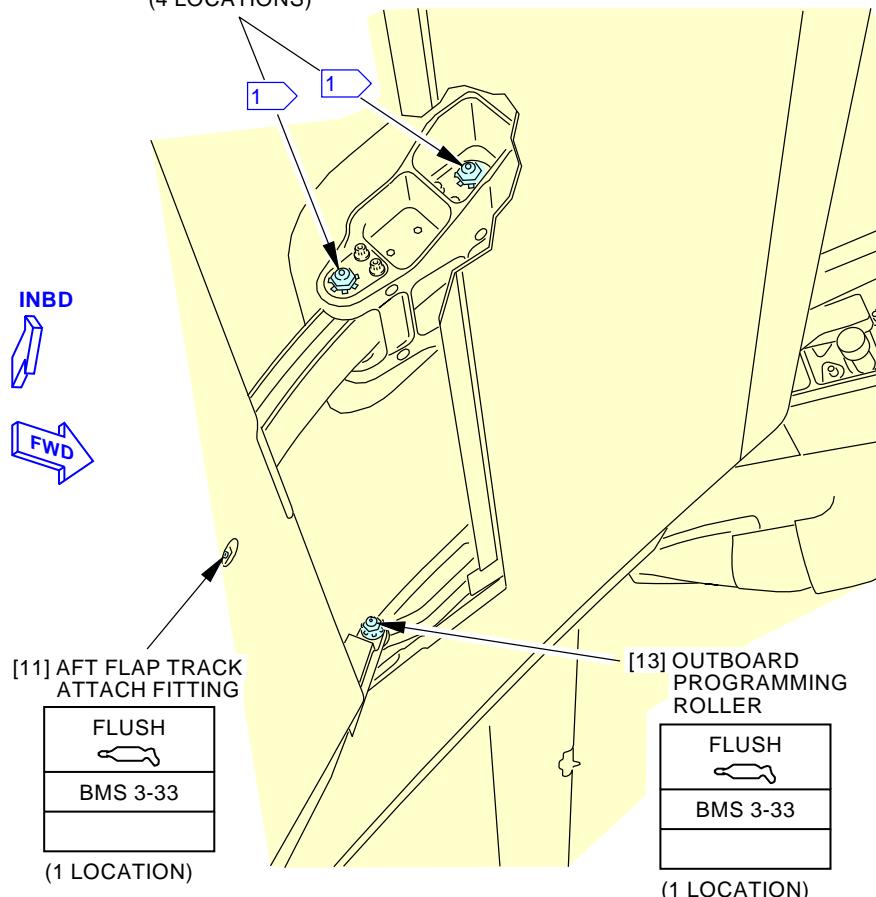
AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-170-02-01 |

**[12] AFT FLAP TRACK
ROLLERS**

| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(4 LOCATIONS)



| |
|----------|
| FLUSH |
| BMS 3-33 |
| |

(1 LOCATION)

(1 LOCATION)

6 POINTS

K

G29953 S0006561570_V2

**Outboard Main Flap and Aft Flap Roller and Linkage Servicing
Figure 3 (Sheet 11 of 11)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION MECHANISM LUBRICATION |
| | | D633A109-AKS 27-170-02-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP DRIVE SYSTEM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-171-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS NOTE | | | ZONE 133 541 542 543 544 550 553 560 561 562 565 |

Perform a general visual inspection of the left wing flap drive seal rib angle gear box, MLG beam angle gear box, flap drive torque tubes, torque tube couplings and support and flap transmissions.

ACCESS NOTE: Flaps deployed.

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 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-171-01-01 |

Page 1 of 3
Oct 15/2014

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-171-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-210-801 | | | | |
| 1. Trailing Edge Flap Drive System Inspection (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-51-00-480-012 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-009 | | | | |
| (2) Extend the trailing edge flaps to the 40-unit position. To extend the flaps, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-00-040-006 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-00-210-003 | | | | |
| (4) Do a general visual inspection of these items: | | | | |
| (a) Flap transmissions | | | | |
| (b) Torque tube support | | | | |
| (c) Seal rib angle gearbox | | | | |
| (d) Main landing gear beam angle gearbox | | | | |
| (e) Torque tube couplings | | | | |
| (f) Tee angle gearbox and U-joint | | | | |
| SUBTASK 27-51-00-440-005 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-00-010-010 | | | | |
| (6) Retract the trailing edge flaps to the retracted position. To retract the flaps, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK —— | | | | |

| | | | |
|-------------------------------|----------------------|------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE SYSTEM | |
| | | D633A109-AKS 27-171-01-01 | Page 2 of 3 Feb 15/2015 |

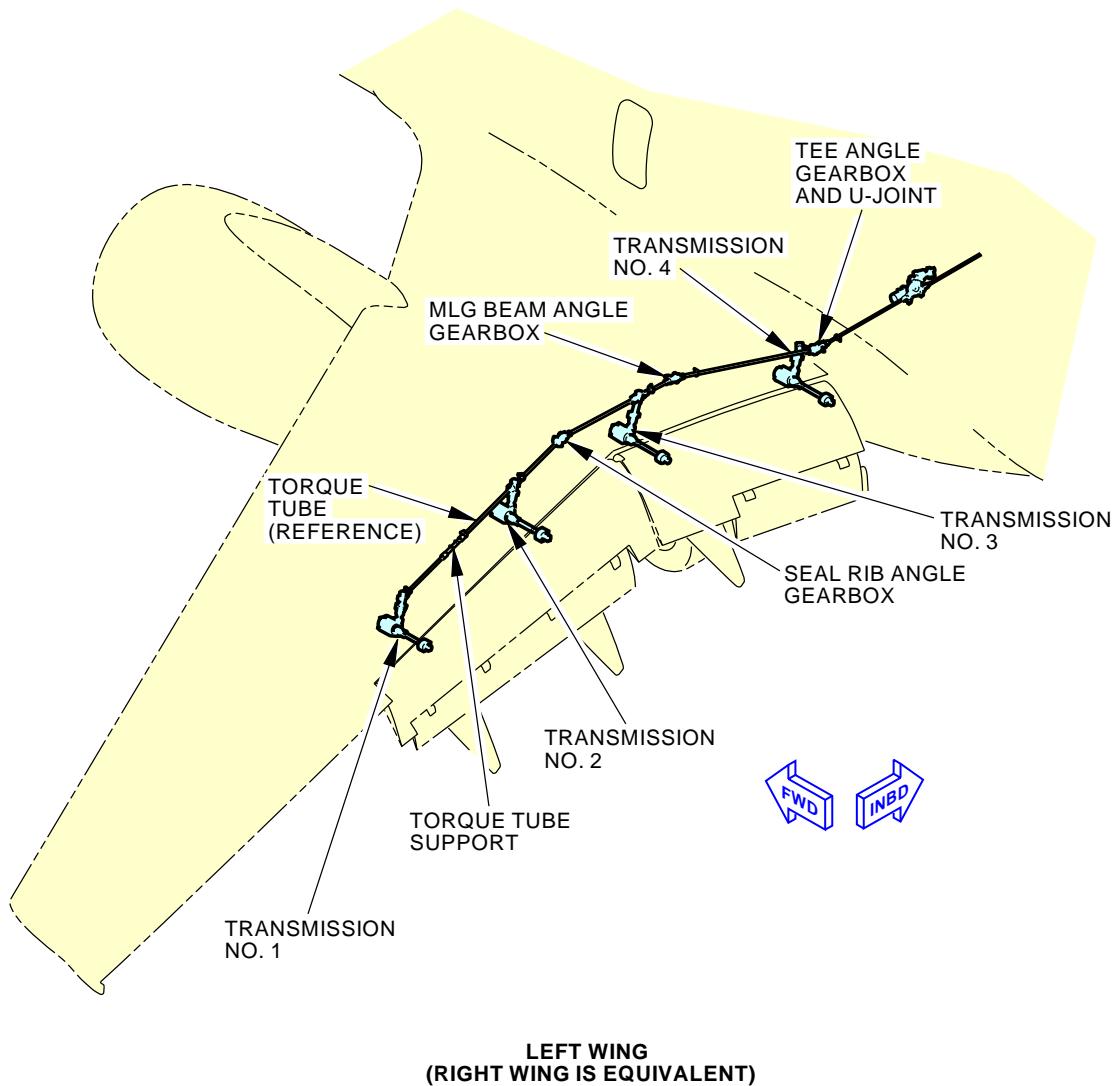
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-171-01-01

**Trailing Edge Flap Drive System Inspection
Figure 1**

H00685 S0006569904_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-171-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP DRIVE SYSTEM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-171-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 12000 FH | REPEAT 12000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS NOTE | | | ZONE 134 641 642 643 644 650 653 660 661 662 665 |

Perform a general visual inspection of the right wing flap drive seal rib angle gear box, MLG beam angle gear box, flap drive torque tubes, torque tube couplings and support and flap transmissions.

ACCESS NOTE: Flaps deployed.

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 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-171-02-01 |

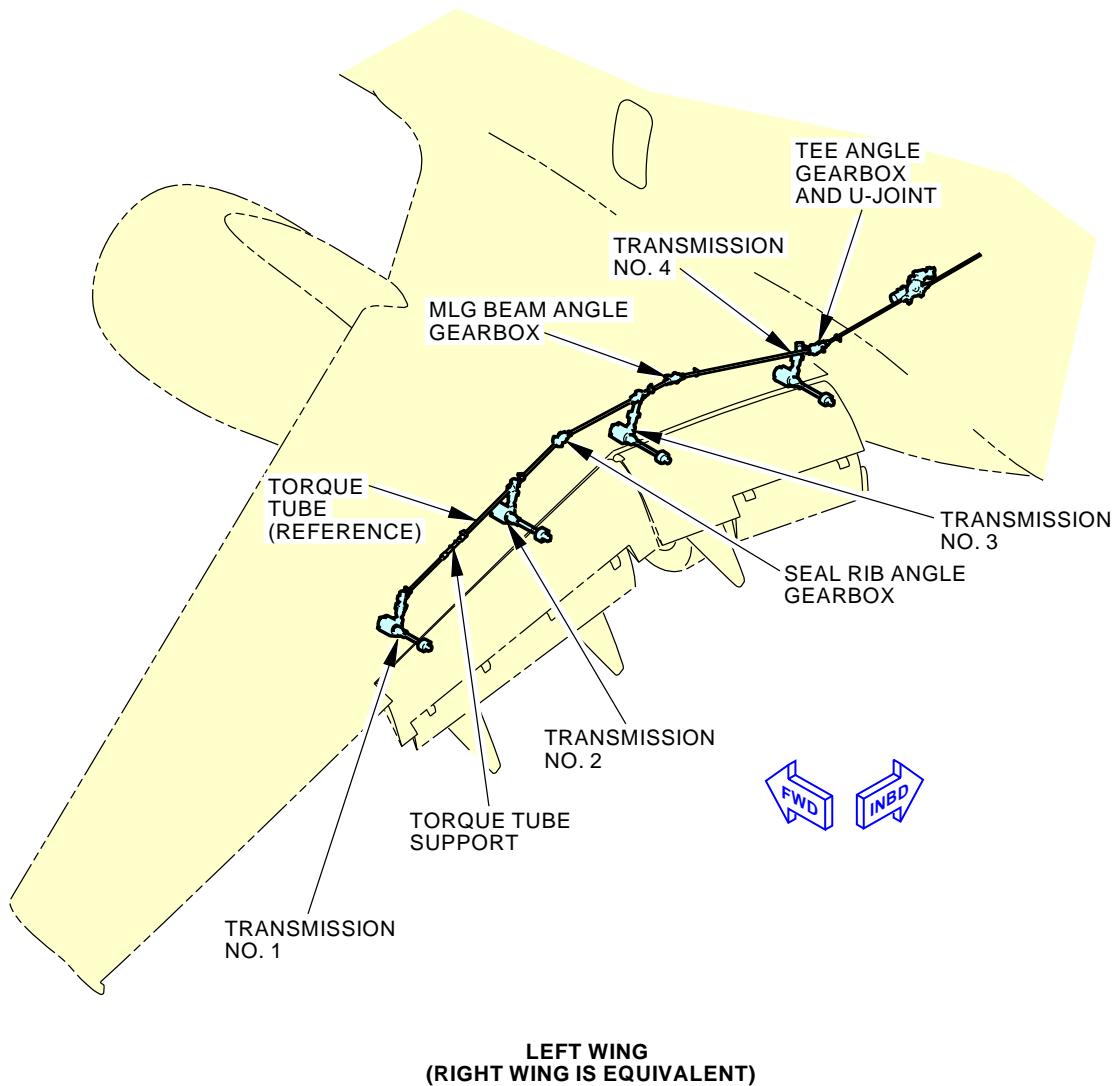
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-171-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-210-801 | | | | |
| 1. Trailing Edge Flap Drive System Inspection (Figure 1) | | | | |
| A. Procedure | | | | |
| SUBTASK 27-51-00-480-012 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-009 | | | | |
| (2) Extend the trailing edge flaps to the 40-unit position. To extend the flaps, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-00-040-006 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| SUBTASK 27-51-00-210-003 | | | | |
| (4) Do a general visual inspection of these items: | | | | |
| (a) Flap transmissions | | | | |
| (b) Torque tube support | | | | |
| (c) Seal rib angle gearbox | | | | |
| (d) Main landing gear beam angle gearbox | | | | |
| (e) Torque tube couplings | | | | |
| (f) Tee angle gearbox and U-joint | | | | |
| SUBTASK 27-51-00-440-005 | | | | |
| (5) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| SUBTASK 27-51-00-010-010 | | | | |
| (6) Retract the trailing edge flaps to the retracted position. To retract the flaps, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| ———— END OF TASK —— | | | | |

| | | | |
|-------------------------------|----------------------|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE SYSTEM | |
| | | D633A109-AKS 27-171-02-01 | Page 2 of 3 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-171-02-01 |



**Trailing Edge Flap Drive System Inspection
Figure 1**

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| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP DRIVE SYSTEM |
| | | D633A109-AKS 27-171-02-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING FLAP ACTUATION SYSTEM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-172-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 12000 FC | REPEAT 12000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 567BT 567ET | | | ZONE 542 543 544 553 561 562 564 567 |
| | | NOTE | | | |

Perform a detail visual inspection of the left wing trailing edge flap actuation mechanism.

ACCESS NOTE: Flaps deployed.

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 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-210-802 | | | | |
| 1. Trailing Edge Flap Actuation System Inspection | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 27-51-00-480-013 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-012 | | | | |
| (2) Extend the trailing edge flaps to the 40-unit position. To extend the flaps, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-00-040-007 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Outboard Flap Inspection | | | | |
| (Figure 1) | | | | |
| SUBTASK 27-51-00-010-013 | | | | |
| (1) At the flap supports, remove the leading edge skin panel [2] from the main flap [1] forward of the carriage: | | | | |
| (a) Remove the bolts [3] that attach the leading edge skin panel [2]. | | | | |
| (b) Remove the leading edge skin panel [2] from the main flap [1]. | | | | |
| Open these access panels: | | | | |
| Number Name/Location | | | | |
| 567BT Flap, Forward Carriage Bearing And Fitting | | | | |
| 567ET Flap, Forward Carriage Bearing And Fitting | | | | |
| 667BT Flap, Forward Carriage Bearing And Fitting | | | | |
| 667ET Flap, Forward Carriage Bearing And Fitting | | | | |
| SUBTASK 27-51-00-210-004 | | | | |
| (2) Do a detailed visual inspection of these items at the flap supports: | | | | |
| NOTE: These are flap supports No. 1, 2, 7 and 8. | | | | |
| (a) Aft flap drive rod, push rod and bellcrank | | | | |
| NOTE: Some freeplay in the bellcrank is acceptable. | | | | |
| (b) Carriage rollers | | | | |
| (c) Aft link and fittings | | | | |
| (d) Forward carriage bearing and fitting. | | | | |
| SUBTASK 27-51-00-210-005 | | | | |
| (3) Do a detailed visual inspection of the deflection control rollers between the inboard and outboard flaps and at the outboard end of the outboard flap. | | | | |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM | |
| | | D633A109-AKS 27-172-01-01 | Page 2 of 15 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-01-01 |
|--------------------------|---|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-51-00-210-006 | | | | |
| (4) | At the outboard aft flap, do a detailed visual inspection of these items: | | | |
| (a) | Aft flap track attachments. <u>NOTE:</u> There are four aft flap tracks on the outboard flap. | | | |
| (b) | Inboard and outboard programming rollers. | | | |
| (c) | Inboard and outboard aft flap pushrods. | | | |
| (d) | Rubstrips common to the aft flap support tracks, and common to the inboard and outboard edge program tracks. | | | |
| (e) | Inboard and outboard aft flap track rollers. | | | |
| SUBTASK 27-51-00-410-012 | | | | |
| (5) | Install the leading edge skin panel [2] on the main flap [1] forward of the carriage: | | | |
| (a) | Close these access panels: | | | |
| | Number Name/Location | | | |
| 567BT | Flap, Forward Carriage Bearing And Fitting | | | |
| 567ET | Flap, Forward Carriage Bearing And Fitting | | | |
| 667BT | Flap, Forward Carriage Bearing And Fitting | | | |
| 667ET | Flap, Forward Carriage Bearing And Fitting | | | |
| (b) | Put the leading edge skin panel [2] in its location on the leading edge of the main flap [1]. | | | |
| (c) | Apply compound, C00528 to the holes for the bolts [3]. | | | |
| (d) | Install the bolts [3] to attach the leading edge skin panel [2]. | | | |
| (e) | Apply sealant, A00247 to fill all of the clearances around the leading edge skin panel [2] that are more than 0.05 inch (1.27 millimeters). | | | |

C. Inboard Flap Inspection

(Figure 2)

SUBTASK 27-51-00-210-007

- (1) At the outboard flap support for the inboard flap, do a detailed visual inspection of these items:

NOTE: These are flap supports No. 3 and 6.

- (a) Aft flap drive rod and crankshaft
(b) Carriage rollers

SUBTASK 27-51-00-210-008

- (2) At the inboard flap support for the inboard flap, do a detailed visual inspection of these items:

NOTE: These are flap supports No. 4 and 5.

- (a) Carriage rollers

SUBTASK 27-51-00-210-009

- (3) At the inboard aft flap, do a detailed visual inspection of these items:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-01-01 |
|--|-------------|---------|------------------|--|
| (a) Aft flap track attachments. <u>NOTE:</u> There are two aft flap tracks on the inboard flap. (b) Inboard and outboard programming rollers. (c) Inboard and outboard aft flap pushrods. (d) Rubstrips common to the aft flap support tracks, and common to the inboard and outboard edge program tracks. (e) Inboard and outboard aft flap track rollers. | | | | MECH INSP |

SUBTASK 27-51-00-440-006

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

SUBTASK 27-51-00-010-014

- (5) Retract the trailing edge flaps to the retracted position. To retract the flaps, do this task:
-
- Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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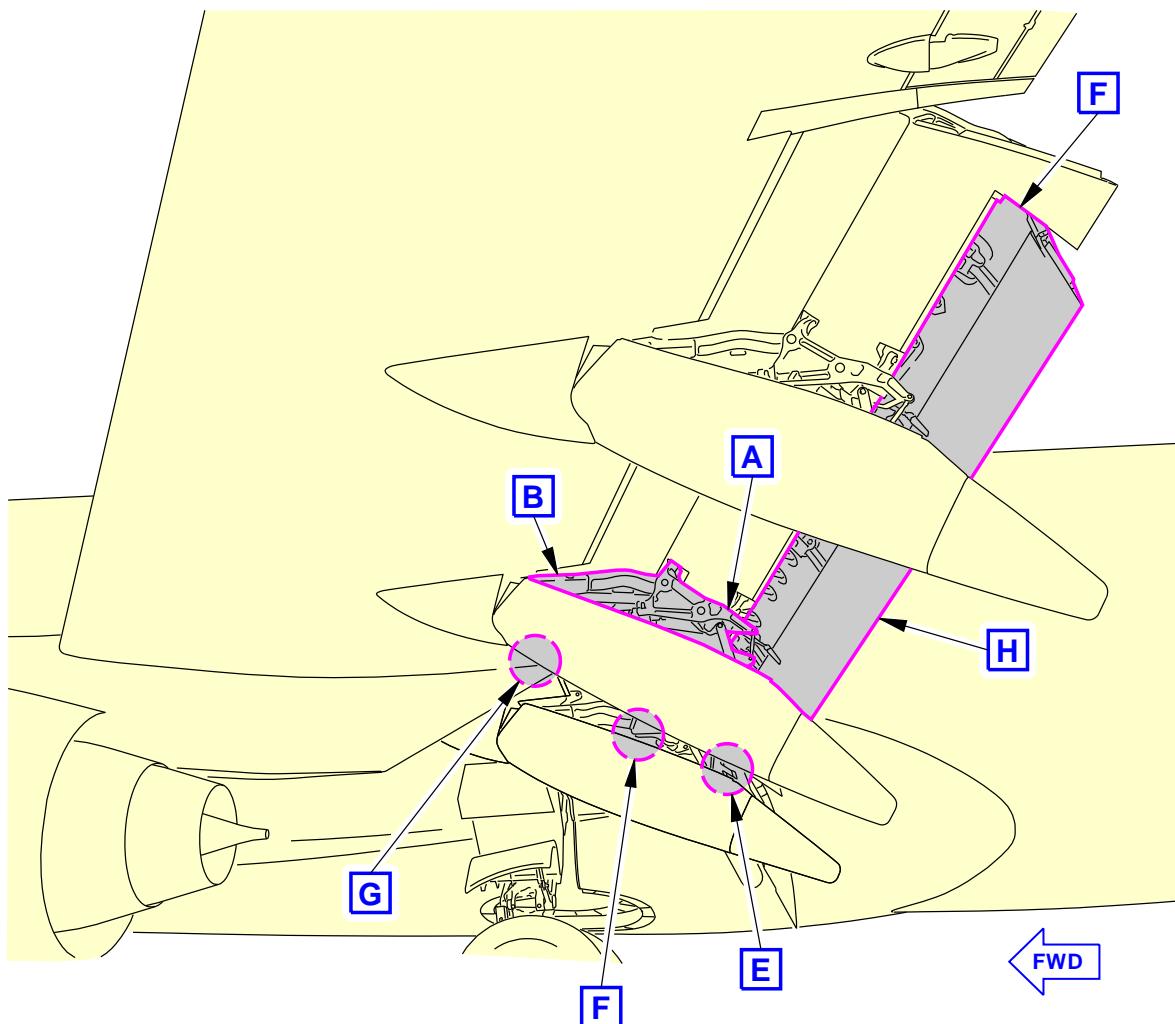
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-01-01

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**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 1 of 7)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION SYSTEM****D633A109-AKS
27-172-01-01****Page 5 of 15
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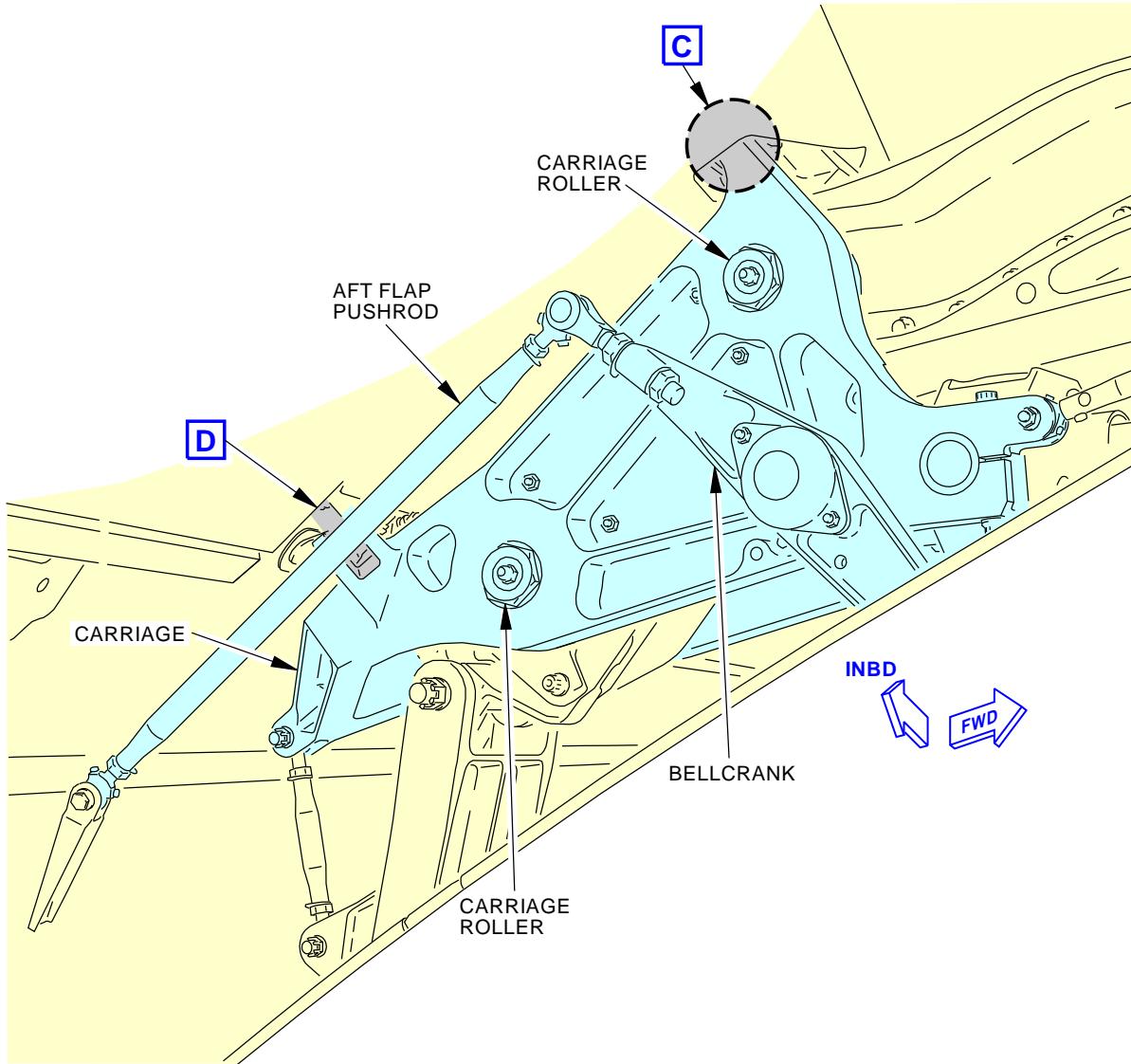
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-01-01

**OUTBOARD FLAP INBOARD FLAP SUPPORT
(OUTBOARD FLAP OUTBOARD FLAP SUPPORT IS EQUIVALENT)**

A

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**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 2 of 7)**

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION SYSTEM****D633A109-AKS
27-172-01-01****Page 6 of 15
Jun 15/2015**

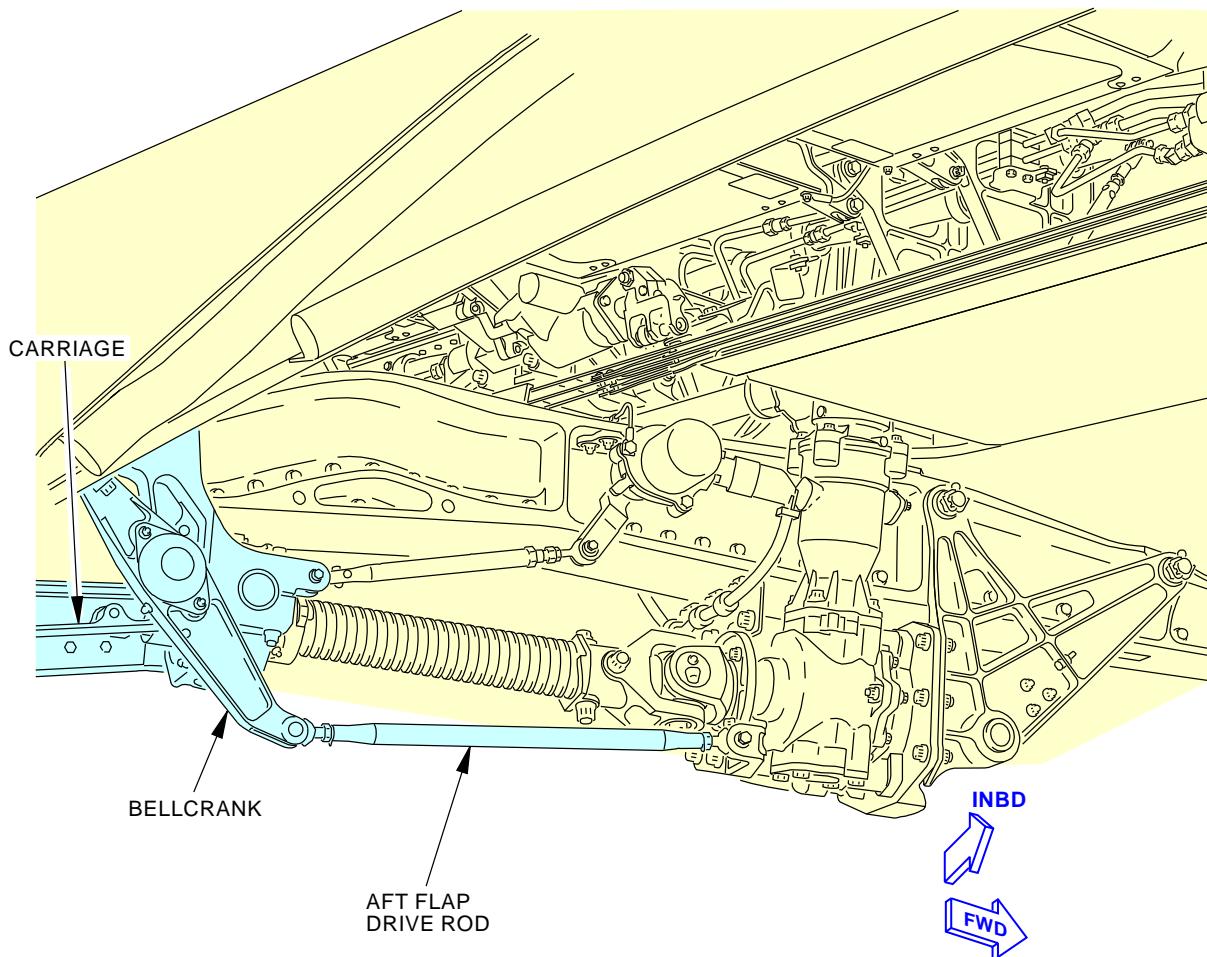
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-01-01

**OUTBOARD FLAP INBOARD FLAP SUPPORT
(OUTBOARD FLAP OUTBOARD FLAP SUPPORT IS EQUIVALENT)**

B**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 3 of 7)**

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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

**Page 7 of 15
Jun 15/2015**

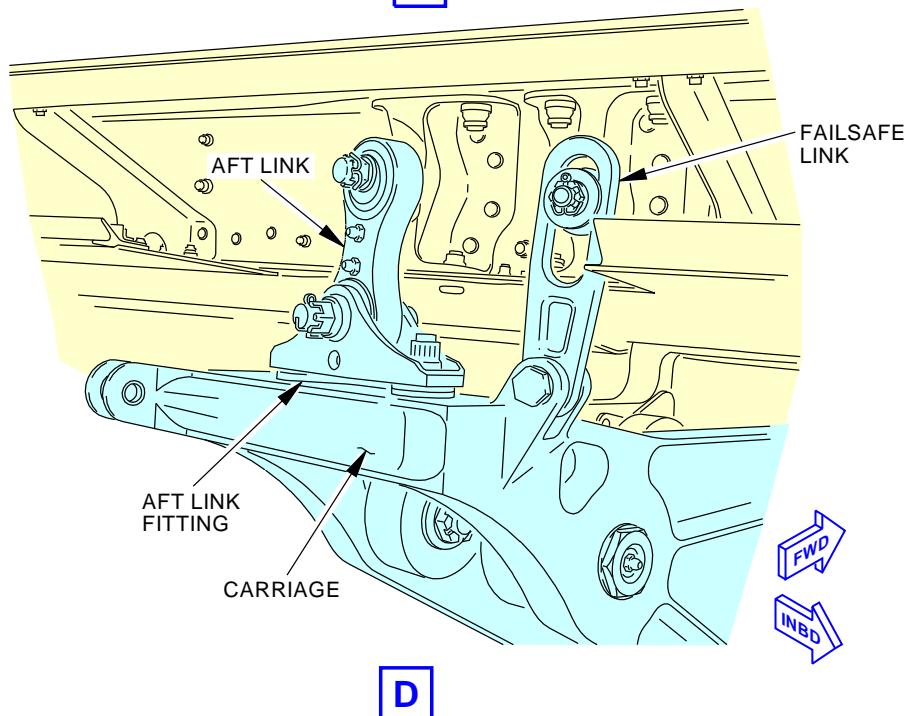
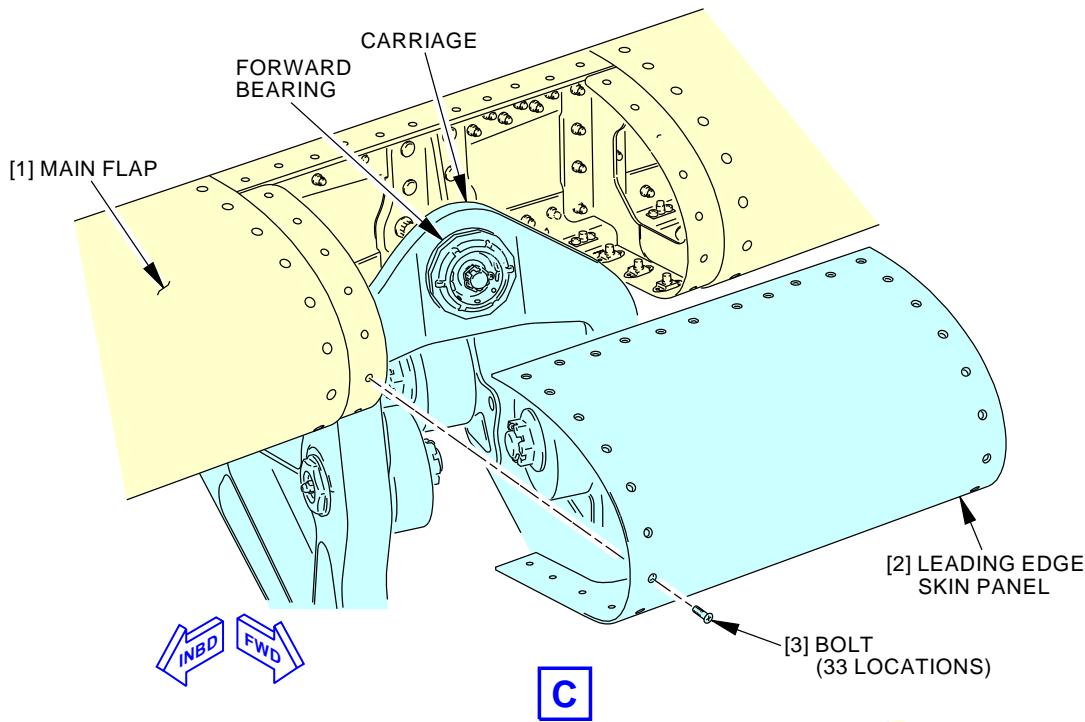
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-01-01

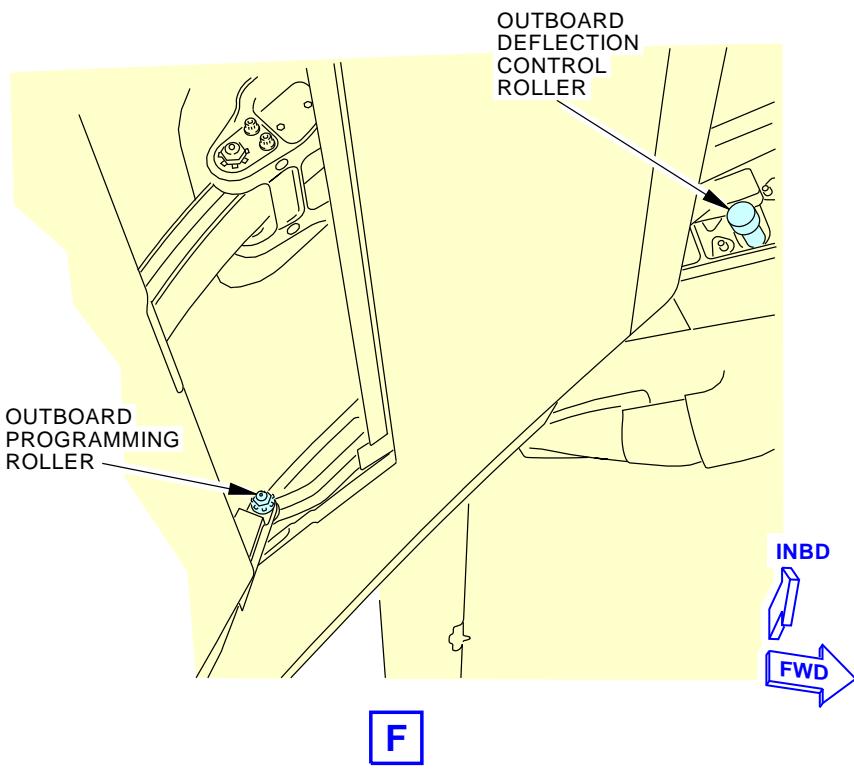
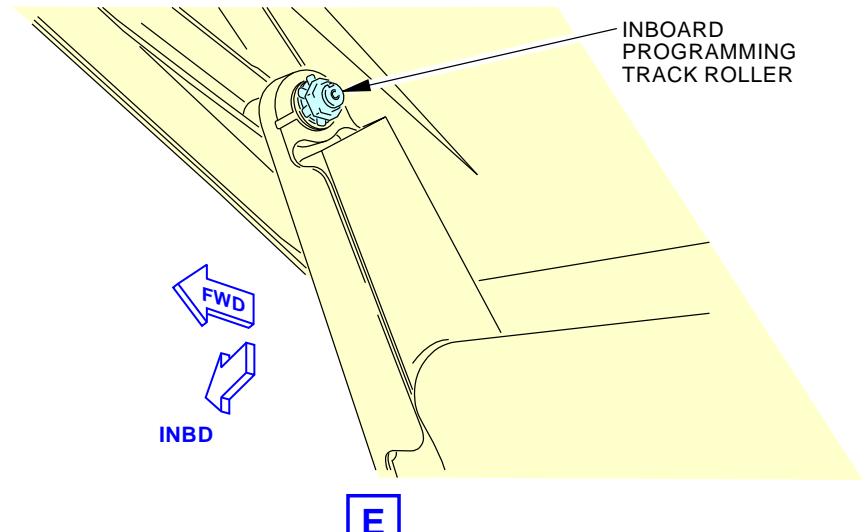
**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 4 of 7)**

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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-01-01 |



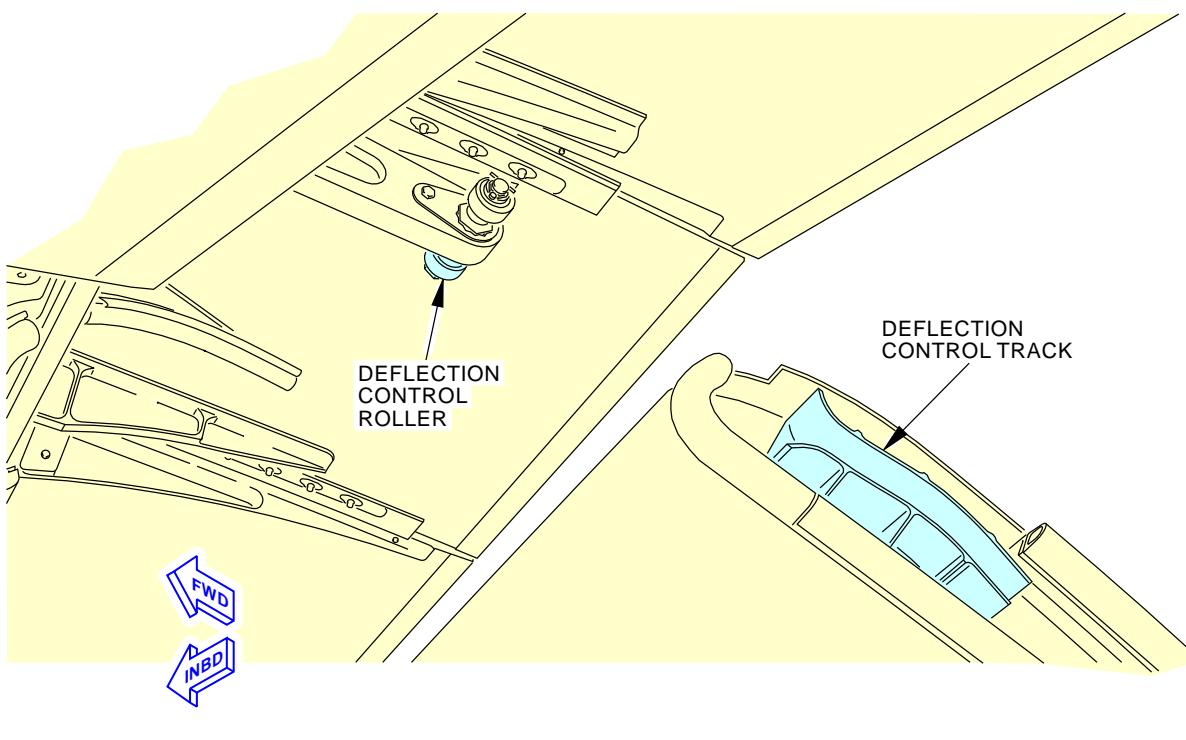
Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 5 of 7)

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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-01-01 |



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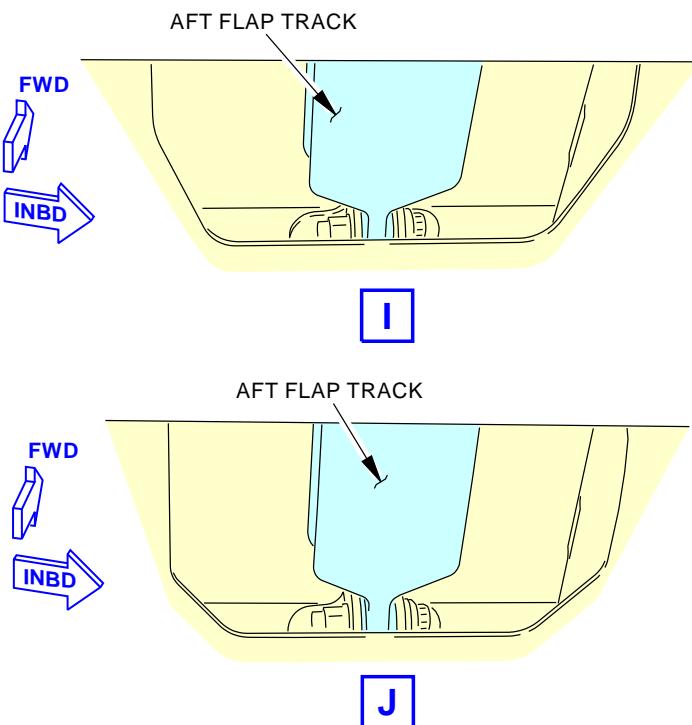
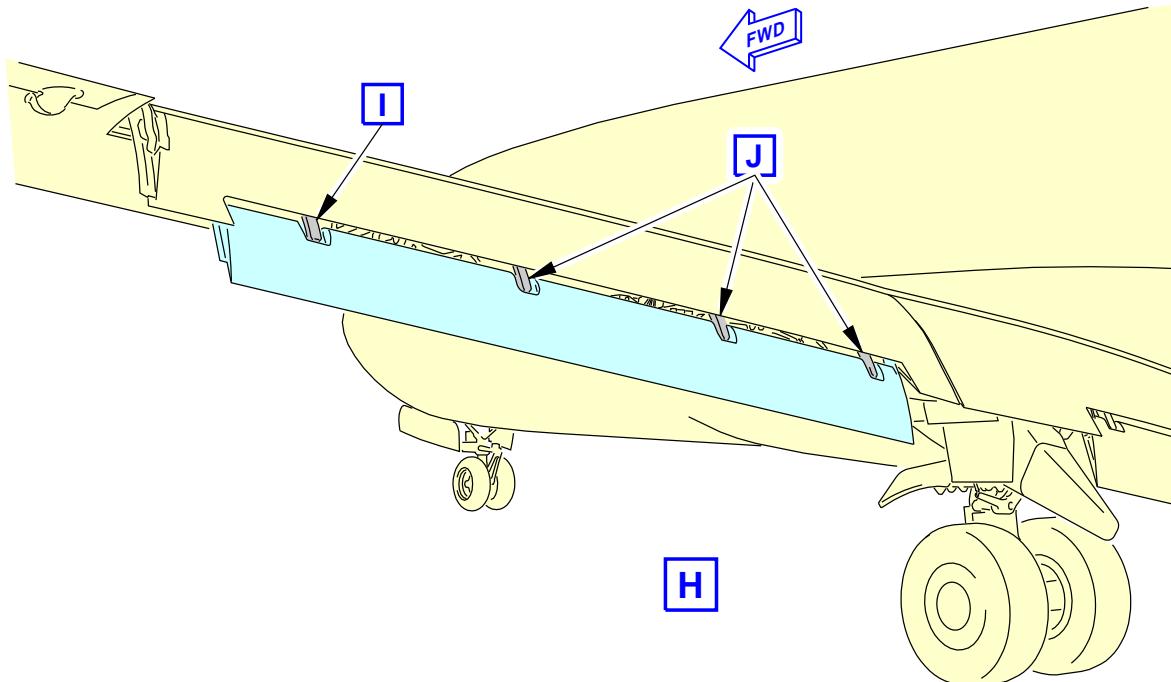
**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 6 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 7 of 7)

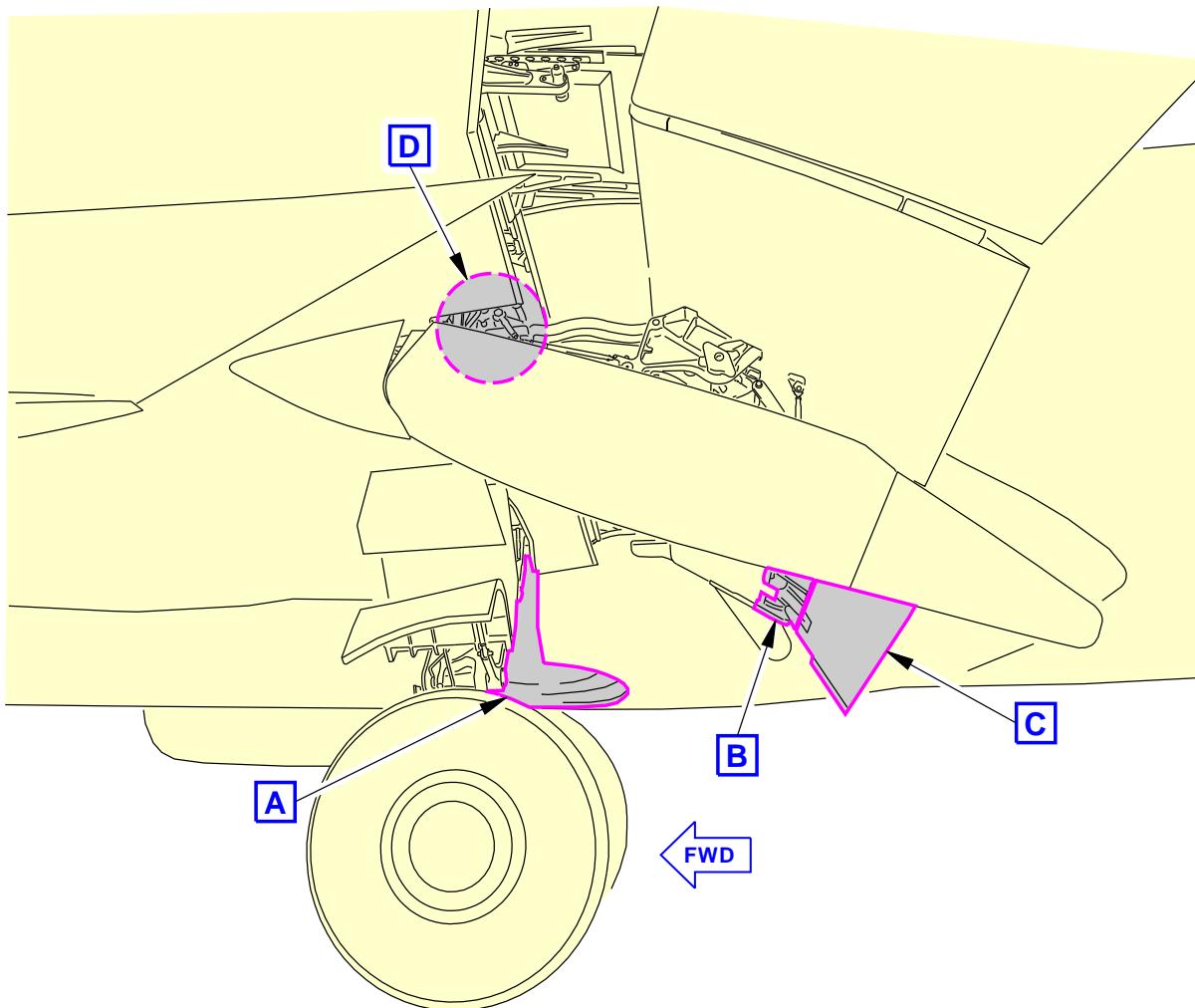
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-01-01 |



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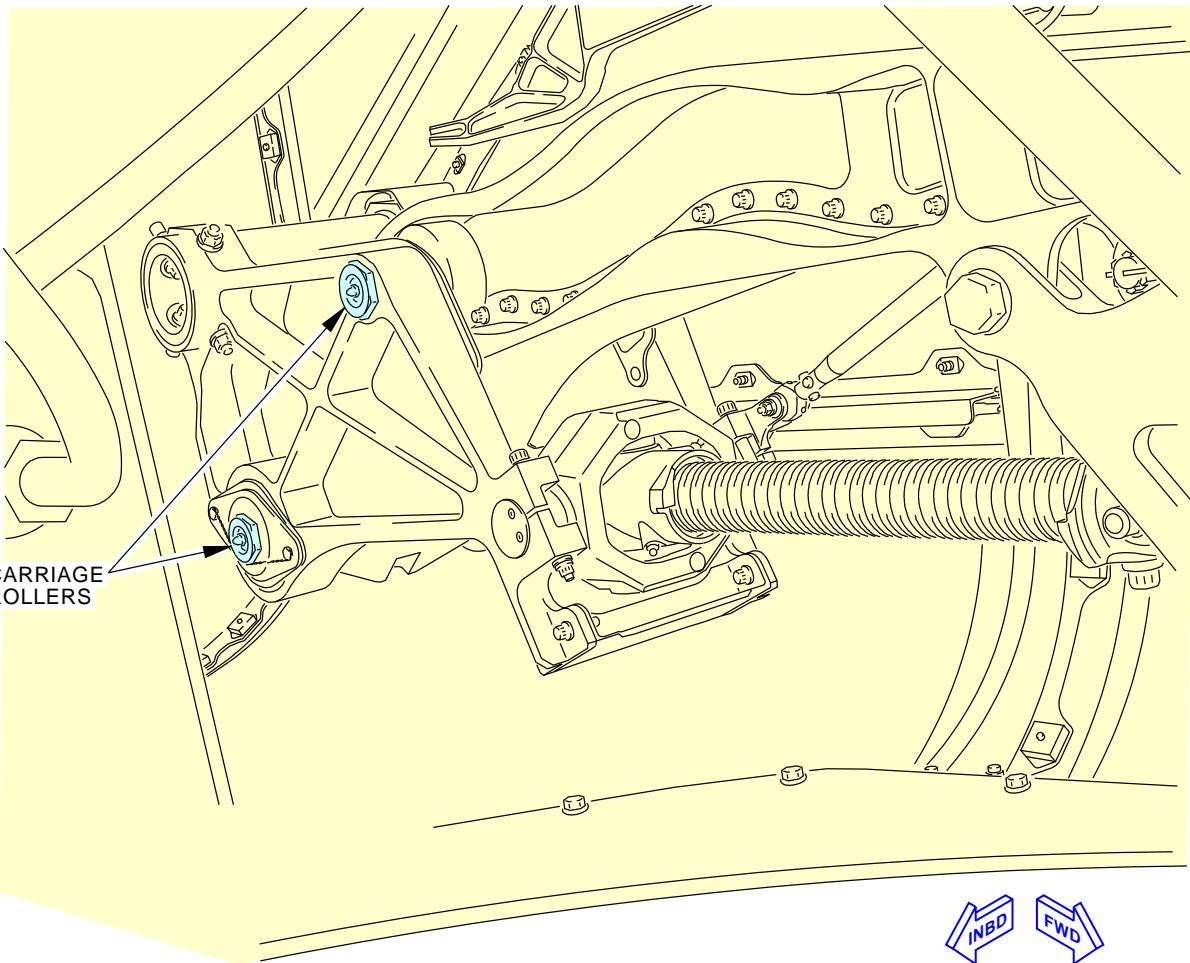
**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-01-01 |

**A**

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**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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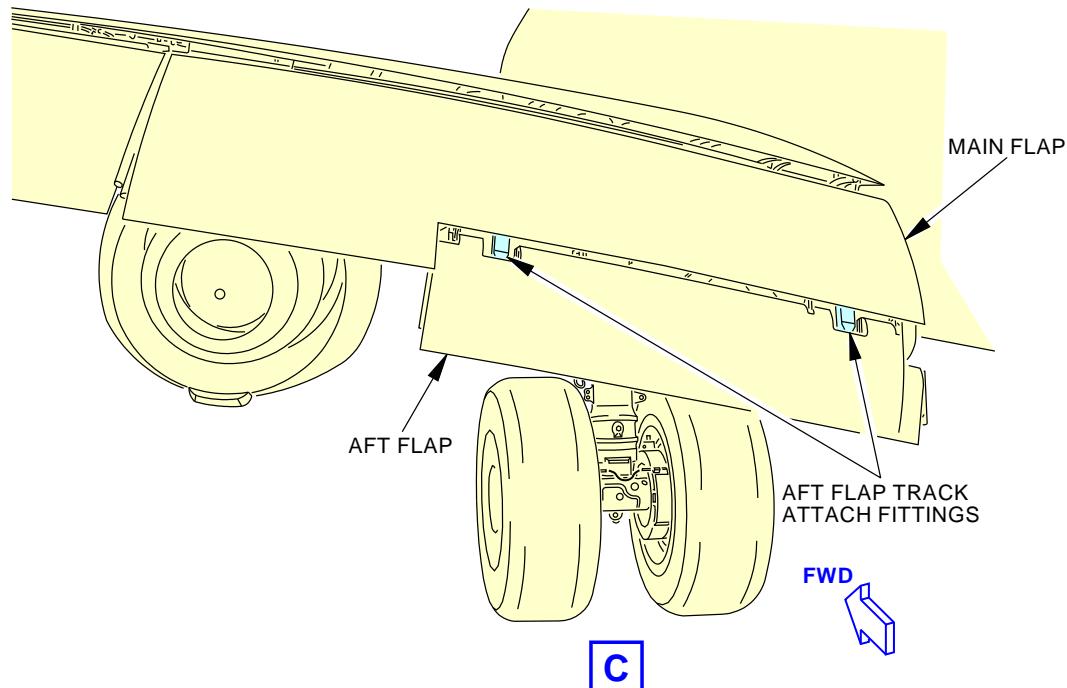
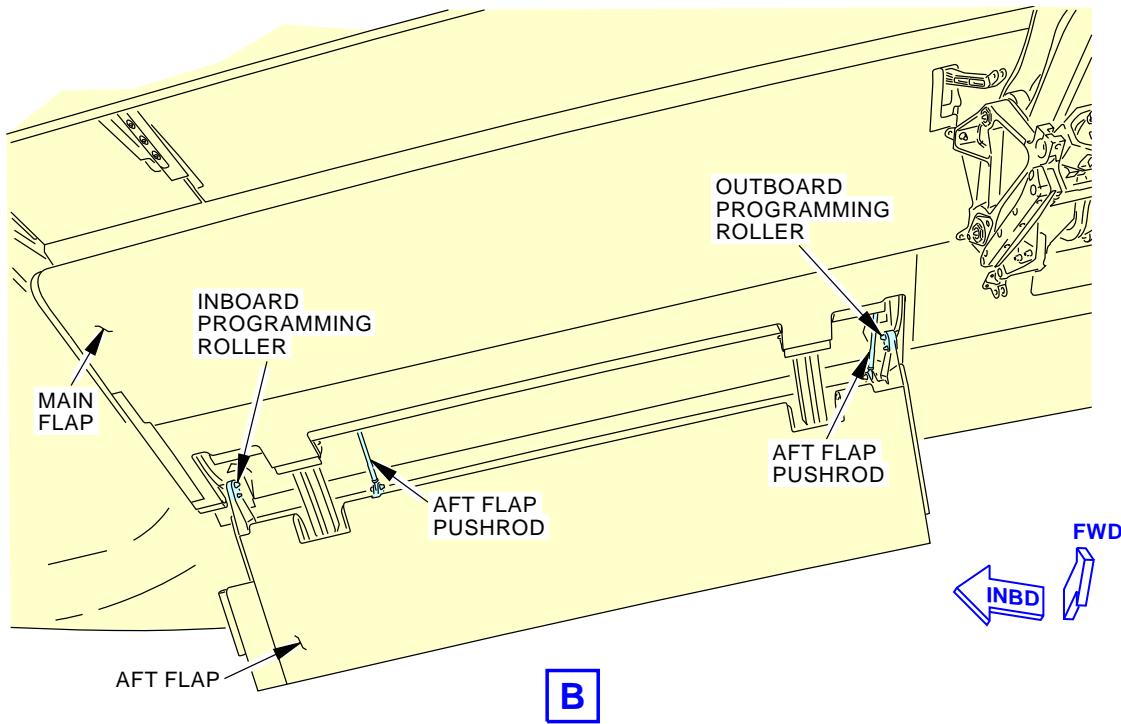
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TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

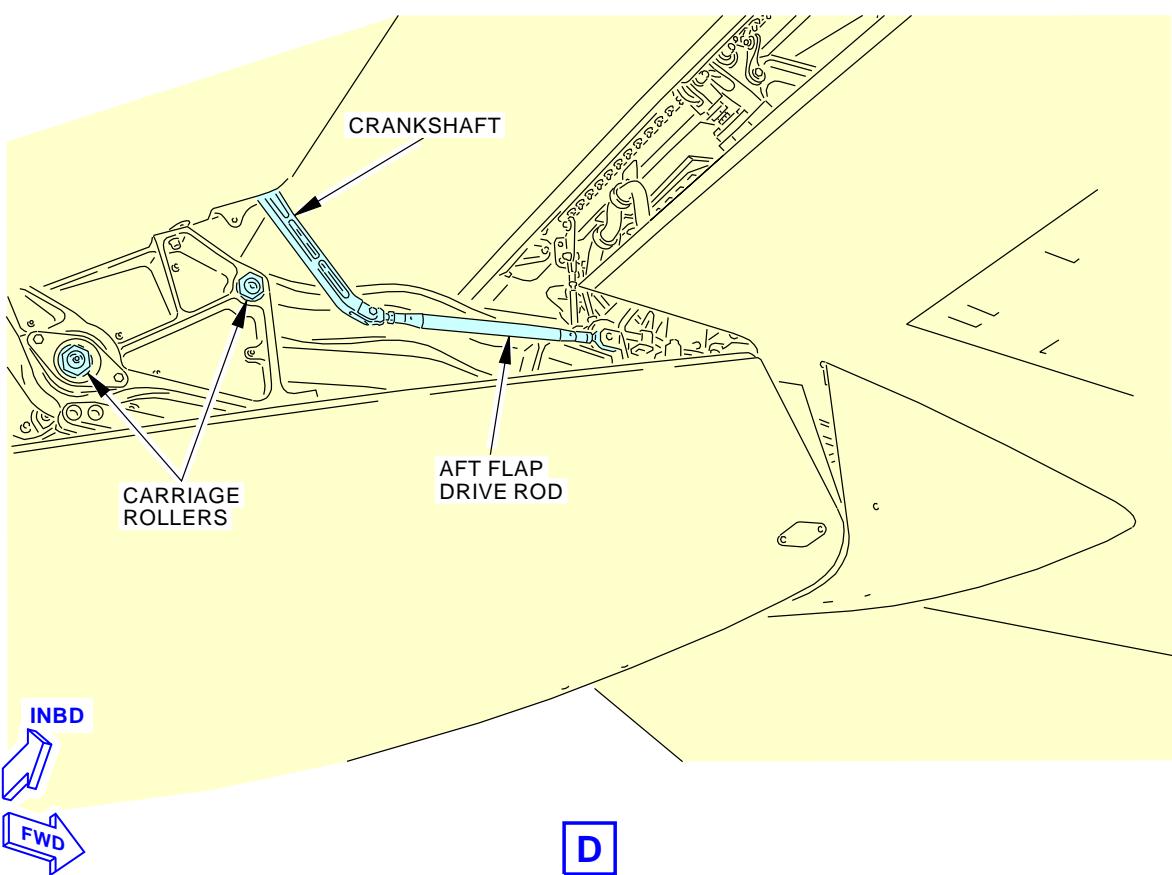
BOEING CARD NO.
27-172-01-01

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**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 3 of 4)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FLAP ACTUATION SYSTEM****D633A109-AKS
27-172-01-01****Page 14 of 15
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-01-01 |



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**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FLAP ACTUATION SYSTEM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-172-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 12000 FC | REPEAT 12000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 667BT 667ET | | | ZONE 642 643 644 653 661 667 |
| | | NOTE | | | |

Perform a detail visual inspection of the right wing trailing edge flap actuation mechanism.

ACCESS NOTE: Flaps deployed.

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 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-51-00-210-802 | | | | |
| 1. Trailing Edge Flap Actuation System Inspection | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 27-51-00-480-013 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-51-00-010-012 | | | | |
| (2) Extend the trailing edge flaps to the 40-unit position. To extend the flaps, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| SUBTASK 27-51-00-040-007 | | | | |
| (3) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Outboard Flap Inspection | | | | |
| (Figure 1) | | | | |
| SUBTASK 27-51-00-010-013 | | | | |
| (1) At the flap supports, remove the leading edge skin panel [2] from the main flap [1] forward of the carriage: | | | | |
| (a) Remove the bolts [3] that attach the leading edge skin panel [2]. | | | | |
| (b) Remove the leading edge skin panel [2] from the main flap [1]. | | | | |
| Open these access panels: | | | | |
| Number Name/Location | | | | |
| 567BT Flap, Forward Carriage Bearing And Fitting | | | | |
| 567ET Flap, Forward Carriage Bearing And Fitting | | | | |
| 667BT Flap, Forward Carriage Bearing And Fitting | | | | |
| 667ET Flap, Forward Carriage Bearing And Fitting | | | | |
| SUBTASK 27-51-00-210-004 | | | | |
| (2) Do a detailed visual inspection of these items at the flap supports: | | | | |
| NOTE: These are flap supports No. 1, 2, 7 and 8. | | | | |
| (a) Aft flap drive rod, push rod and bellcrank | | | | |
| NOTE: Some freeplay in the bellcrank is acceptable. | | | | |
| (b) Carriage rollers | | | | |
| (c) Aft link and fittings | | | | |
| (d) Forward carriage bearing and fitting. | | | | |
| SUBTASK 27-51-00-210-005 | | | | |
| (3) Do a detailed visual inspection of the deflection control rollers between the inboard and outboard flaps and at the outboard end of the outboard flap. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM | |
| | | D633A109-AKS 27-172-02-01 | Page 2 of 15 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-02-01 | | | | | | | | | | |
|---|--|---------|------------------|--|----------------------|-------|--|-------|--|-------|--|-------|--|--|
| | | | | MECH INSP | | | | | | | | | | |
| SUBTASK 27-51-00-210-006 | | | | | | | | | | | | | | |
| (4) At the outboard aft flap, do a detailed visual inspection of these items: | | | | | | | | | | | | | | |
| (a) Aft flap track attachments. <u>NOTE:</u> There are four aft flap tracks on the outboard flap. | | | | | | | | | | | | | | |
| (b) Inboard and outboard programming rollers. | | | | | | | | | | | | | | |
| (c) Inboard and outboard aft flap pushrods. | | | | | | | | | | | | | | |
| (d) Rubstrips common to the aft flap support tracks, and common to the inboard and outboard edge program tracks. | | | | | | | | | | | | | | |
| (e) Inboard and outboard aft flap track rollers. | | | | | | | | | | | | | | |
| SUBTASK 27-51-00-410-012 | | | | | | | | | | | | | | |
| (5) Install the leading edge skin panel [2] on the main flap [1] forward of the carriage: | | | | | | | | | | | | | | |
| (a) Close these access panels: <table><thead><tr><th><u>Number</u></th><th><u>Name/Location</u></th></tr></thead><tbody><tr><td>567BT</td><td>Flap, Forward Carriage Bearing And Fitting</td></tr><tr><td>567ET</td><td>Flap, Forward Carriage Bearing And Fitting</td></tr><tr><td>667BT</td><td>Flap, Forward Carriage Bearing And Fitting</td></tr><tr><td>667ET</td><td>Flap, Forward Carriage Bearing And Fitting</td></tr></tbody></table> | | | | <u>Number</u> | <u>Name/Location</u> | 567BT | Flap, Forward Carriage Bearing And Fitting | 567ET | Flap, Forward Carriage Bearing And Fitting | 667BT | Flap, Forward Carriage Bearing And Fitting | 667ET | Flap, Forward Carriage Bearing And Fitting | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | |
| 567BT | Flap, Forward Carriage Bearing And Fitting | | | | | | | | | | | | | |
| 567ET | Flap, Forward Carriage Bearing And Fitting | | | | | | | | | | | | | |
| 667BT | Flap, Forward Carriage Bearing And Fitting | | | | | | | | | | | | | |
| 667ET | Flap, Forward Carriage Bearing And Fitting | | | | | | | | | | | | | |
| (b) Put the leading edge skin panel [2] in its location on the leading edge of the main flap [1]. | | | | | | | | | | | | | | |
| (c) Apply compound, C00528 to the holes for the bolts [3]. | | | | | | | | | | | | | | |
| (d) Install the bolts [3] to attach the leading edge skin panel [2]. | | | | | | | | | | | | | | |
| (e) Apply sealant, A00247 to fill all of the clearances around the leading edge skin panel [2] that are more than 0.05 inch (1.27 millimeters). | | | | | | | | | | | | | | |
| C. Inboard Flap Inspection | | | | | | | | | | | | | | |
| (Figure 2) | | | | | | | | | | | | | | |
| SUBTASK 27-51-00-210-007 | | | | | | | | | | | | | | |
| (1) At the outboard flap support for the inboard flap, do a detailed visual inspection of these items: | | | | | | | | | | | | | | |
| <u>NOTE:</u> These are flap supports No. 3 and 6. | | | | | | | | | | | | | | |
| (a) Aft flap drive rod and crankshaft | | | | | | | | | | | | | | |
| (b) Carriage rollers | | | | | | | | | | | | | | |
| SUBTASK 27-51-00-210-008 | | | | | | | | | | | | | | |
| (2) At the inboard flap support for the inboard flap, do a detailed visual inspection of these items: | | | | | | | | | | | | | | |
| <u>NOTE:</u> These are flap supports No. 4 and 5. | | | | | | | | | | | | | | |
| (a) Carriage rollers | | | | | | | | | | | | | | |
| SUBTASK 27-51-00-210-009 | | | | | | | | | | | | | | |
| (3) At the inboard aft flap, do a detailed visual inspection of these items: | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM | |
| | | D633A109-AKS 27-172-02-01 | Page 3 of 15 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-02-01 | |
|--|-------------|---------|------------------|--|------|
| (a) Aft flap track attachments. <u>NOTE:</u> There are two aft flap tracks on the inboard flap. (b) Inboard and outboard programming rollers. (c) Inboard and outboard aft flap pushrods. (d) Rubstrips common to the aft flap support tracks, and common to the inboard and outboard edge program tracks. (e) Inboard and outboard aft flap track rollers. | | | | MECH | INSP |

SUBTASK 27-51-00-440-006

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

SUBTASK 27-51-00-010-014

- (5) Retract the trailing edge flaps to the retracted position. To retract the flaps, do this task:
-
- Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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Feb 15/2015

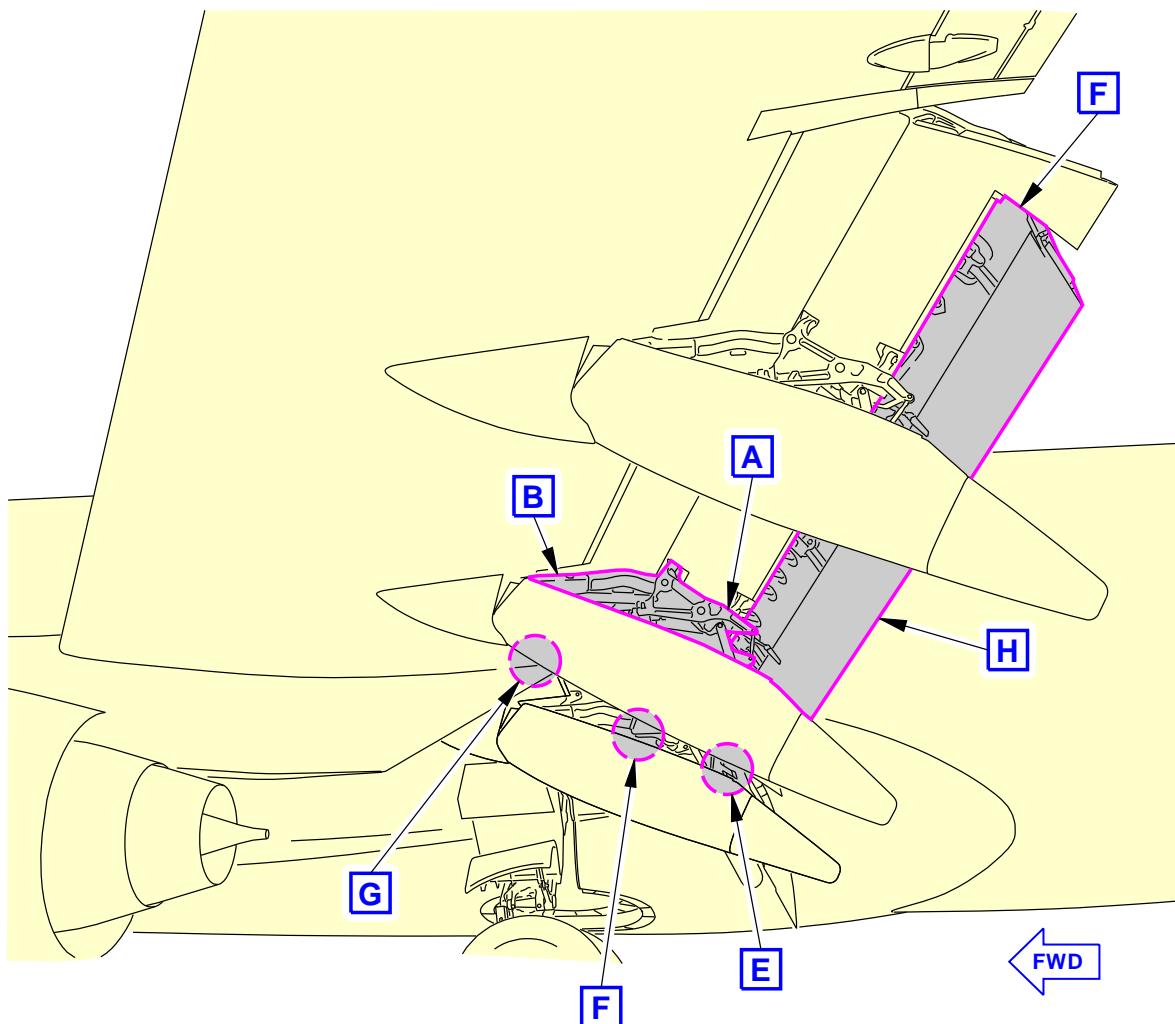
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-02-01**LEFT WING
(RIGHT WING IS EQUIVALENT)****Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 1 of 7)**

H00688 S0006569906_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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Jun 15/2015

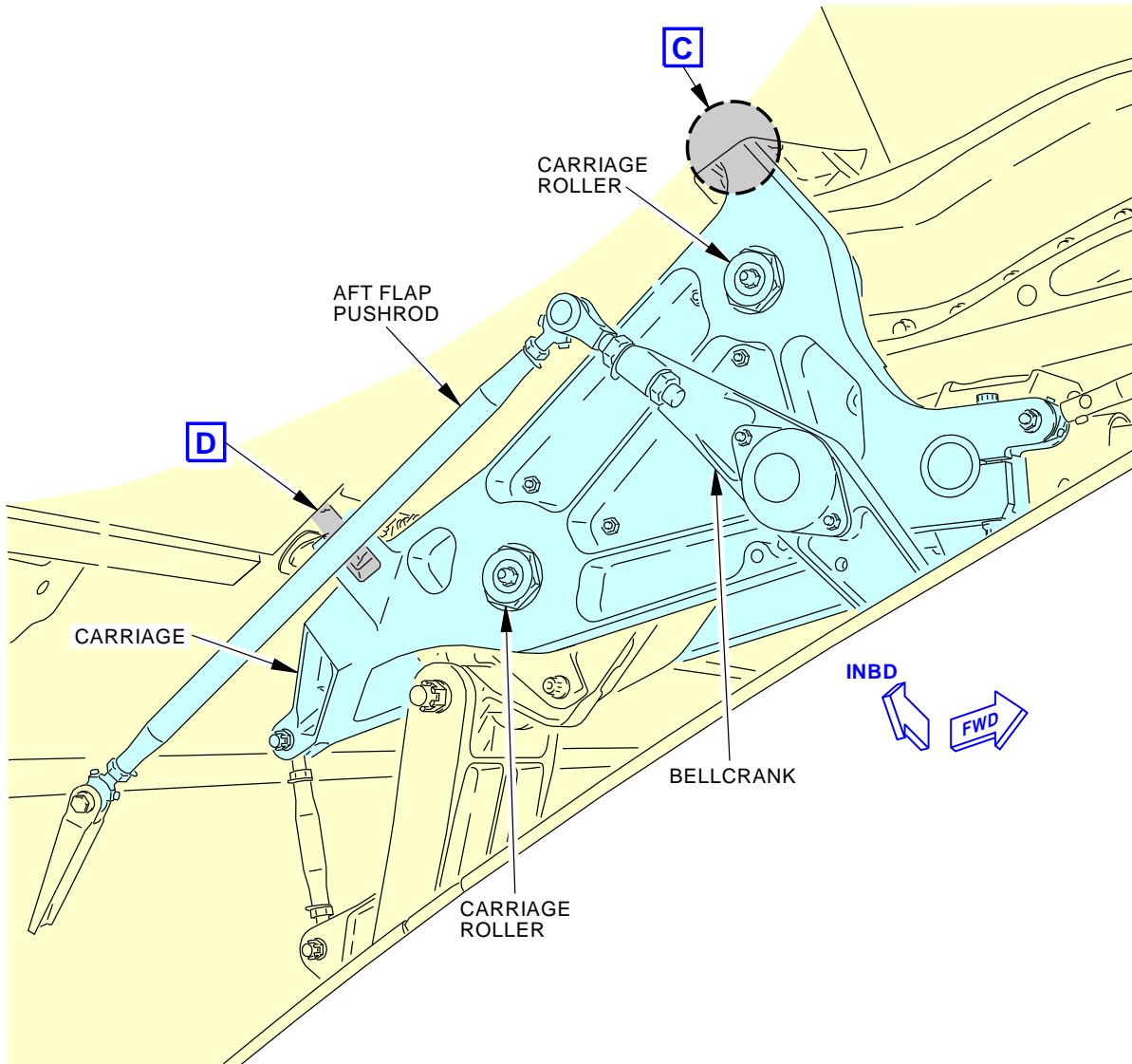
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-02-01OUTBOARD FLAP INBOARD FLAP SUPPORT
(OUTBOARD FLAP OUTBOARD FLAP SUPPORT IS EQUIVALENT)**A**

H00695 S0006569907_V2

Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 2 of 7)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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Jun 15/2015

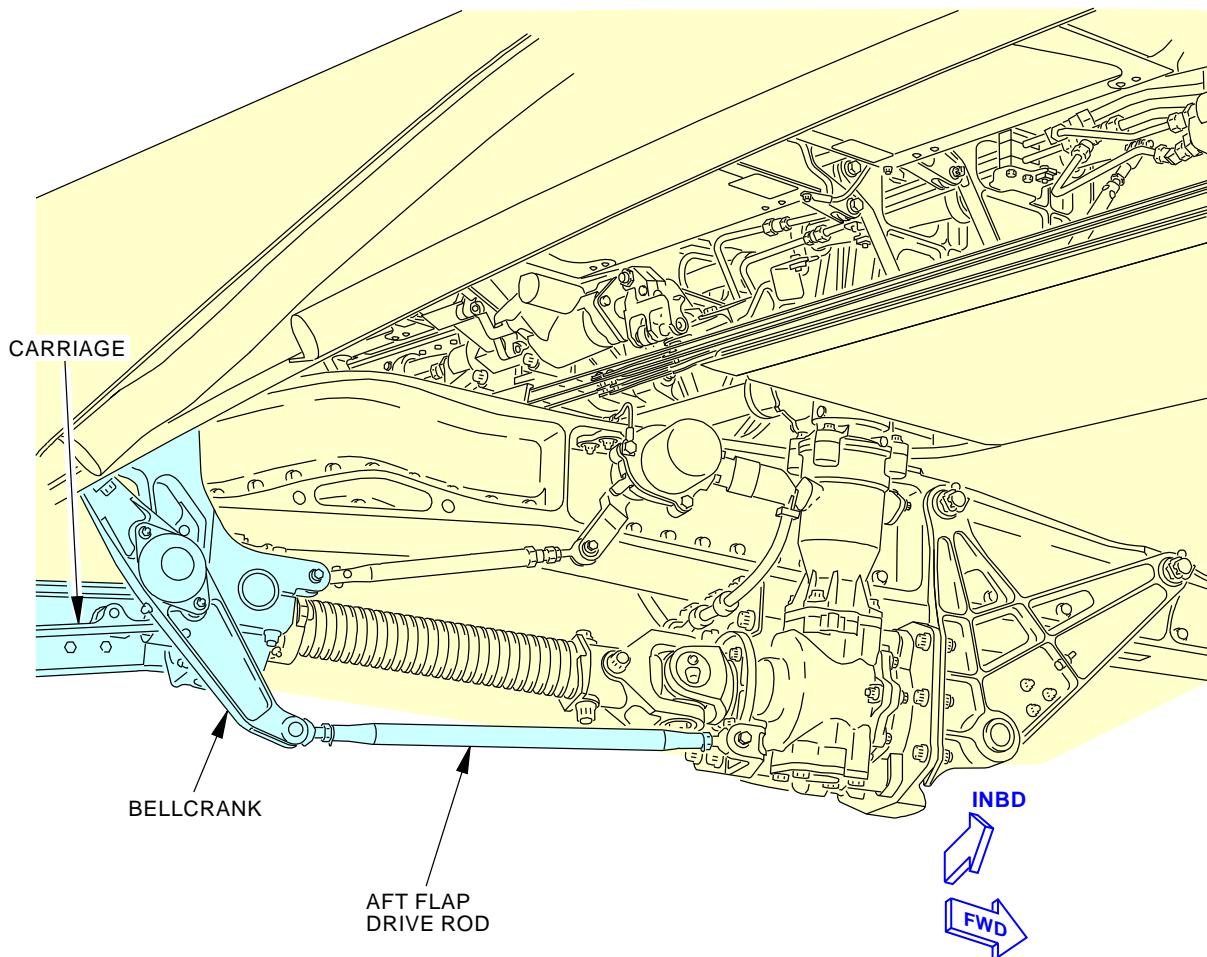
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-02-01

**OUTBOARD FLAP INBOARD FLAP SUPPORT
(OUTBOARD FLAP OUTBOARD FLAP SUPPORT IS EQUIVALENT)**

B

H00696 S0006569908_V2

**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 3 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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Jun 15/2015

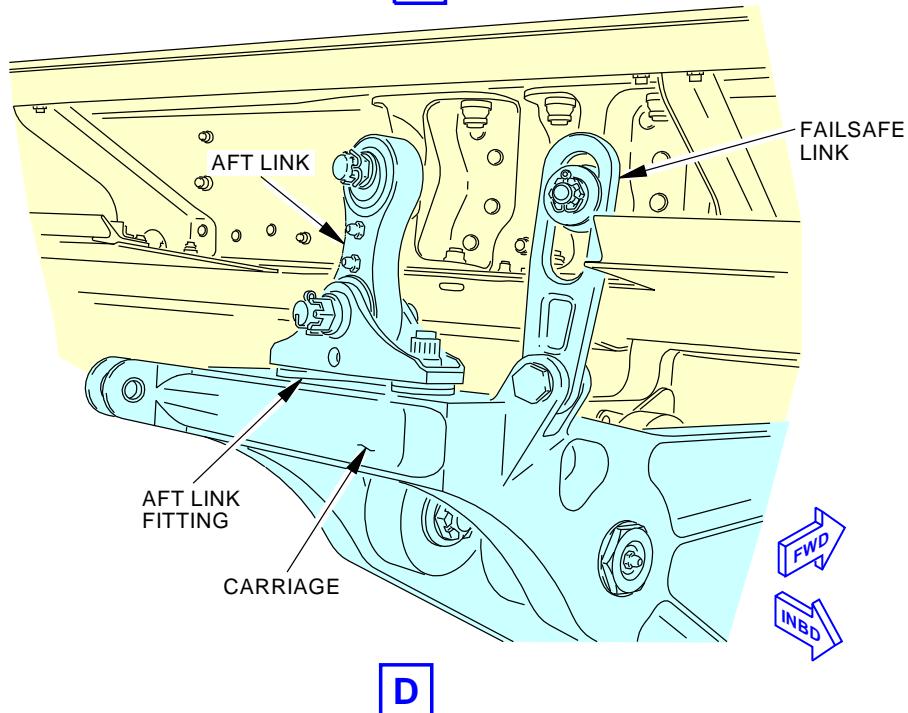
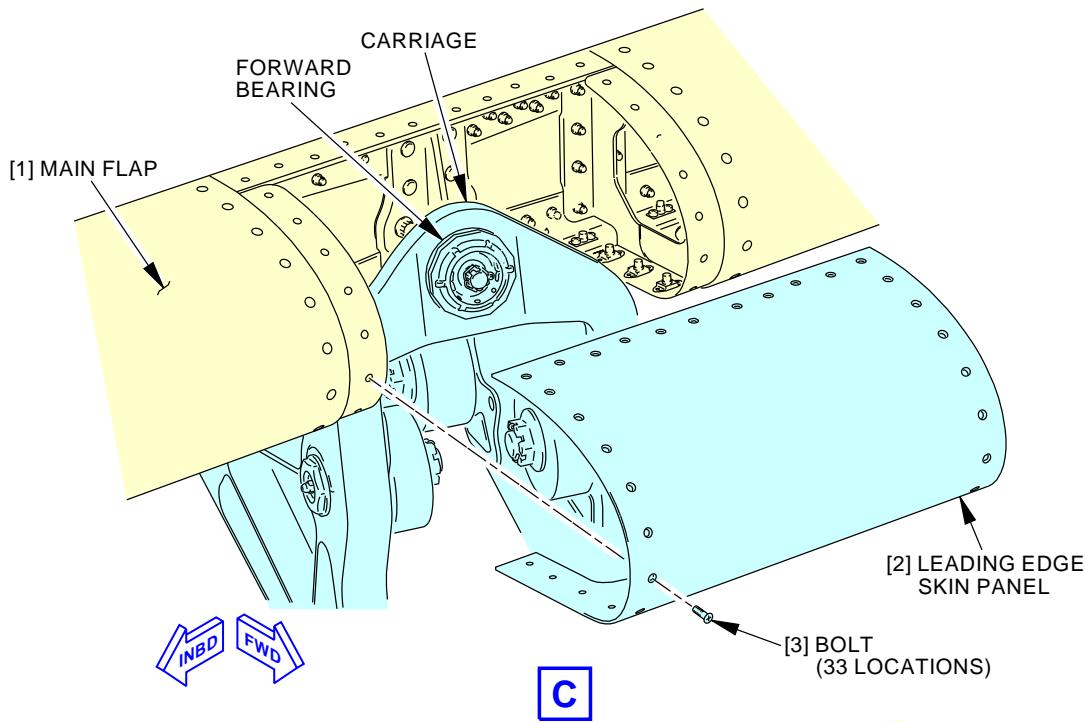
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-02-01

Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 4 of 7)

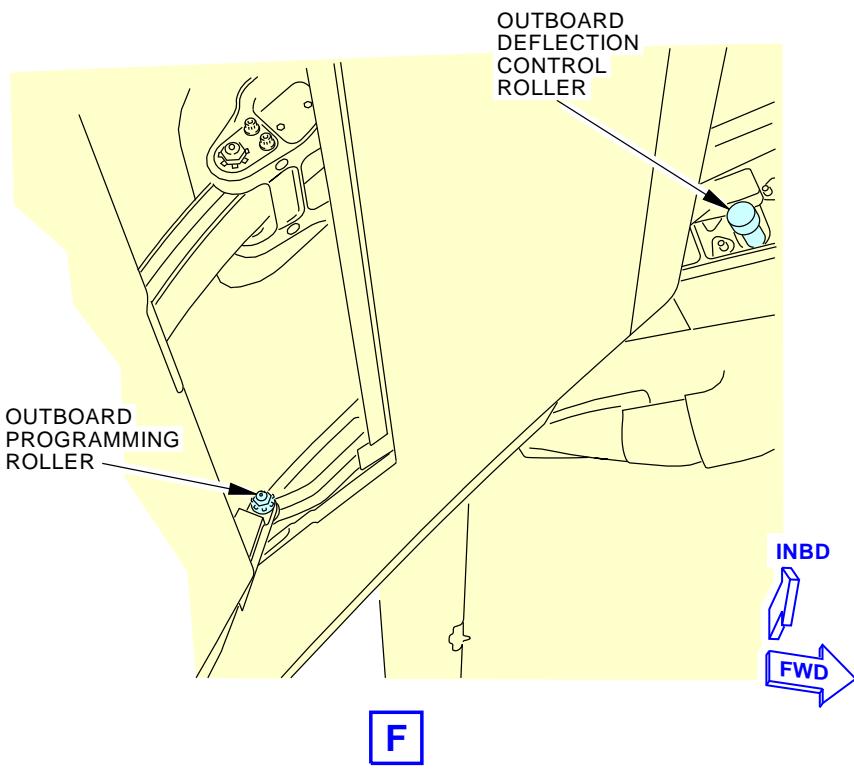
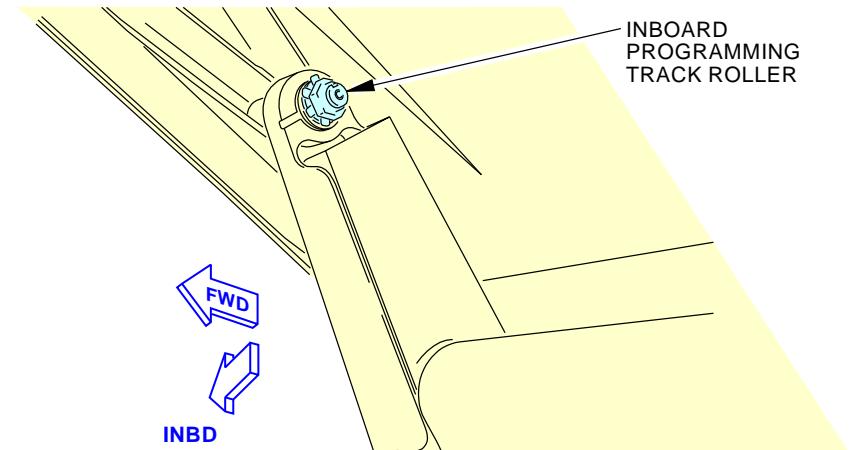
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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-02-01 |



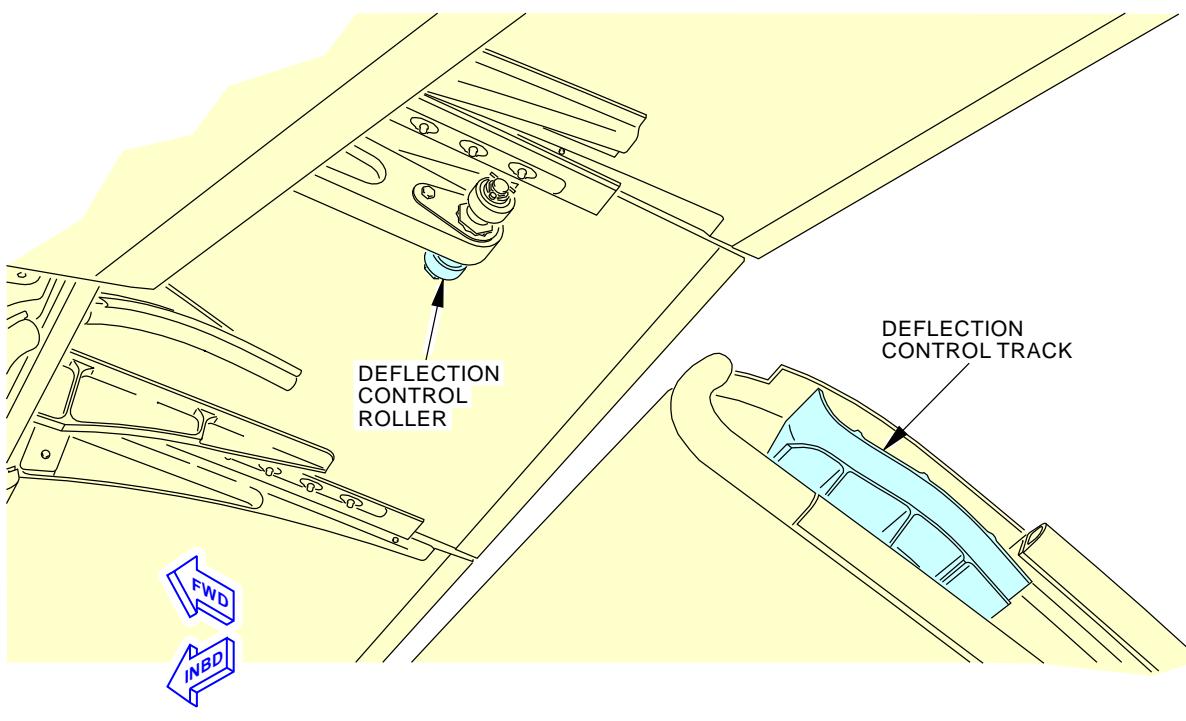
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**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 5 of 7)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-02-01 |



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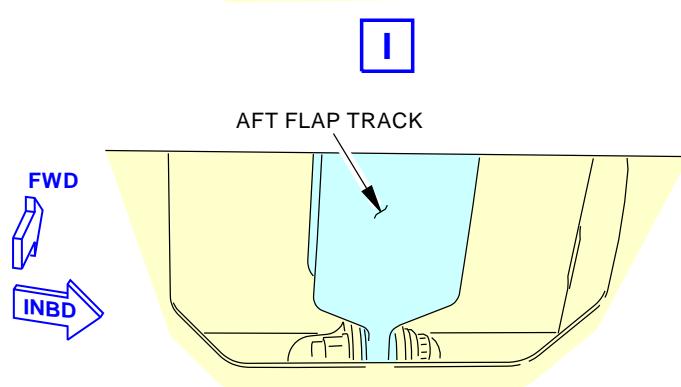
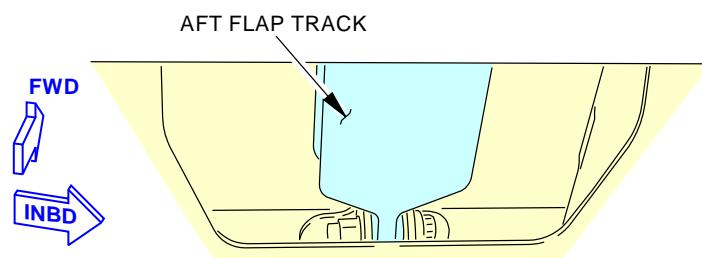
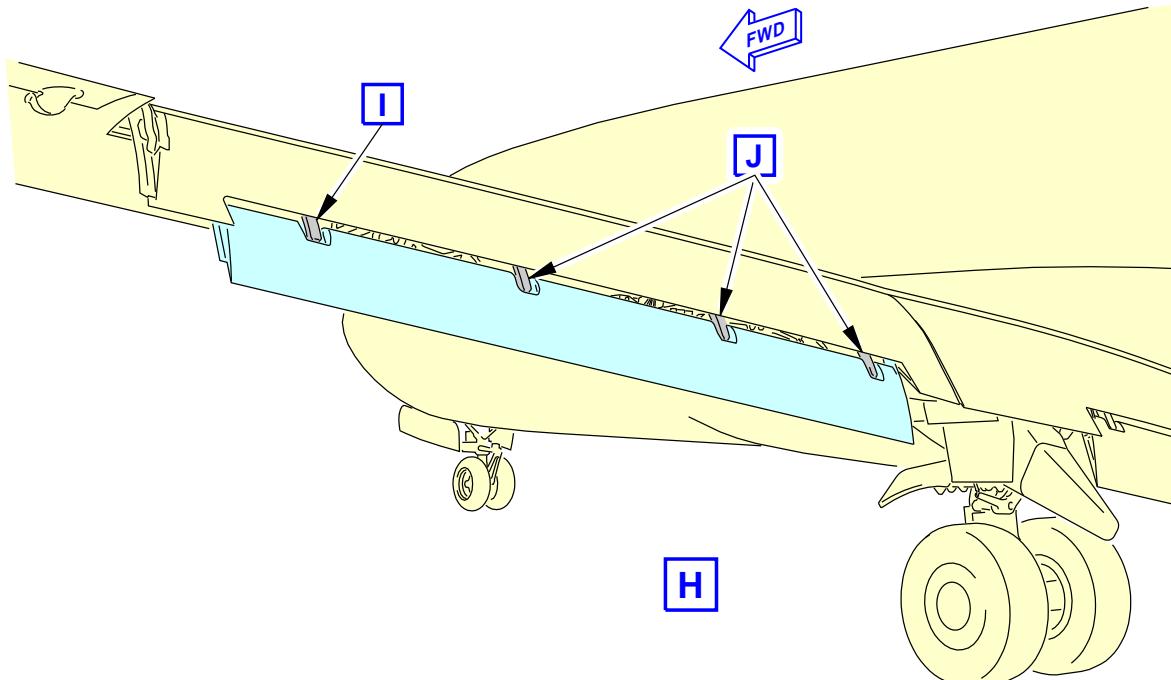
**Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 6 of 7)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-172-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



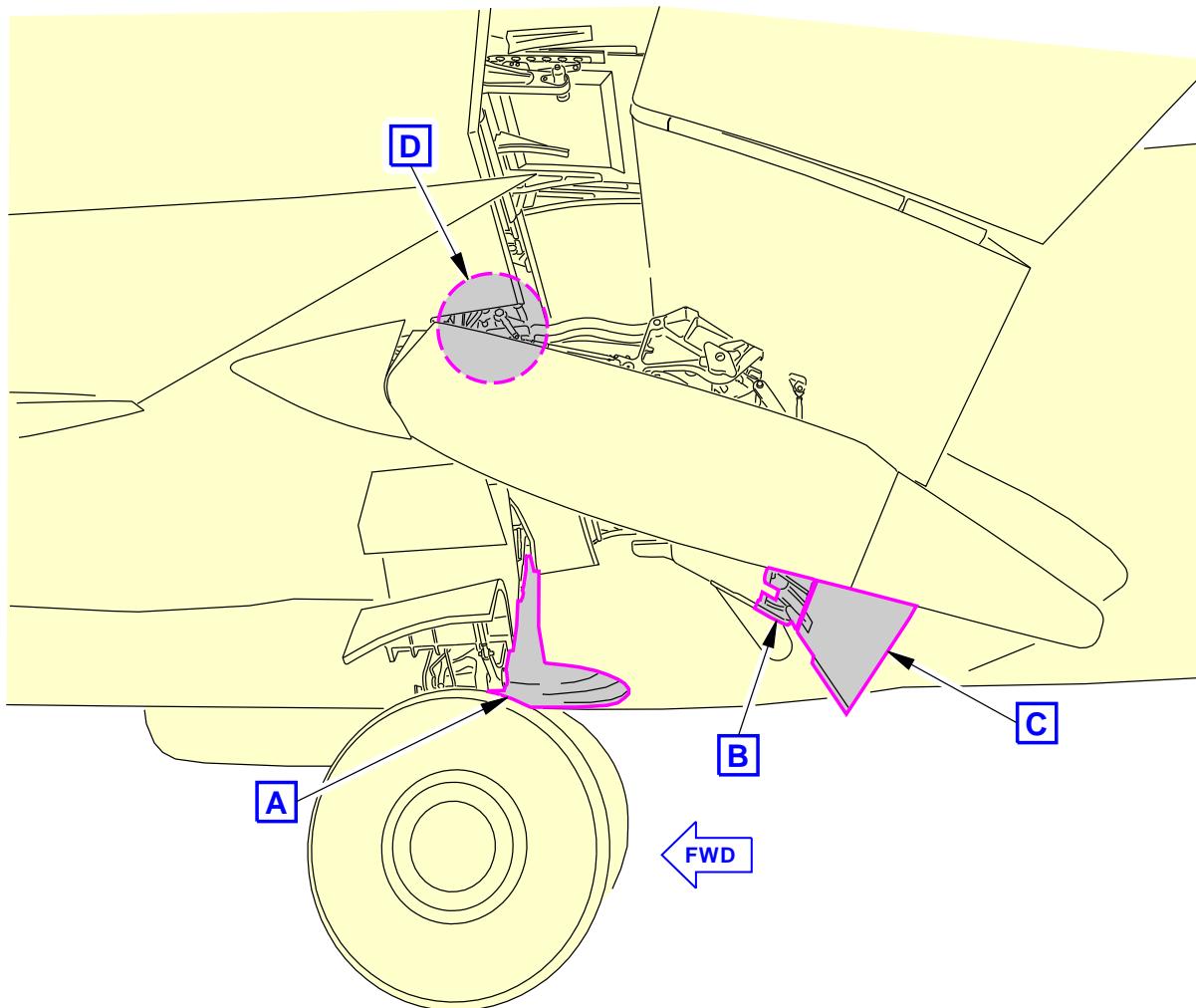
Outboard Trailing Edge Flap Actuation System Inspection
Figure 1 (Sheet 7 of 7)

H01557 S0006569912_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-02-01 |



H01560 S0006569913_V2

**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

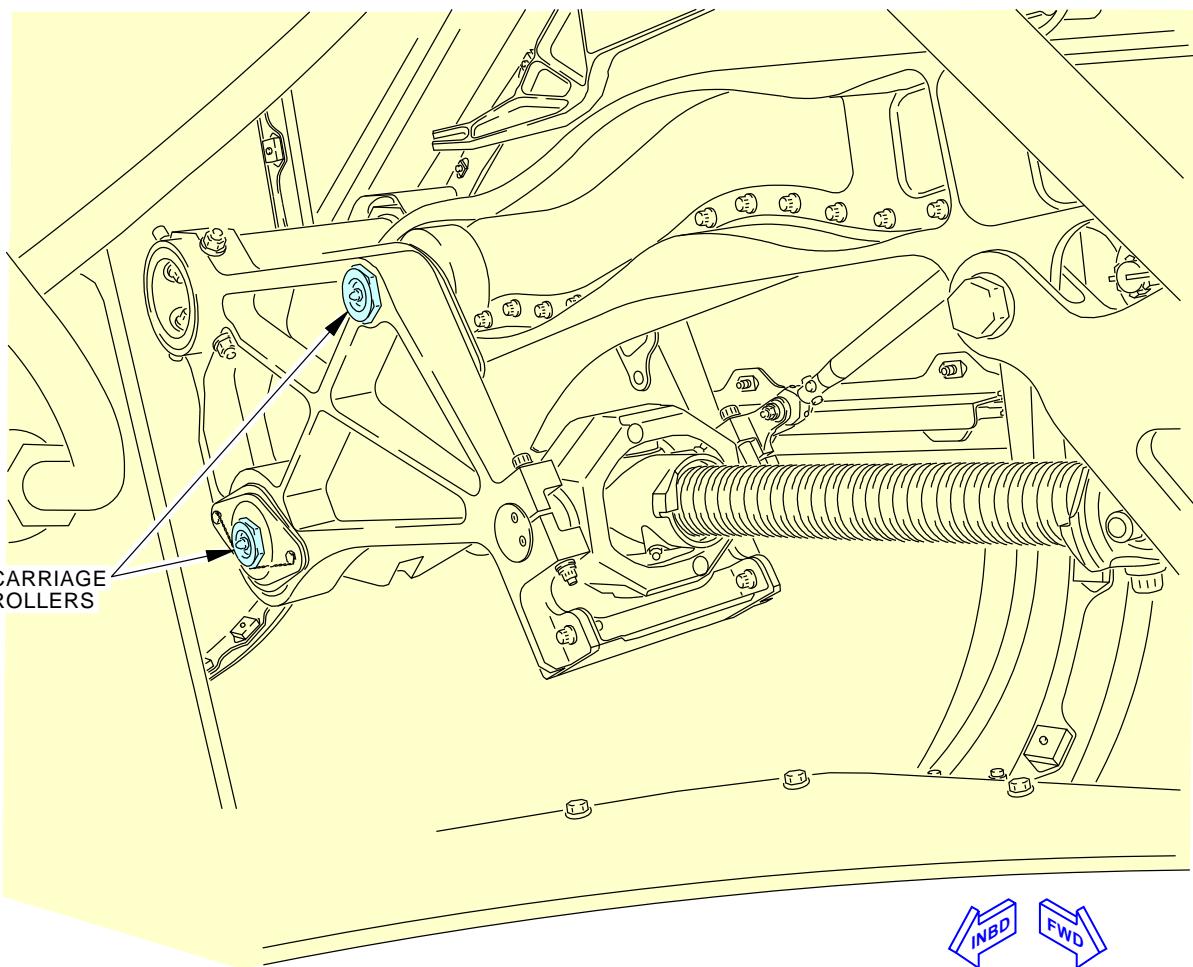
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-172-02-01

H01570 S0006569914_V2

**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 2 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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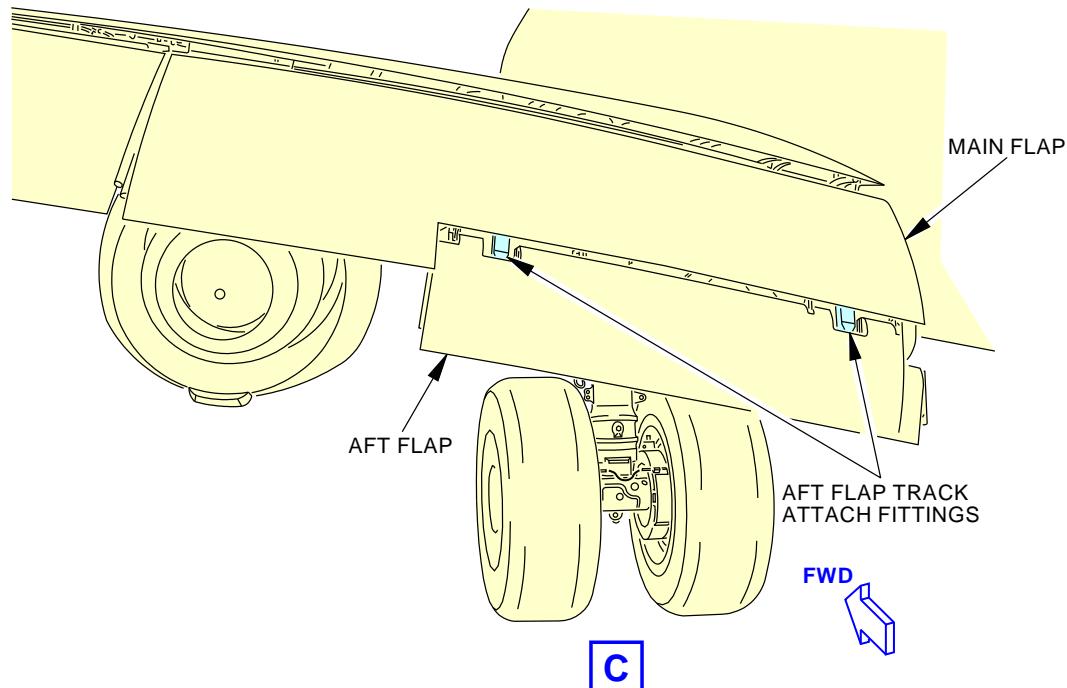
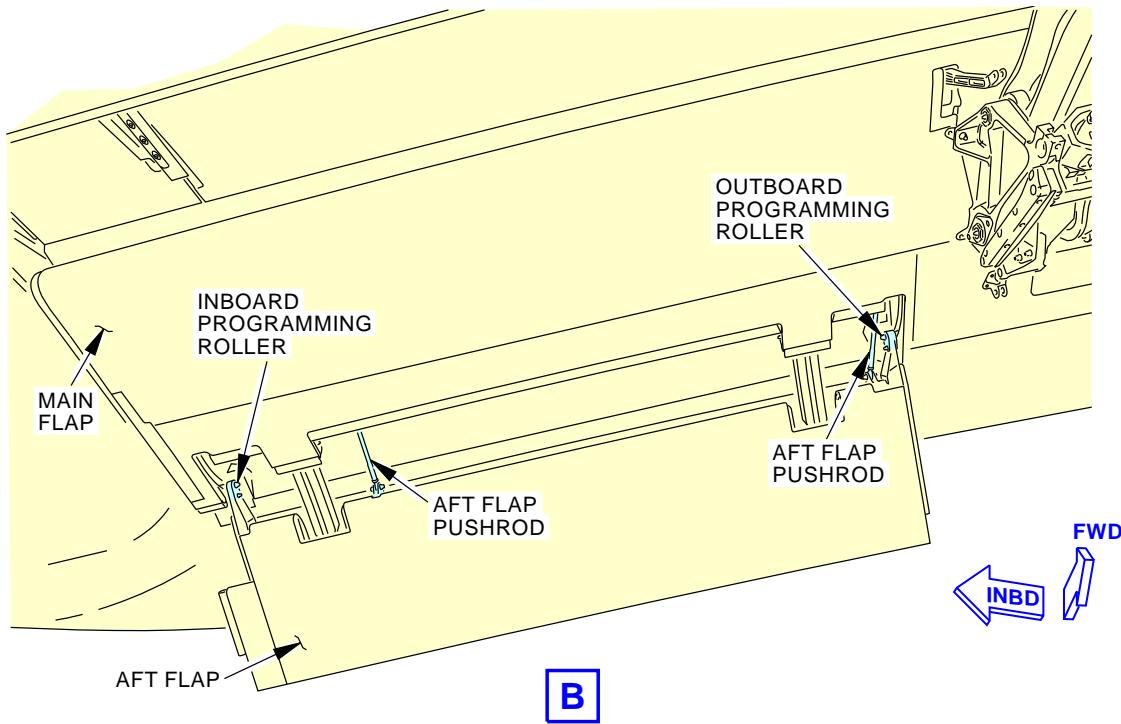
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

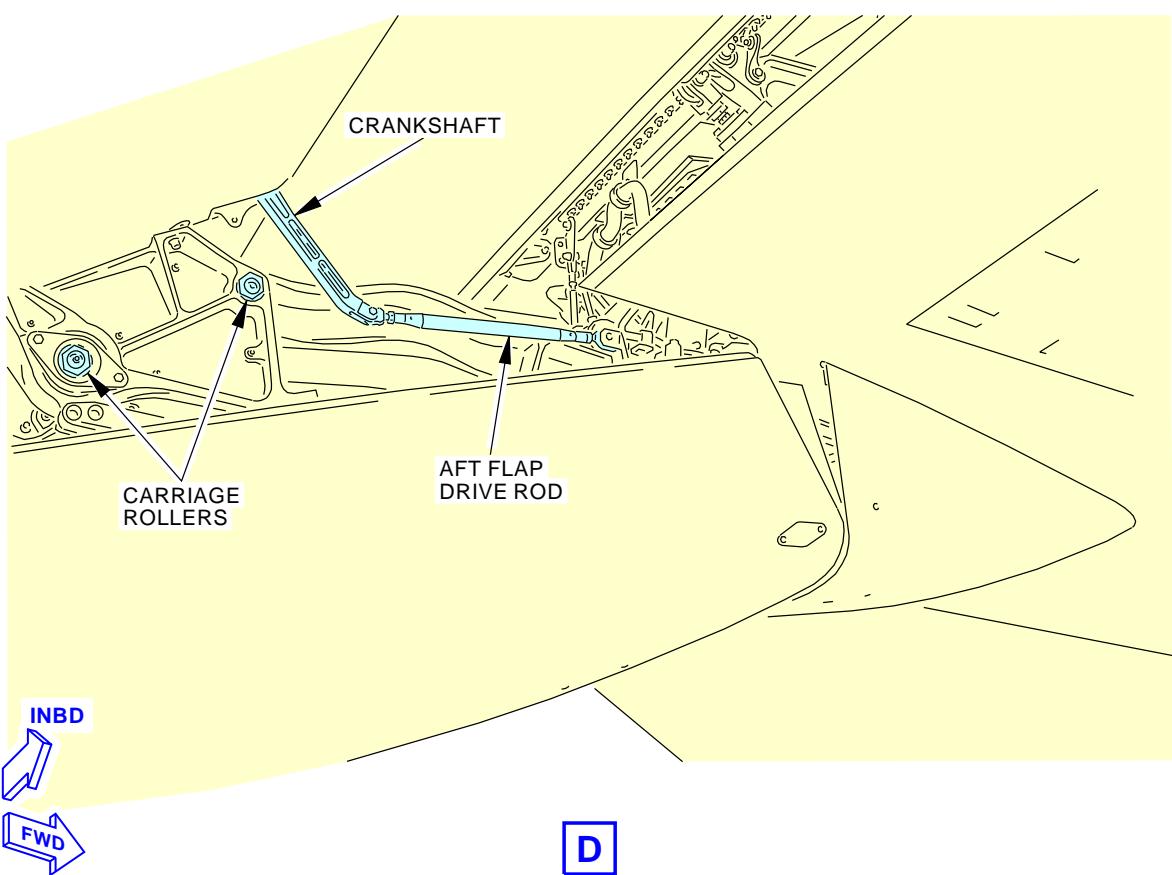
BOEING CARD NO.
27-172-02-01

H01578 S0006569915_V2

Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 3 of 4)EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FLAP ACTUATION SYSTEM**D633A109-AKS
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-172-02-01 |



H01591 S0006569916_V2

**Inboard Trailing Edge Flap Actuation System Inspection
Figure 2 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FLAP ACTUATION SYSTEM |
| | | D633A109-AKS 27-172-02-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-174-01-01 |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 542AB 543AB 544AB | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 542 543 544 |

Lubricate the left wing #'s 1, 2, and 3 trailing edge flap track forward attachment point pins.

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 27-51-18-000-801 | Inboard Flap Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-18-400-801 | Inboard Flap Support Forward Fairing Installation (P/B 401) |
| AMM 27-51-28-000-801 | Outboard Flap Outboard Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-28-000-803 | Outboard Flap Inboard Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-28-400-801 | Outboard Flap Outboard Support Forward Fairing Installation (P/B 401) |
| AMM 27-51-28-400-803 | Outboard Flap Inboard Support Forward Fairing Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-01-01 |

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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. 27-174-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-814

MECH

INSP

1. Inboard Flap Outboard Flap Track Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-014

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

SUBTASK 12-22-51-010-001

- (2) Do this task: Inboard Flap Support Forward Fairing Removal, AMM TASK 27-51-18-000-801.

B. Inboard Flap Outboard Flap Track Lubrication

(Table 1)

SUBTASK 12-22-51-640-049

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Inboard Flap Outboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-035

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-001

- (1) Do this task: Inboard Flap Support Forward Fairing Installation, AMM TASK 27-51-18-400-801.

SUBTASK 12-22-51-440-014

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-01-01 |

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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. 27-174-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-815

MECH

INSP

2. Outboard Flap Inboard Flap Track Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-015

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

SUBTASK 12-22-51-010-002

- (2) Do this task: Outboard Flap Inboard Support Forward Fairing Removal, AMM TASK 27-51-28-000-803.

B. Outboard Flap Inboard Flap Track Lubrication

(Table 2)

SUBTASK 12-22-51-640-050

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Outboard Flap Inboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-036

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-002

- (1) Do this task: Outboard Flap Inboard Support Forward Fairing Installation, AMM TASK 27-51-28-400-803.

SUBTASK 12-22-51-440-015

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-01-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-174-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-816

MECH

INSP

3. Outboard Flap Outboard Flap Track Lubrication

(Figure 3)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-016

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

SUBTASK 12-22-51-010-003

- (2) Do this task: Outboard Flap Outboard Support Forward Fairing Removal, AMM TASK 27-51-28-000-801.

B. Outboard Flap Outboard Flap Track Lubrication

(Table 3)

SUBTASK 12-22-51-640-051

- (1) This table supplies data for the subsequent lubrication step:

Table 3 Outboard Flap Outboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-037

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-003

- (1) Do this task: Outboard Flap Outboard Support Forward Fairing Installation, AMM TASK 27-51-28-400-801.

SUBTASK 12-22-51-440-016

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

— END OF TASK —

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN | |
| | | D633A109-AKS 27-174-01-01 | Page 4 of 7 Feb 15/2015 |

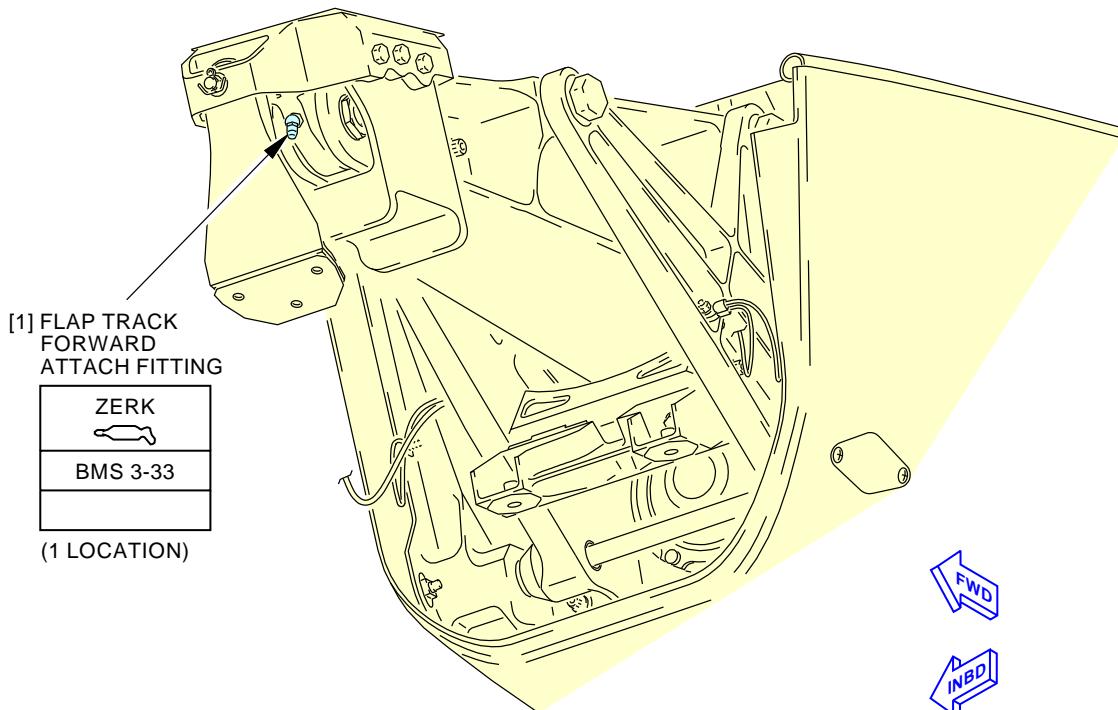
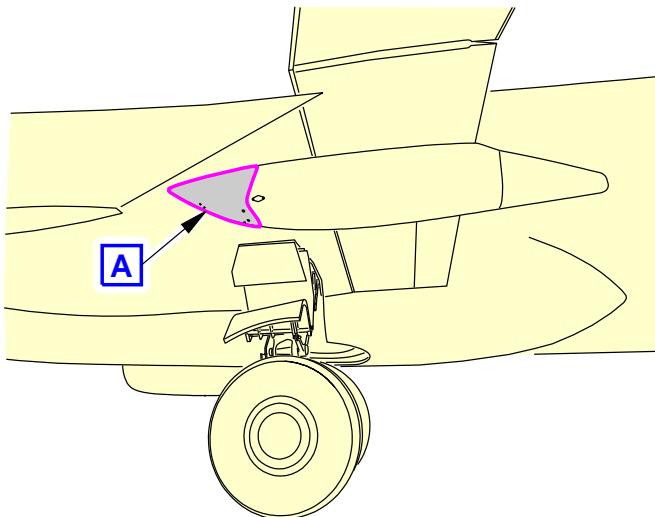
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-01-01**Inboard Flap Outboard Flap Track Servicing
Figure 1**

G30661 S0006561577_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN****D633A109-AKS
27-174-01-01****Page 5 of 7
Jun 15/2015**

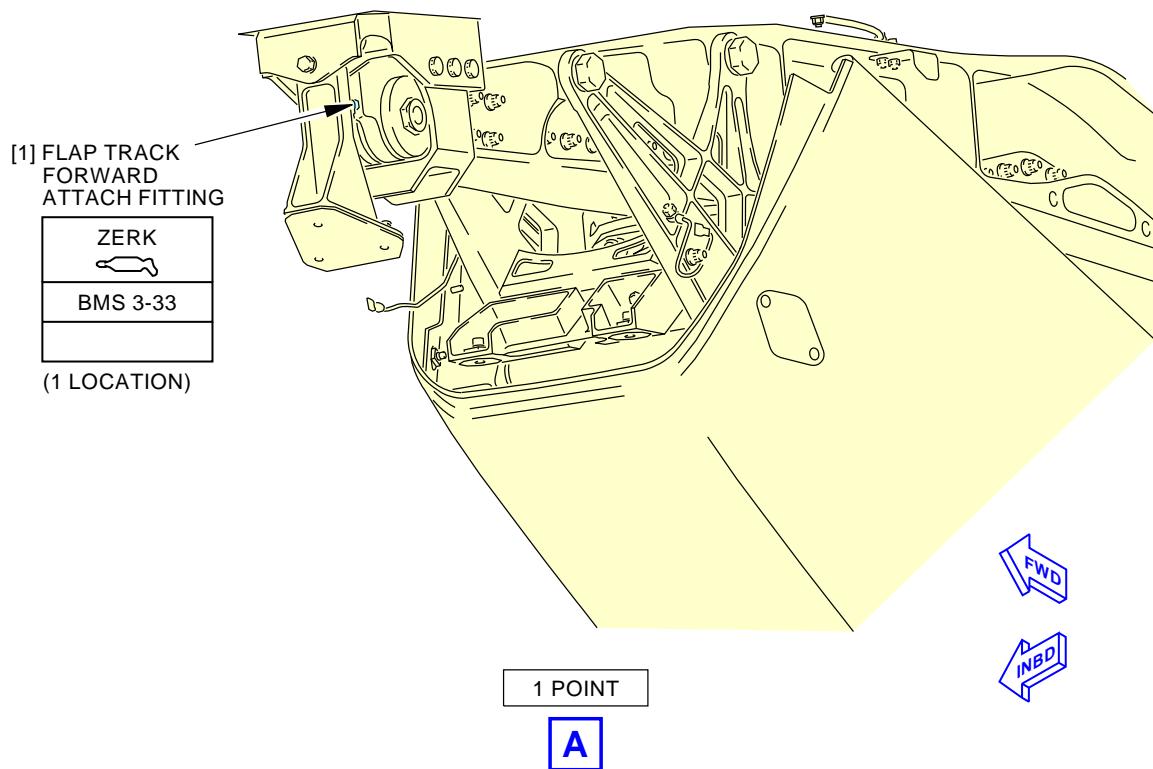
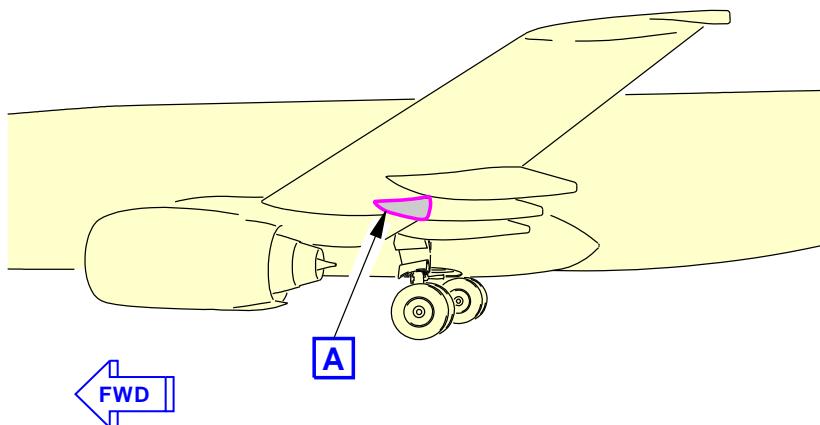
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-01-01

G31085 S0006561580_V2

**Outboard Flap Inboard Flap Track Servicing
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN****D633A109-AKS
27-174-01-01****Page 6 of 7
Jun 15/2015**

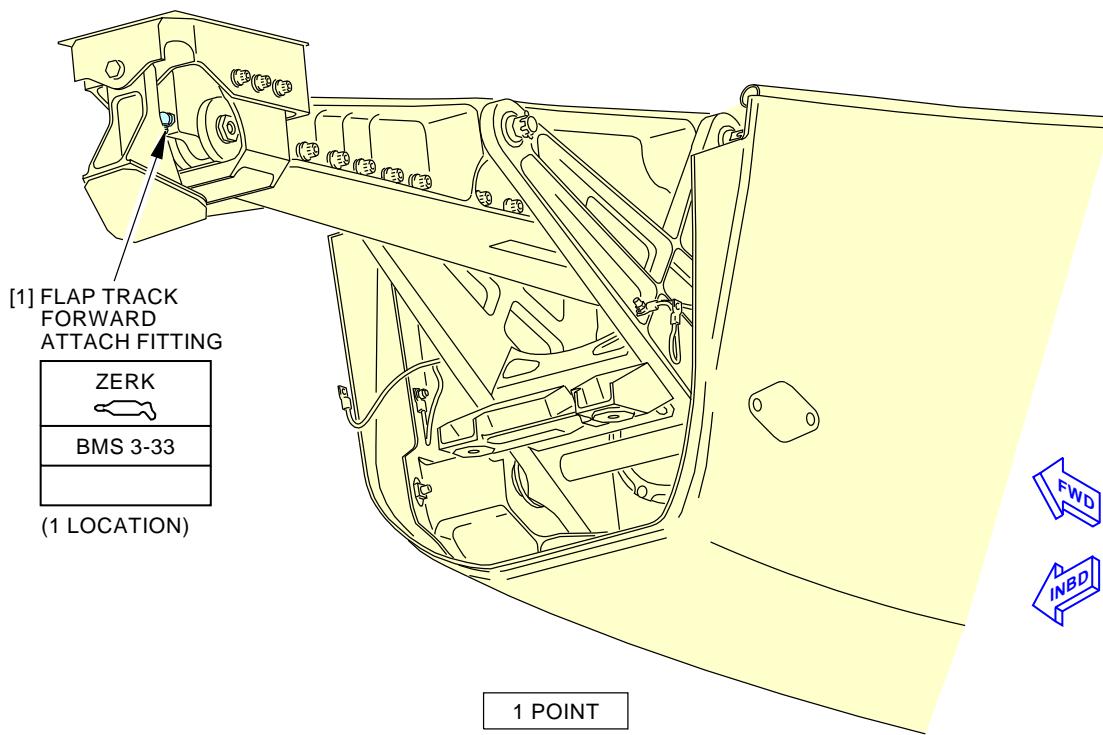
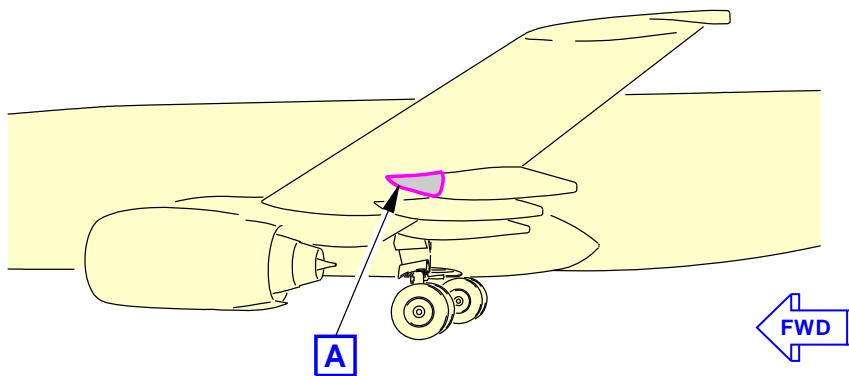
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-01-01

G31162 S0006561583_V2

**Outboard Flap Outboard Flap Track Servicing
Figure 3**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-01-01 |

Page 7 of 7
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-174-02-01 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 642AB 643AB 644AB | | | ZONE 642 643 644 |
| | | | | | |

Lubricate the right wing #'s 6, 7, and 8 trailing edge flap track forward attachment point pins.

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 27-51-18-000-801 | Inboard Flap Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-18-400-801 | Inboard Flap Support Forward Fairing Installation (P/B 401) |
| AMM 27-51-28-000-801 | Outboard Flap Outboard Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-28-000-803 | Outboard Flap Inboard Support Forward Fairing Removal (P/B 401) |
| AMM 27-51-28-400-801 | Outboard Flap Outboard Support Forward Fairing Installation (P/B 401) |
| AMM 27-51-28-400-803 | Outboard Flap Inboard Support Forward Fairing Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-174-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-814

MECH

INSP

1. Inboard Flap Outboard Flap Track Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-014

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

SUBTASK 12-22-51-010-001

- (2) Do this task: Inboard Flap Support Forward Fairing Removal, AMM TASK 27-51-18-000-801.

B. Inboard Flap Outboard Flap Track Lubrication

(Table 1)

SUBTASK 12-22-51-640-049

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Inboard Flap Outboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-035

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-001

- (1) Do this task: Inboard Flap Support Forward Fairing Installation, AMM TASK 27-51-18-400-801.

SUBTASK 12-22-51-440-014

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

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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. 27-174-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-815

MECH

INSP

2. Outboard Flap Inboard Flap Track Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-015

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

SUBTASK 12-22-51-010-002

- (2) Do this task: Outboard Flap Inboard Support Forward Fairing Removal, AMM TASK 27-51-28-000-803.

B. Outboard Flap Inboard Flap Track Lubrication

(Table 2)

SUBTASK 12-22-51-640-050

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Outboard Flap Inboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-036

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-002

- (1) Do this task: Outboard Flap Inboard Support Forward Fairing Installation, AMM TASK 27-51-28-400-803.

SUBTASK 12-22-51-440-015

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

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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. 27-174-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-816

MECH

INSP

3. Outboard Flap Outboard Flap Track Lubrication

(Figure 3)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-016

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

SUBTASK 12-22-51-010-003

- (2) Do this task: Outboard Flap Outboard Support Forward Fairing Removal, AMM TASK 27-51-28-000-801.

B. Outboard Flap Outboard Flap Track Lubrication

(Table 3)

SUBTASK 12-22-51-640-051

- (1) This table supplies data for the subsequent lubrication step:

Table 3 Outboard Flap Outboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-037

- (2) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-410-003

- (1) Do this task: Outboard Flap Outboard Support Forward Fairing Installation, AMM TASK 27-51-28-400-801.

SUBTASK 12-22-51-440-016

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

— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

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Feb 15/2015

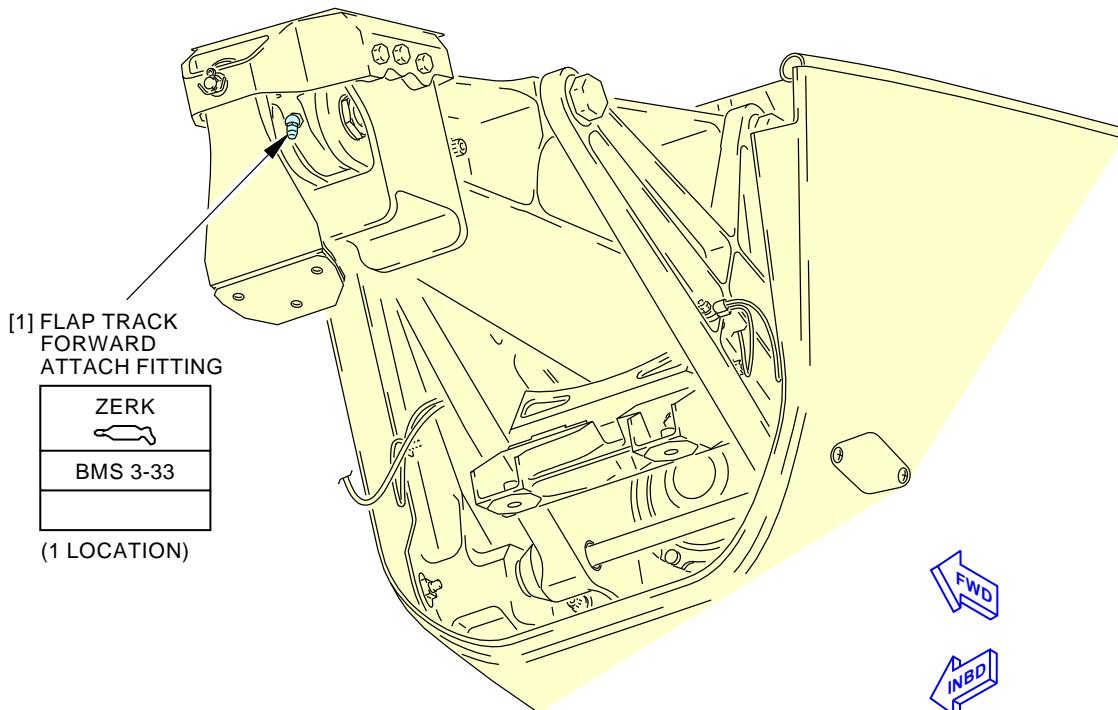
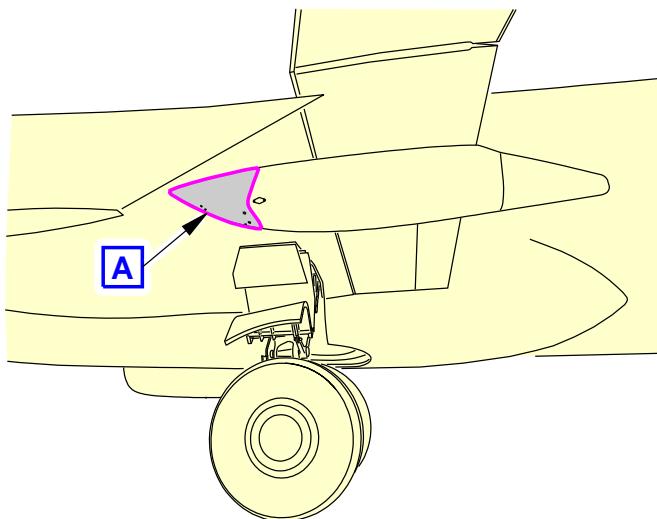
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-02-01**Inboard Flap Outboard Flap Track Servicing
Figure 1**

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

Page 5 of 7
Jun 15/2015

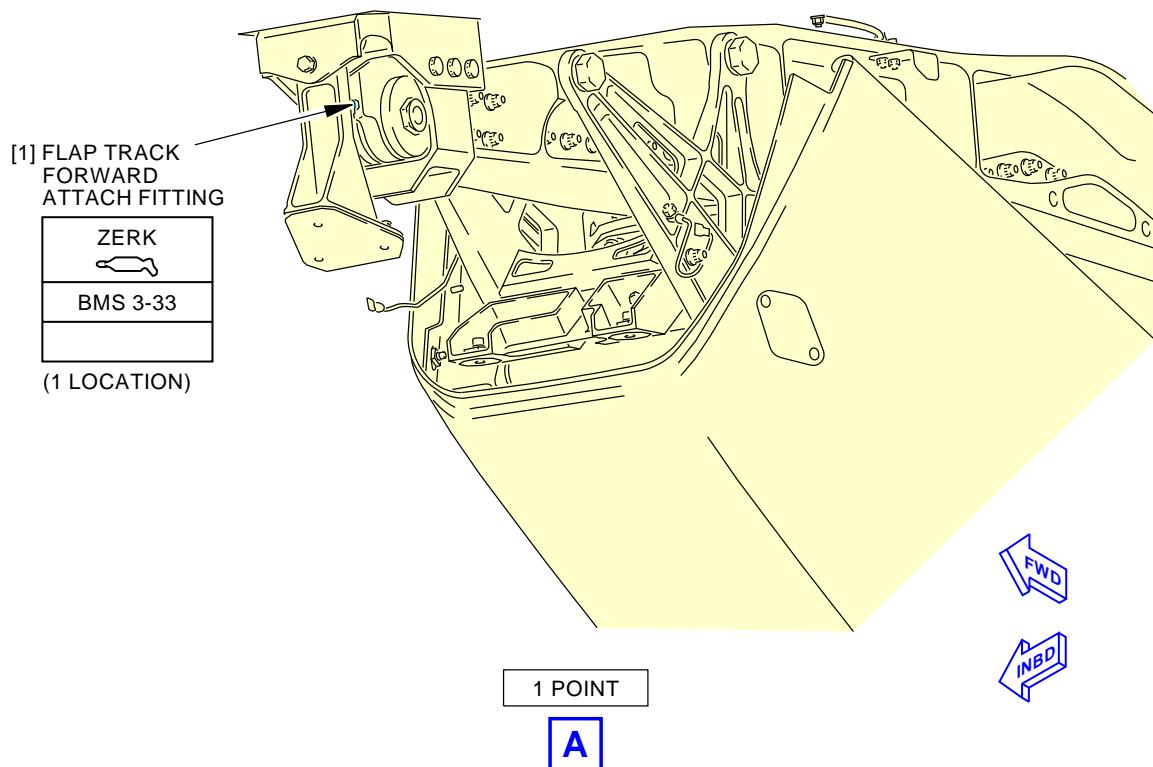
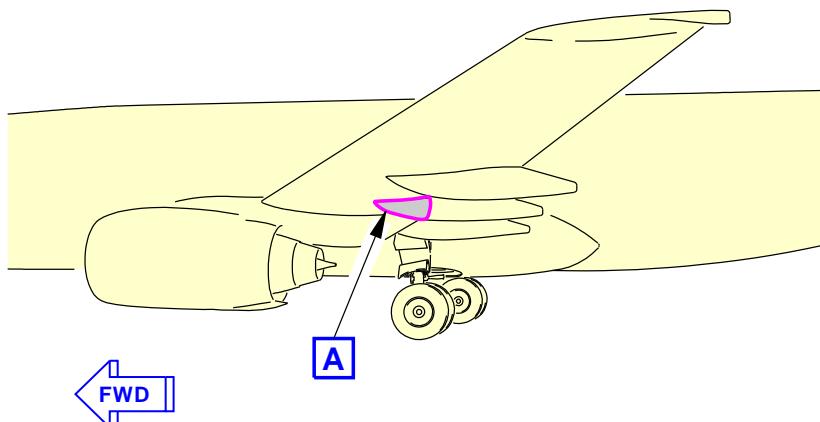
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-02-01

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**Outboard Flap Inboard Flap Track Servicing
Figure 2**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN****D633A109-AKS
27-174-02-01****Page 6 of 7
Jun 15/2015**

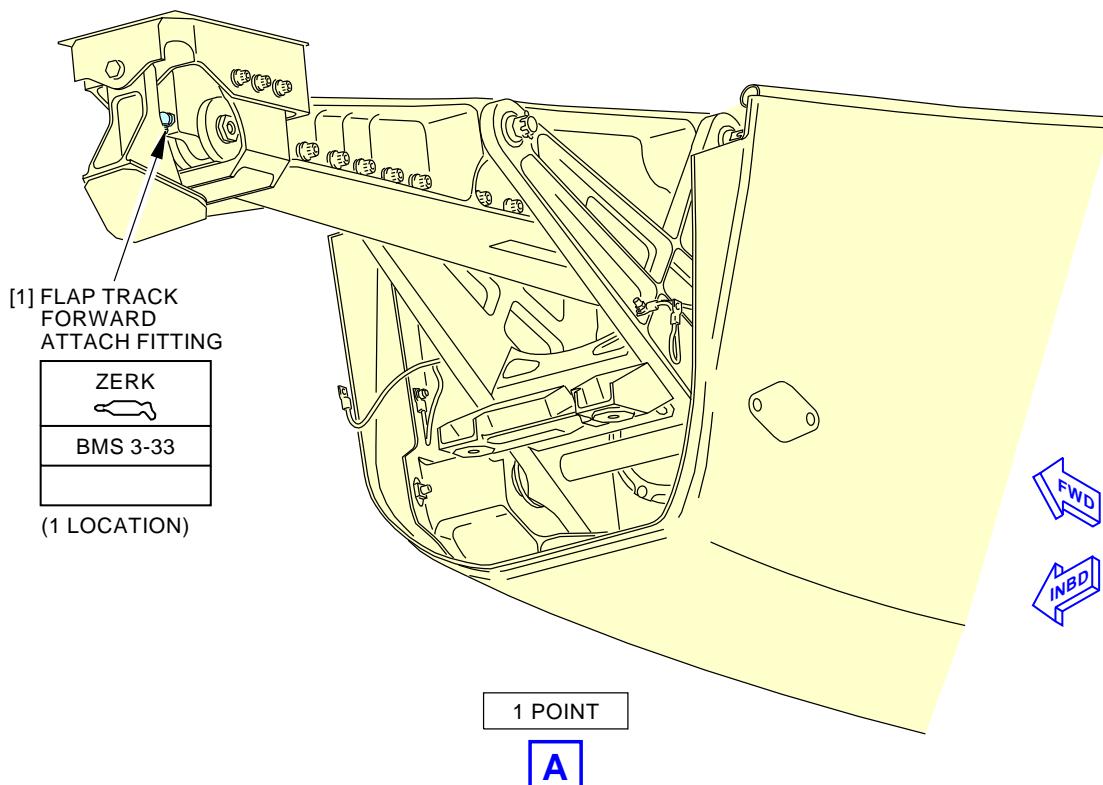
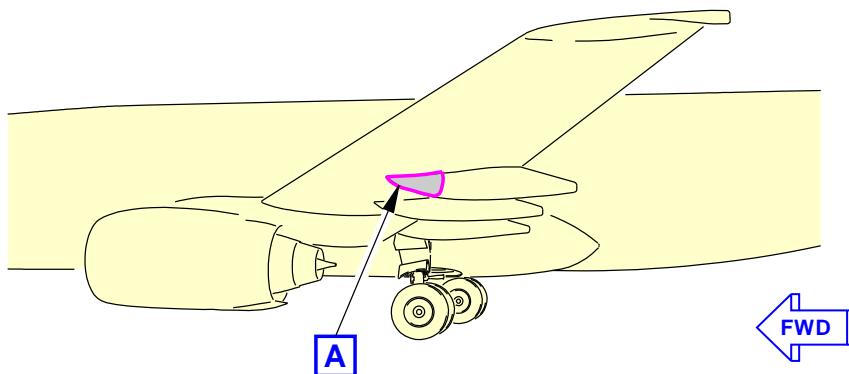
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-174-02-01

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**Outboard Flap Outboard Flap Track Servicing
Figure 3**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING FORWARD FLAP TRACK ATTACHMENT PIN |
| | | D633A109-AKS 27-174-02-01 |

Page 7 of 7
Jun 15/2015

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

| | | | | | |
|-----------------|--------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING INBOARD FLAP TRACK ATTACHMENT FITTING | | | BOEING CARD NO. 27-176-01-01 |
| DATE | TASK LUBRICATE | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA L MAIN W/W | VERSION 1.1 | THRESHOLD 1000 FC | REPEAT 1000 FC | APPLICABILITY AIRPLANE ENGINE ALL ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 553 |
| | | | | | |

Lubricate the left wing #4 inboard flap track attachment fittings.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-176-01-01 |
|--|-----------------------------------|--|----------------------------|--|
| | | | | MECH INSP |
| TASK 12-22-51-640-813 | | | | |
| 1. Inboard Flap Inboard Flap Track Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication SUBTASK 12-22-51-040-013 (1) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801. | | | | |
| B. Inboard Flap Inboard Flap Track Lubrication (Table 1) SUBTASK 12-22-51-640-048 (1) This table supplies data for the subsequent lubrication steps: | | | | |
| Table 1 Inboard Flap Inboard Flap Track Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Flap Track Attach Link | grease, D00633 | Zerk | 2 |
| 2 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |
| SUBTASK 12-22-51-640-033 (2) Lubricate the flap track attachment link with grease, D00633. | | | | |
| SUBTASK 12-22-51-640-034 (3) Lubricate the flap track forward attach fitting with grease, D00633. | | | | |
| C. Put the Airplane Back to Its Usual Condition SUBTASK 12-22-51-440-013 (1) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801. | | | | |
| ———— END OF TASK ——— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING INBOARD FLAP TRACK ATTACHMENT FITTING | | |
| | | D633A109-AKS 27-176-01-01 | Page 2 of 4 Feb 15/2015 | |

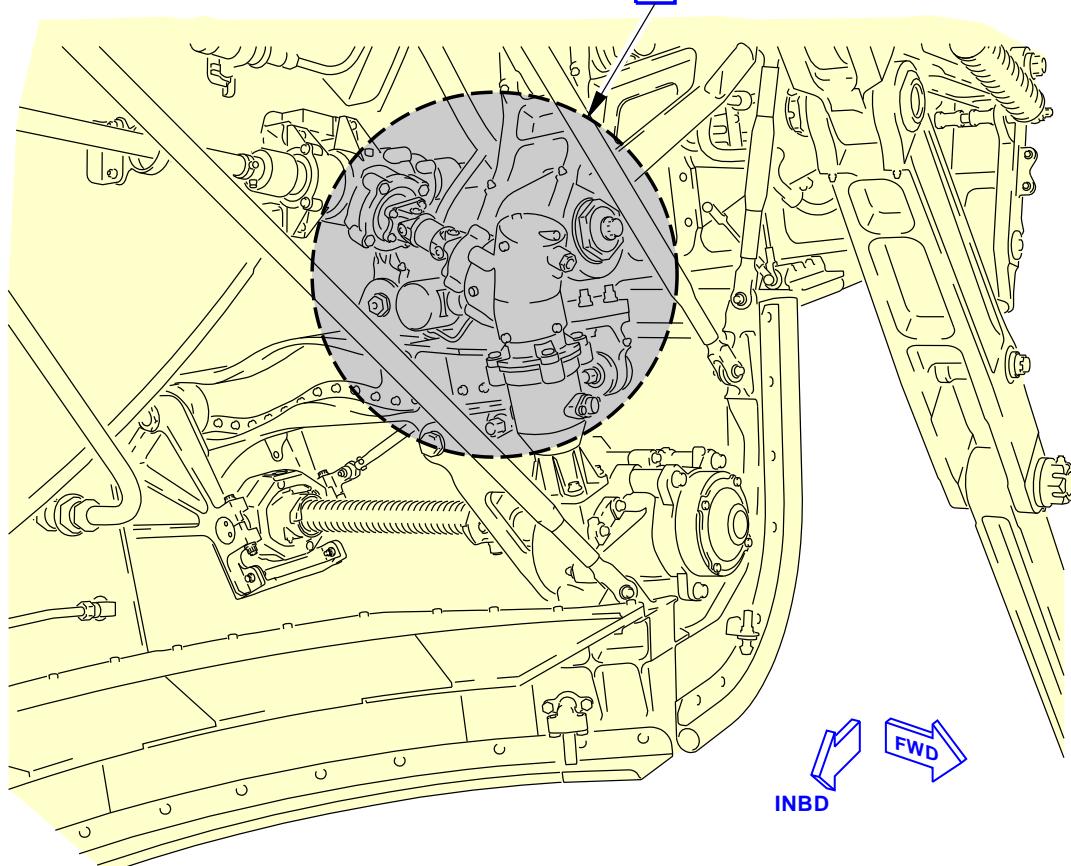
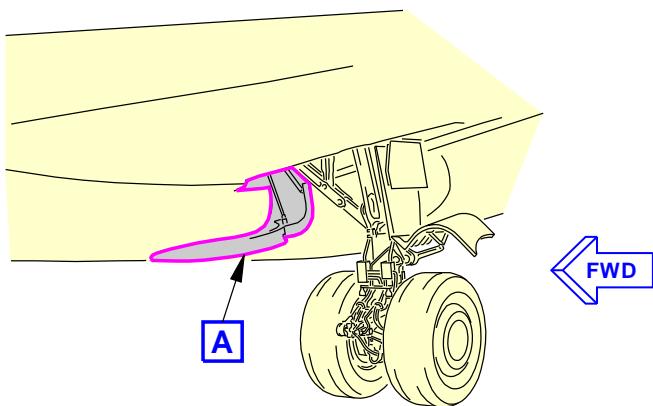
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-176-01-01

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

A

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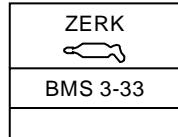
**Inboard Flap Inboard Flap Track Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-01-01 |

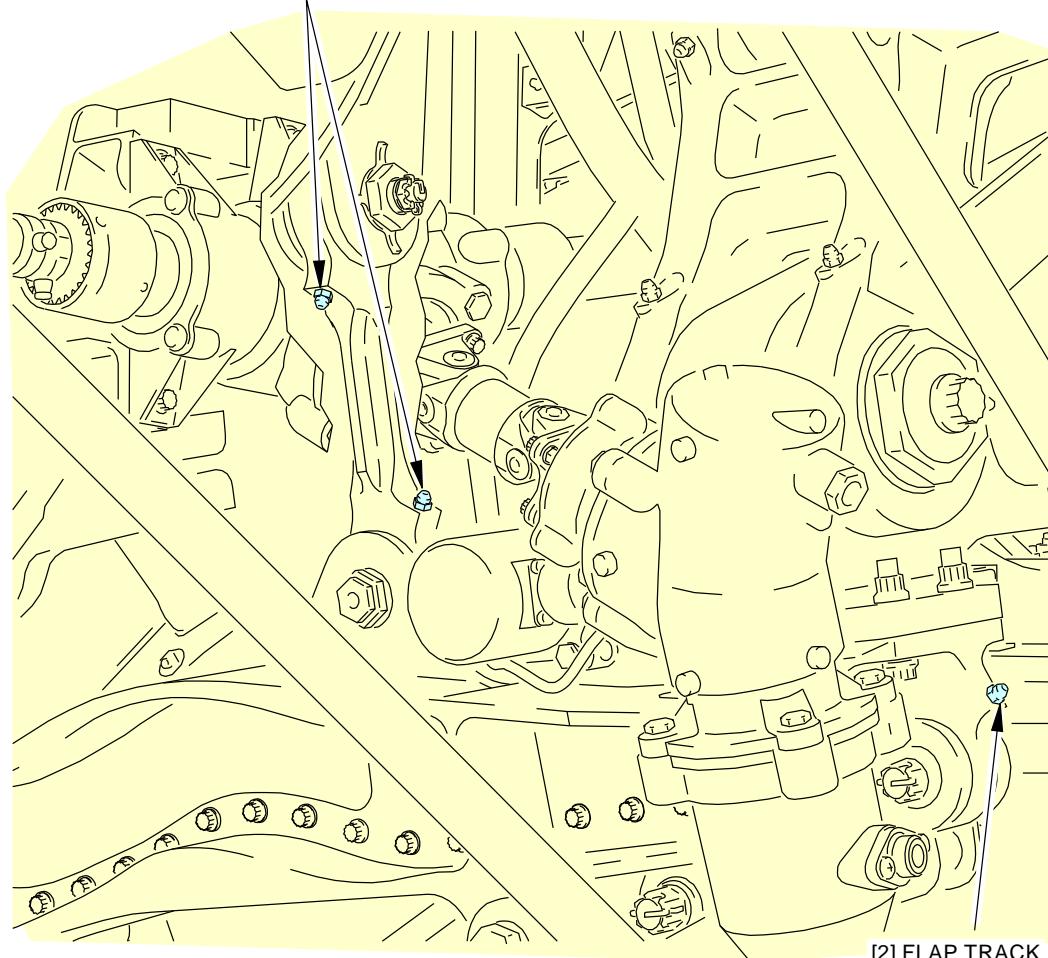
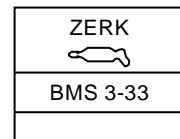
Page 3 of 4
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-176-01-01 |

[1] FLAP TRACK ATTACH LINK

(2 LOCATIONS)

**[2] FLAP TRACK FORWARD ATTACH FITTING**

(1 LOCATION)



3 POINTS

**Inboard Flap Inboard Flap Track Servicing
Figure 1 (Sheet 2 of 2)**

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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-01-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING INBOARD FLAP TRACK ATTACHMENT FITTING | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-176-02-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 1000 FC | REPEAT 1000 FC | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 653 |
| | | | | | |

Lubricate the right wing #5 inboard flap track attachment fittings.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-02-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-176-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-640-813

MECH

INSP

1. Inboard Flap Inboard Flap Track Lubrication

(Figure 1)

A. Prepare for the Lubrication

SUBTASK 12-22-51-040-013

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

B. Inboard Flap Inboard Flap Track Lubrication

(Table 1)

SUBTASK 12-22-51-640-048

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Inboard Flap Inboard Flap Track Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------------------|----------------|-----------------------|---------------------|
| 1 | Flap Track Attach Link | grease, D00633 | Zerk | 2 |
| 2 | Flap Track Forward Attach Fitting | grease, D00633 | Zerk | 1 |

SUBTASK 12-22-51-640-033

- (2) Lubricate the flap track attachment link with grease, D00633.

SUBTASK 12-22-51-640-034

- (3) Lubricate the flap track forward attach fitting with grease, D00633.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-440-013

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

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-02-01 |

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Feb 15/2015

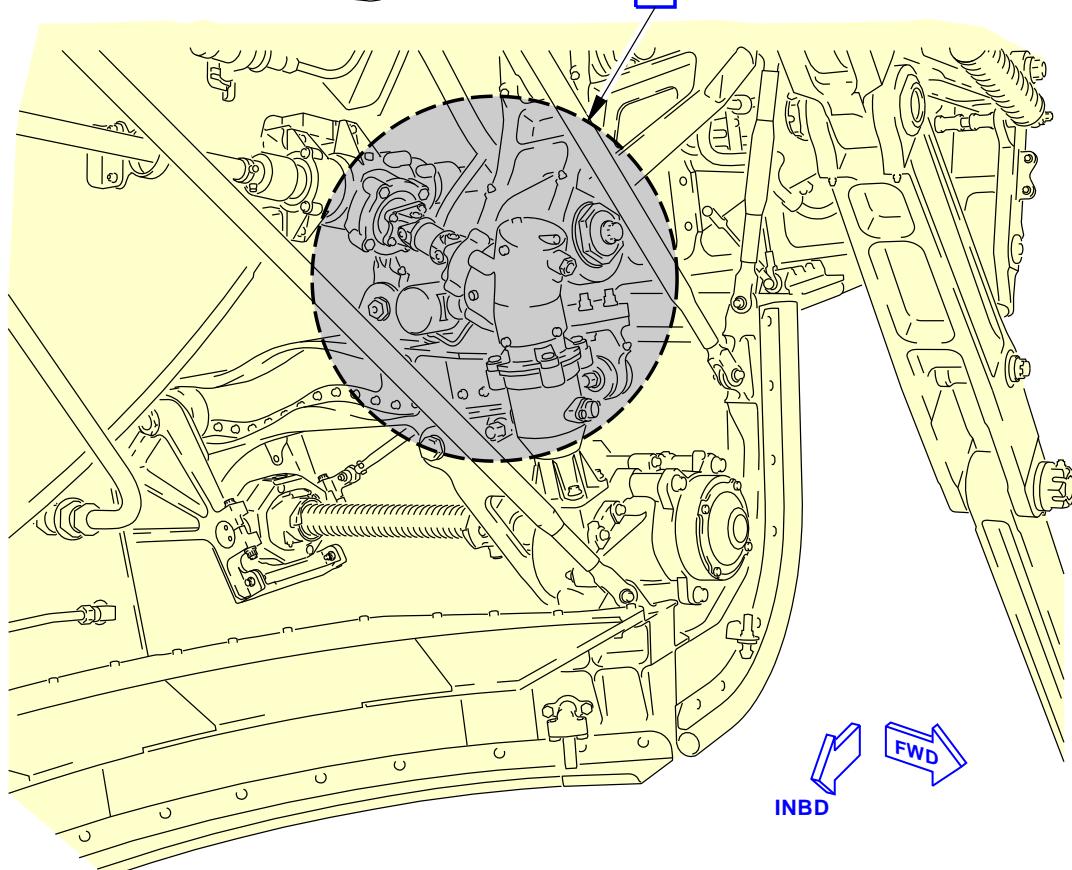
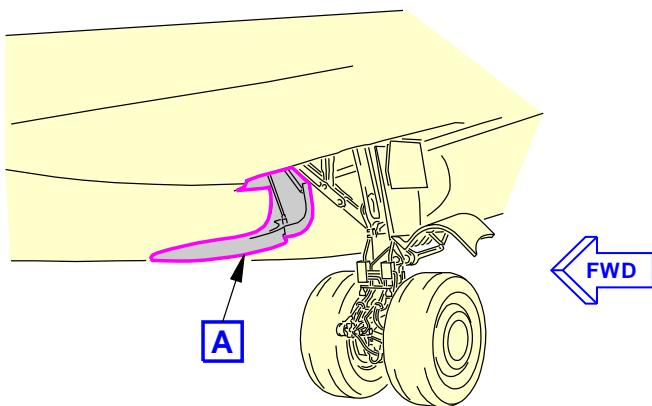
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-176-02-01

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

A

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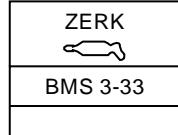
**Inboard Flap Inboard Flap Track Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-02-01 |

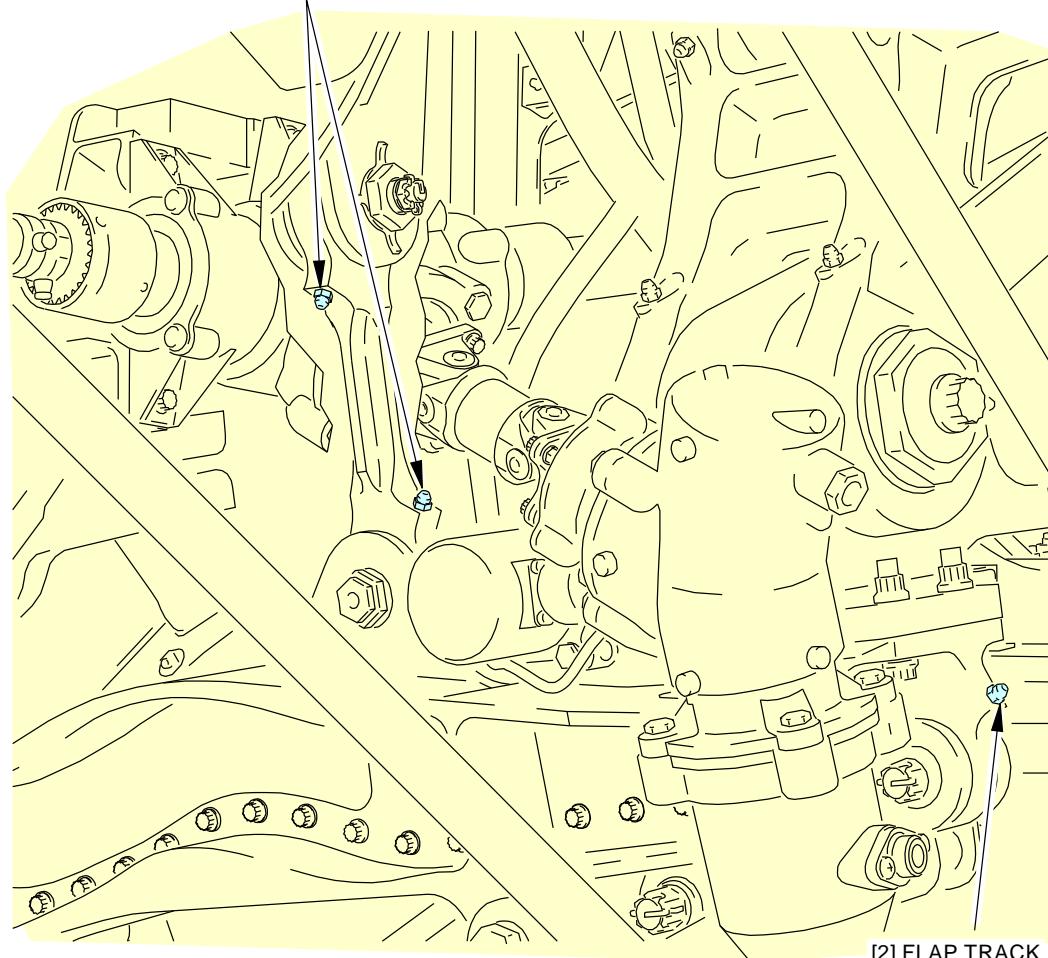
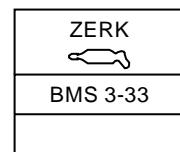
Page 3 of 4
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-176-02-01 |

[1] FLAP TRACK ATTACH LINK

(2 LOCATIONS)

**[2] FLAP TRACK FORWARD ATTACH FITTING**

(1 LOCATION)



3 POINTS

**Inboard Flap Inboard Flap Track Servicing
Figure 1 (Sheet 2 of 2)**

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| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING INBOARD FLAP TRACK ATTACHMENT FITTING |
| | | D633A109-AKS 27-176-02-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE ALTERNATE FLAP DRIVE GEARBOX SERVICING | | | BOEING CARD NO. |
| DATE | TASK SERVICE | | | | 27-178-00-01 RELATED CARD |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 7500 FH | REPEAT 7500 FH | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS | | | ZONE 133 134 |
| | | | | | |

Check alternate flap drive gearbox oil level and service as required.

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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------------------------------|
| D00070 | Fluid - Hydraulic, Petroleum Base | MIL-PRF-5606 (Replaces MIL-H-5606) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE GEARBOX SERVICING |
| | | D633A109-AKS 27-178-00-01 |

Page 1 of 4
Oct 15/2014

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-178-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-51-610-805

MECH

INSP

1. Trailing Edge Flap Electric Motor Servicing

(Figure 1)

A. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 182 | Packing | 27-51-51-10-060 | AKS ALL |

B. Prepare for the Lubrication

SUBTASK 12-22-51-040-021

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

C. Trailing Edge Flap Electric Motor Servicing

(Table 1)

SUBTASK 12-22-51-640-056

- (1) This table supplies data for the subsequent servicing steps:

Table 1 Trailing Edge Flap Electric Motor Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------------|---------------|-----------------------|---------------------|
| 1 | Flap Electric Motor | fluid, D00070 | Fill | 1 |

SUBTASK 12-22-51-610-005

- (2) Do a check of the fluid level in the flap electric motor:

- (a) Remove the fill plug [181] and packing [182] from the fill port.
- (b) Make sure the fluid is at the level of the fill port.
- (c) If the fluid is not at the level of the fill port, fill the flap electric motor with fluid, D00070 to the level of the fill port.
- (d) Lubricate the new packing [182] with fluid.
- (e) Install the fill plug [181] and new packing [182] in the fill port.
- (f) Install lockwire on the fill plug [181].

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-51-440-021

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

— END OF TASK —

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE GEARBOX SERVICING | |
| | | D633A109-AKS 27-178-00-01 | Page 2 of 4 Jun 15/2016 |

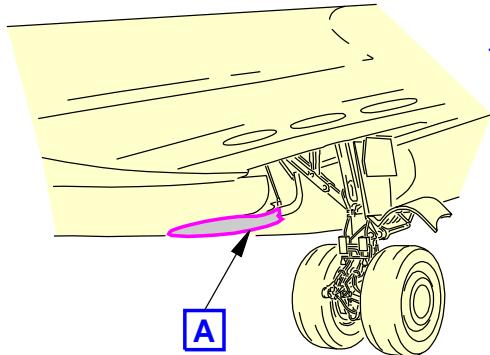
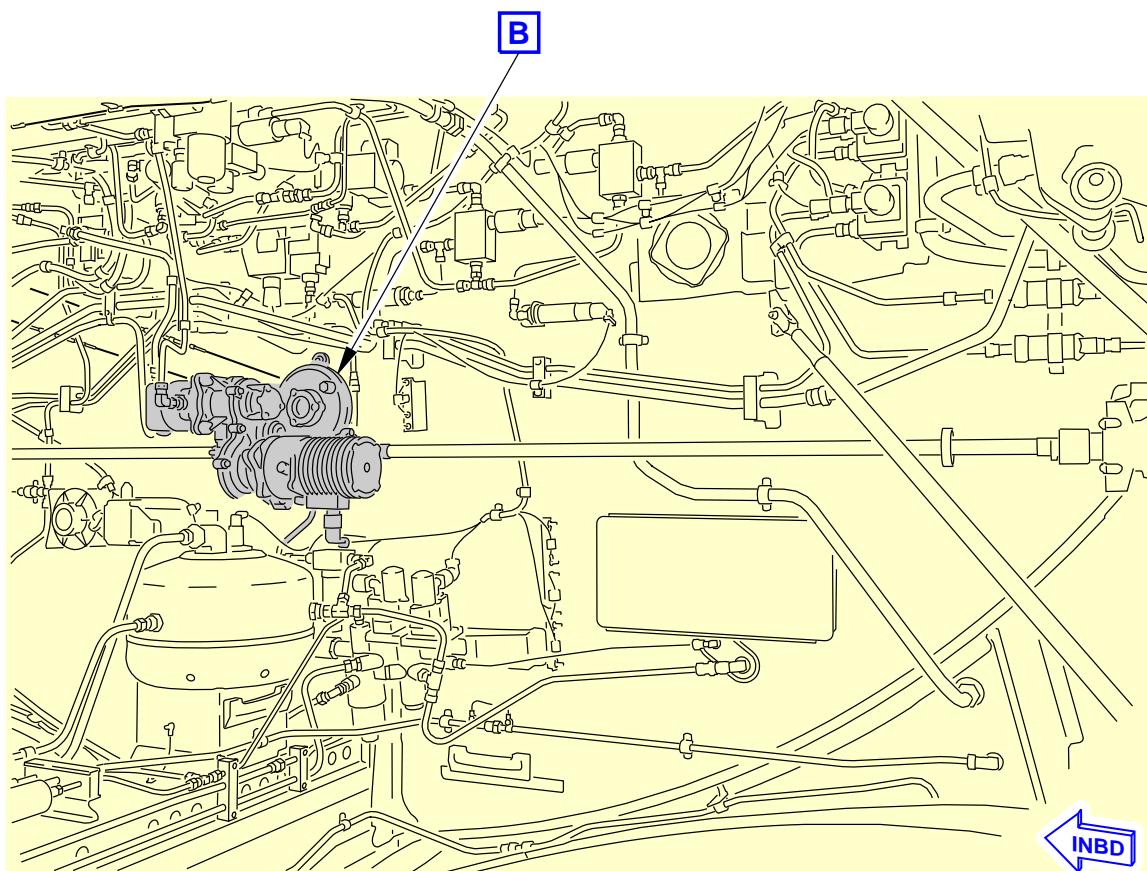
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-178-00-01 **FWD** **INBD****MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)** **A** **FWD**

G78875 S0006561612_V2

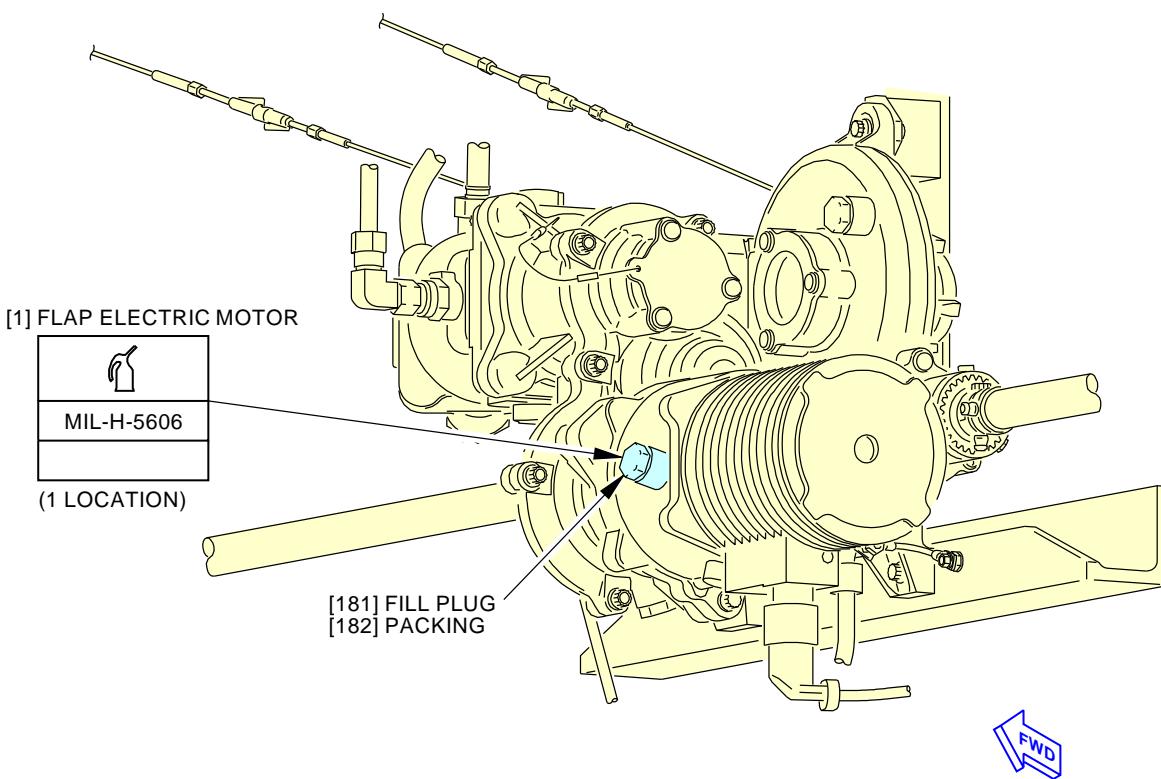
**Trailing Edge Flap Electric Motor Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE GEARBOX SERVICING |
| | | D633A109-AKS 27-178-00-01 |

**Page 3 of 4
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-178-00-01 |



**Trailing Edge Flap Electric Motor Servicing
Figure 1 (Sheet 2 of 2)**

G78646 S0006561613_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | ALTERNATE FLAP DRIVE GEARBOX SERVICING |
| | | D633A109-AKS 27-178-00-01 |

Page 4 of 4
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LUBRICATE THE SPOILER MECHANICAL CONTROL PATH (SPOILER MIXER) | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-182-00-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 4000 FH | REPEAT 4000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 134 |
| | | | | | |

Lubricate the spoiler mixer.

A. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LUBRICATE THE SPOILER MECHANICAL CONTROL PATH (SPOILER MIXER) |
| | | D633A109-AKS 27-182-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-61-600-801

MECH

INSP

1. Spoiler Mixer Lubrication

(Figure 1)

A. Procedure

(Table 1)

SUBTASK 12-22-61-640-004

- (1) This table supplies data for the subsequent lubrication steps:

Table 1 Spoiler Mixer Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|--------------|----------------|-----------------------|---------------------|
| 1 | Rollers | grease, D00633 | Flush | 2 |

SUBTASK 12-22-61-010-001

- (2) Remove the roller access covers [103] to get access to the rollers [1].
(a) Remove bolts [101] and washers [102].

SUBTASK 12-22-61-640-003

- (3) Lubricate the rollers [1] with grease, D00633

SUBTASK 12-22-61-410-001

- (4) Install the roller access covers [103].
(a) Install washers [102] and bolts [101].

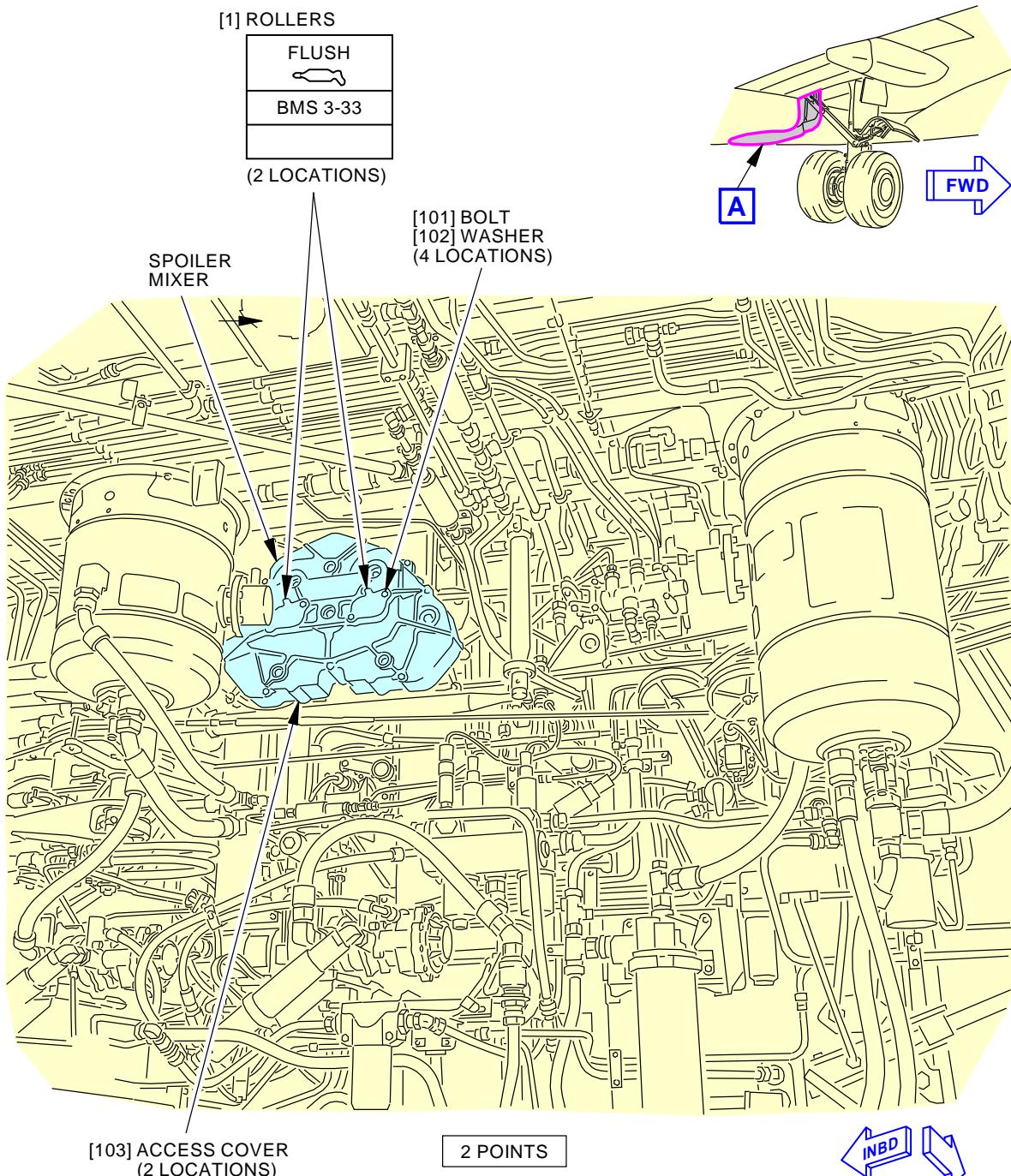
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LUBRICATE THE SPOILER MECHANICAL CONTROL PATH (SPOILER MIXER) |
| | | D633A109-AKS 27-182-00-01 |

**Page 2 of 3
Feb 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**Spoiler Mixer Servicing
Figure 1**

G25765 S0006561618_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LUBRICATE THE SPOILER MECHANICAL CONTROL PATH (SPOILER MIXER) |
| | | D633A109-AKS 27-182-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-182-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 4000 FH | REPEAT 4000 FH | RELATED CARD APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 552 562 563 564 565 566 |

Lubricate the left wing spoiler mechanical control path.

ACCESS NOTE: Flaps deployed.**A. References**

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-14240 | Set - Lock, Flight Spoiler Actuator (Contains 8 Lock Assemblies)(737NG after L/N 2040) Part #: C27047-41 Supplier: 81205 |
| SPL-1743 | Set - Ground Lock, Outboard Spoiler Actuators Part #: C27001-51 Supplier: 81205 Opt Part #: C27001-42 Supplier: 81205 |
| SPL-5586 | Set - Lock, Flight Spoiler Actuator, 737 SFP (Short Field Performance) (Contains 8 Lock Assemblies) Part #: C27047-43 Supplier: 81205 |
| STD-858 | Tag - DO NOT OPERATE |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION D633A109-AKS 27-182-01-01 | Page 1 of 10 Feb 15/2016 |
|-------------------------------|----------------------|--|-----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-01-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-61-600-802

MECH

INSP

1. Flight Spoiler Actuator Quadrant and Rod End Lubrication

(Figure 1)

A. Prepare for Lubrication

SUBTASK 12-22-61-860-001

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

SUBTASK 12-22-61-860-002

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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.

SUBTASK 12-22-61-860-003

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

SUBTASK 12-22-61-860-004

- (4) Move the speed brake lever to the UP position and install the DO NOT OPERATE tag, STD-858 on the lever.

SUBTASK 12-22-61-860-005

- (5) 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 12-22-61-480-002

- (6) Install the lock set, SPL-5586 on the spoiler actuators.

SUBTASK 12-22-61-480-006

- (7) Install the set, SPL-14240 on the spoiler actuators.

B. Flight Spoiler Actuator Quadrant and Rod End Lubrication

(Table 1)

SUBTASK 12-22-61-640-005

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Flight Spoiler Actuator Quadrant Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| 1 | Rod End | grease, D00633 | Flush | 8 |
| 2 | Actuator Rod End | grease, D00633 | Flush | 4 |
| 3 | Hydraulic Journal | grease, D00633 | Flush | 4 |
| 4 | Trunnion Block | grease, D00633 | Flush | 4 |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | |
| | | D633A109-AKS 27-182-01-01 | Page 2 of 10 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-01-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-61-610-001 | (2) Lubricate the quadrant rod ends [1] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-003 | (3) Lubricate the actuator rod end [2] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-004 | (4) Lubricate the hydraulic journal [3] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-005 | (5) Lubricate the trunnion block [4] with grease, D00633. | | | |
| C. Put the Airplane Back to Its Usual Condition. | | | | |
| SUBTASK 12-22-61-080-002 | (1) Remove the lock set, SPL-5586 from the spoiler actuators. | | | |
| SUBTASK 12-22-61-860-006 | 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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801. | | | | |
| SUBTASK 12-22-61-860-007 | (3) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| SUBTASK 12-22-61-860-019 | (4) Move the speed brake lever to the DOWN position. | | | |
| SUBTASK 12-22-61-860-008 | (5) 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 | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION D633A109-AKS 27-182-01-01 | Page 3 of 10 Feb 15/2016 |
|-------------------------------|----------------------|--|-----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

TASK 12-22-61-640-801

MECH

INSP

2. Outboard Ground Spoiler Actuator Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-61-860-009

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

SUBTASK 12-22-61-860-010

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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.

SUBTASK 12-22-61-860-011

- (3) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A and B switches are on the flight control panel (P5-3).

- (a) Install the DO NOT OPERATE tag, STD-858 on the spoiler A and B switches.

SUBTASK 12-22-61-860-012

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

SUBTASK 12-22-61-860-013

- (5) Move the speed brake lever to the UP position and install the DO NOT OPERATE tag, STD-858.

SUBTASK 12-22-61-860-014

- (6) 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 12-22-61-480-003

- (7) Install ground lock set, SPL-1743.

B. Outboard Ground Spoiler Actuator Lubrication

(Table 2)

SUBTASK 12-22-61-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Outboard Ground Spoiler Actuator Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|----------------|-----------------------|---------------------|
| 1 | Pillow Blocks | grease, D00633 | Flush | 2 |

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | |
| | | D633A109-AKS 27-182-01-01 | Page 4 of 10 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-01-01 |
|--|-------------|---------|------------------|--|
| SUBTASK 12-22-61-610-002 (2) Lubricate the pillow blocks [1] for the outboard ground spoiler actuators with grease, D00633. | MECH | INSP | | |

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-61-080-003

- (1) Remove ground lock set, SPL-1743.

SUBTASK 12-22-61-860-015

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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.

SUBTASK 12-22-61-860-016

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

SUBTASK 12-22-61-860-017

- (4) Move the speed brake lever to the DOWN position.

SUBTASK 12-22-61-860-018

- (5) 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 12-22-61-640-002

- (6) Put the SPOILER A and B switches to the ON position.

———— END OF TASK ————

| | | | |
|-------------------------------|----------------------|--|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION D633A109-AKS 27-182-01-01 | Page 5 of 10 Feb 15/2015 |
|-------------------------------|----------------------|--|-----------------------------|

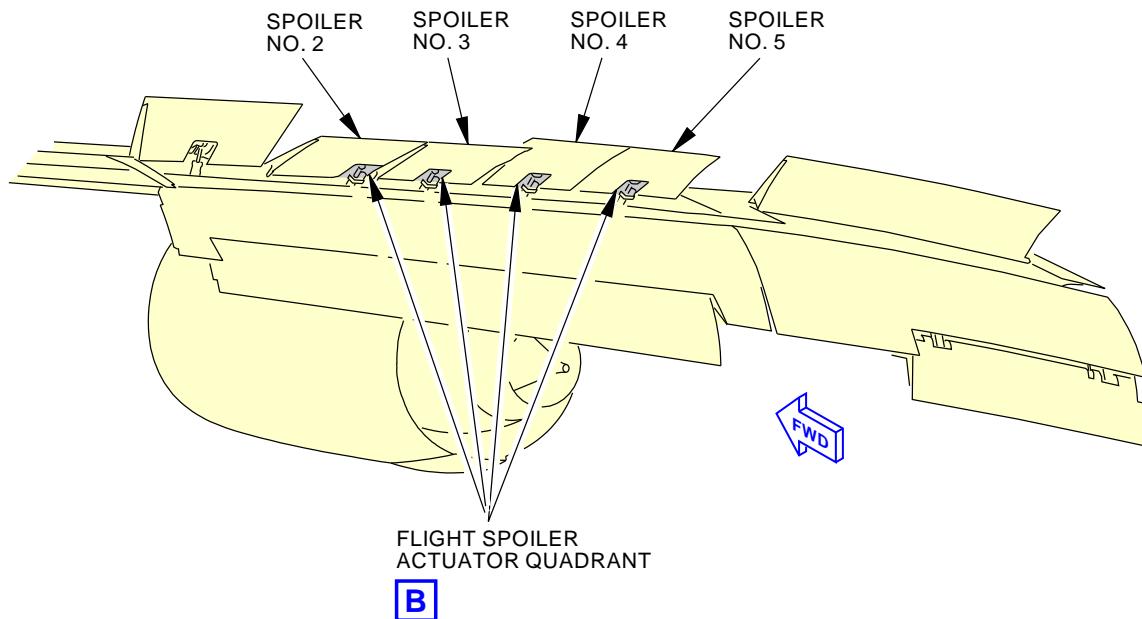
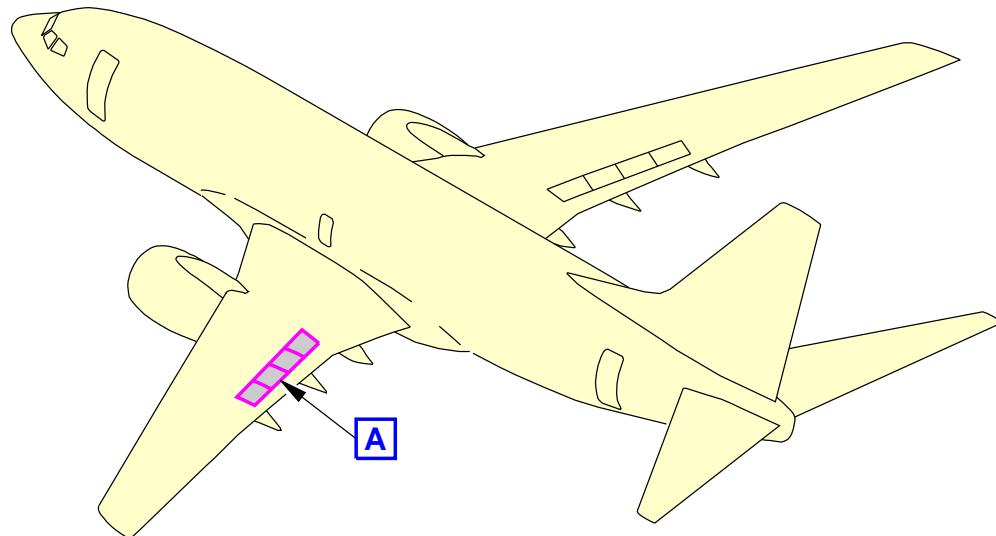
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-01-01**LEFT WING
(RIGHT WING IS EQUIVALENT)**

G25767 S0006561621_V2

**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 1 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING SPOILER MECHANICAL CONTROL PATH
LUBRICATION****D633A109-AKS
27-182-01-01****Page 6 of 10
Jun 15/2015**

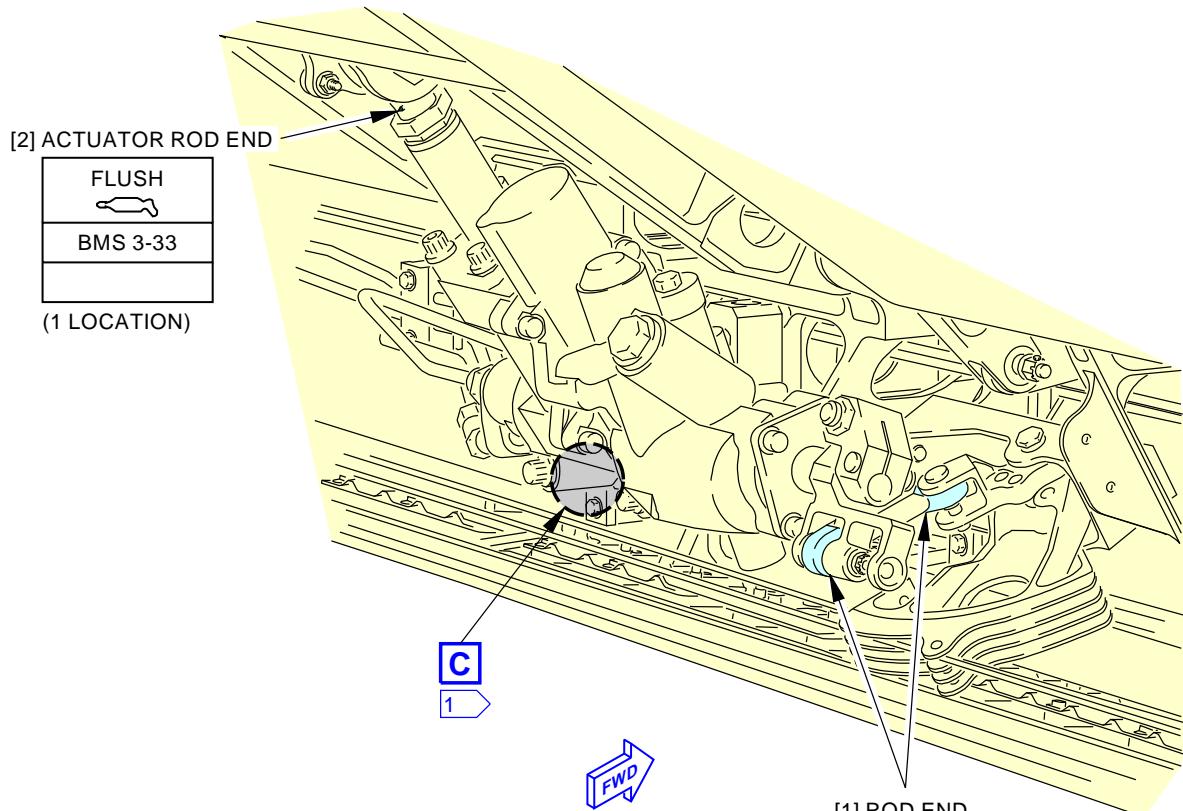
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-01-01**FLIGHT SPOILER ACTUATOR
(EXAMPLE, 4 LOCATIONS)**

3 POINTS

B

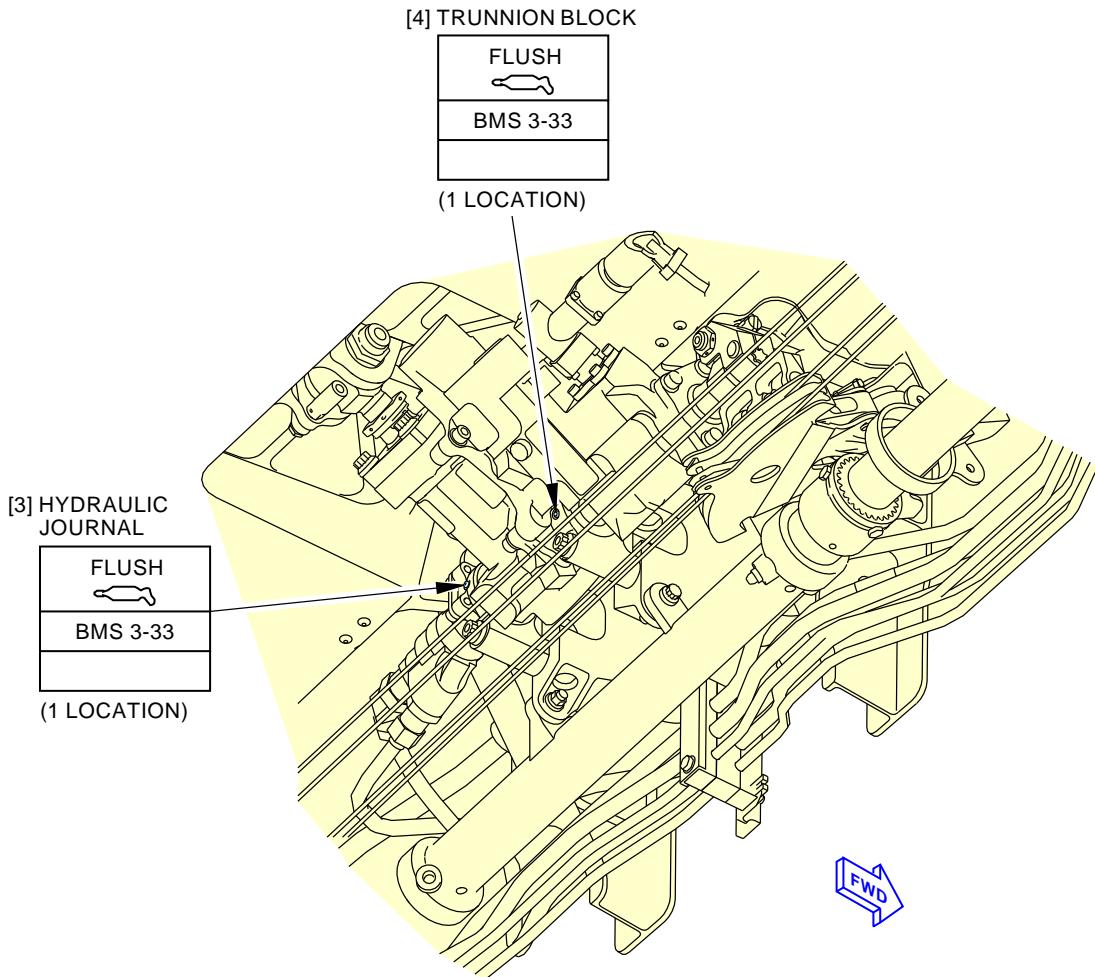
- 1 POST SB 27-1303 AND PRR 38275-180 AIRPLANES WITH
SHORT FIELD PCU REPLACEMENT ONLY

2120934 S0000456379_V3

**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 2 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING SPOILER MECHANICAL CONTROL PATH
LUBRICATION****D633A109-AKS
27-182-01-01****Page 7 of 10
Jun 15/2015**

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-182-01-01 |



2120939 S0000456380_V2

**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 3 of 3)**

| | | |
|--|----------------------|---|
| EFFECTIVITY AKS ALL; AIRPLANES WITH SHORT FIELD PCU REPLACEMENT. | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-01-01 |

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Oct 15/2015**

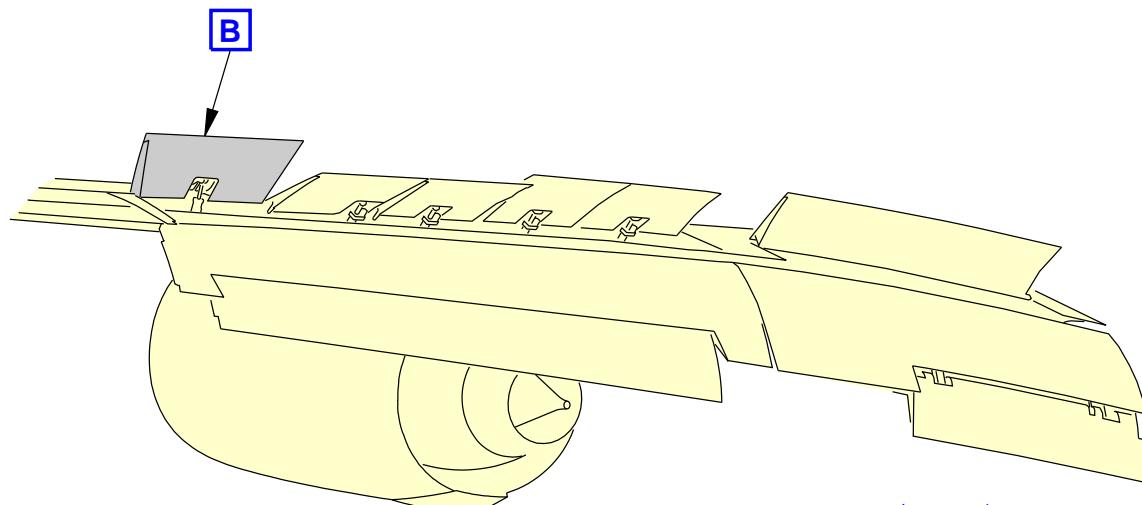
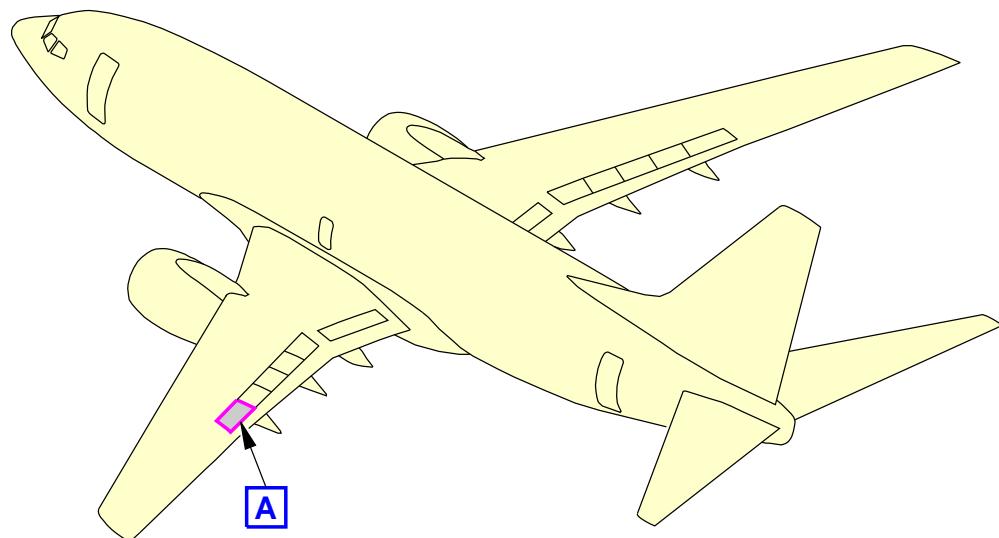
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-01-01**LEFT WING
(RIGHT WING IS EQUIVALENT)****A**

G25900 S0006561625_V2

**Outboard Ground Spoiler Actuator Lubrication
Figure 2 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING SPOILER MECHANICAL CONTROL PATH
LUBRICATION****D633A109-AKS
27-182-01-01****Page 9 of 10
Jun 15/2015**

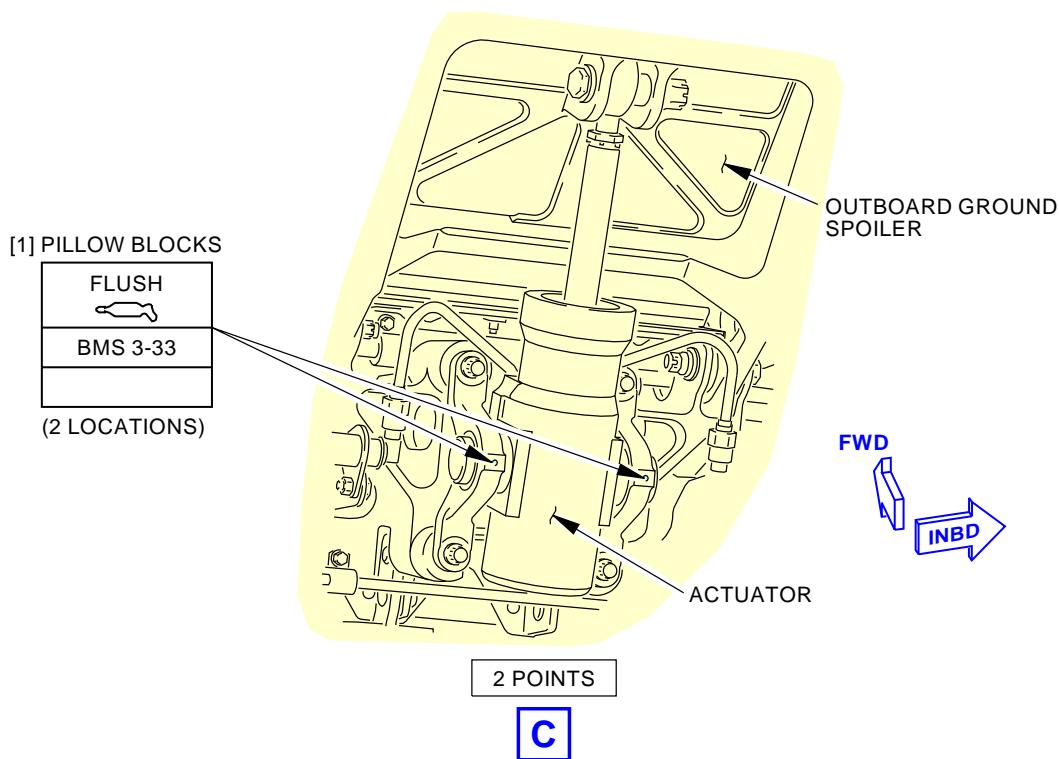
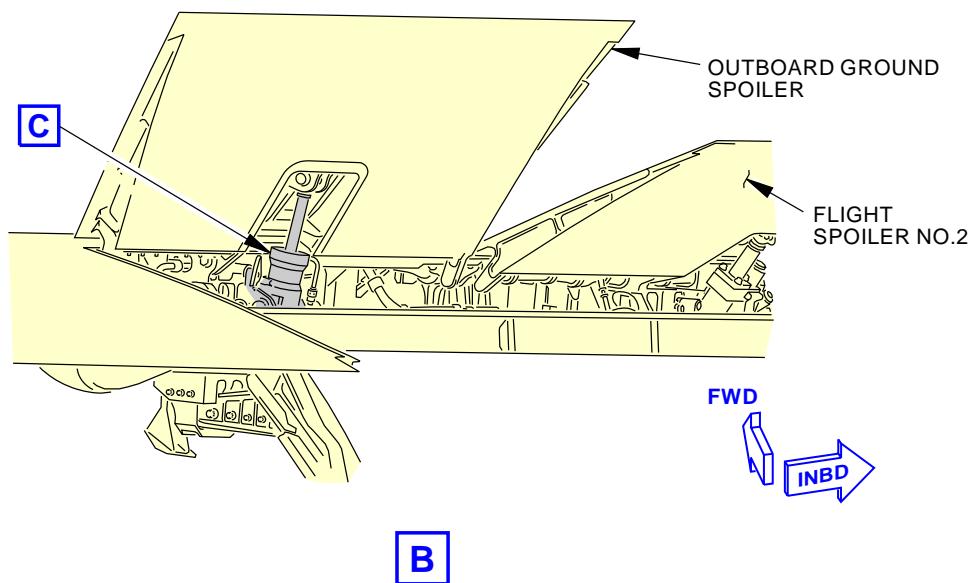
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-01-01

Outboard Ground Spoiler Actuator Lubrication
Figure 2 (Sheet 2 of 2)

G25903 S0006561626_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-182-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 4000 FH | REPEAT 4000 FH | RELATED CARD APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 652 662 663 664 665 666 |

Lubricate the right wing spoiler mechanical control path.

ACCESS NOTE: Flaps deployed.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-14240 | Set - Lock, Flight Spoiler Actuator (Contains 8 Lock Assemblies)(737NG after L/N 2040) Part #: C27047-41 Supplier: 81205 |
| SPL-1743 | Set - Ground Lock, Outboard Spoiler Actuators Part #: C27001-51 Supplier: 81205 Opt Part #: C27001-42 Supplier: 81205 |
| SPL-5586 | Set - Lock, Flight Spoiler Actuator, 737 SFP (Short Field Performance) (Contains 8 Lock Assemblies) Part #: C27047-43 Supplier: 81205 |
| STD-858 | Tag - DO NOT OPERATE |

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION D633A109-AKS 27-182-02-01 | Page 1 of 10 Feb 15/2016 |
|-------------------------------|----------------------|---|-----------------------------|

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-61-600-802

MECH

INSP

1. Flight Spoiler Actuator Quadrant and Rod End Lubrication

(Figure 1)

A. Prepare for Lubrication

SUBTASK 12-22-61-860-001

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

SUBTASK 12-22-61-860-002

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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.

SUBTASK 12-22-61-860-003

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

SUBTASK 12-22-61-860-004

- (4) Move the speed brake lever to the UP position and install the DO NOT OPERATE tag, STD-858 on the lever.

SUBTASK 12-22-61-860-005

- (5) 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 12-22-61-480-002

- (6) Install the lock set, SPL-5586 on the spoiler actuators.

SUBTASK 12-22-61-480-006

- (7) Install the set, SPL-14240 on the spoiler actuators.

B. Flight Spoiler Actuator Quadrant and Rod End Lubrication

(Table 1)

SUBTASK 12-22-61-640-005

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Flight Spoiler Actuator Quadrant Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-------------------|----------------|-----------------------|---------------------|
| 1 | Rod End | grease, D00633 | Flush | 8 |
| 2 | Actuator Rod End | grease, D00633 | Flush | 4 |
| 3 | Hydraulic Journal | grease, D00633 | Flush | 4 |
| 4 | Trunnion Block | grease, D00633 | Flush | 4 |

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | |
| | | D633A109-AKS 27-182-02-01 | Page 2 of 10 Feb 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-02-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-61-610-001 | (2) Lubricate the quadrant rod ends [1] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-003 | (3) Lubricate the actuator rod end [2] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-004 | (4) Lubricate the hydraulic journal [3] with grease, D00633. | | | |
| SUBTASK 12-22-61-610-005 | (5) Lubricate the trunnion block [4] with grease, D00633. | | | |
| C. Put the Airplane Back to Its Usual Condition. | | | | |
| SUBTASK 12-22-61-080-002 | (1) Remove the lock set, SPL-5586 from the spoiler actuators. | | | |
| SUBTASK 12-22-61-860-006 | 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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801. | | | | |
| SUBTASK 12-22-61-860-007 | (3) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | |
| SUBTASK 12-22-61-860-019 | (4) Move the speed brake lever to the DOWN position. | | | |
| SUBTASK 12-22-61-860-008 | (5) 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 | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | |
| | | D633A109-AKS 27-182-02-01 | Page 3 of 10 Feb 15/2016 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-02-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-61-640-801

MECH

INSP

2. Outboard Ground Spoiler Actuator Lubrication

(Figure 2)

A. Prepare for the Lubrication

SUBTASK 12-22-61-860-009

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

SUBTASK 12-22-61-860-010

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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801.

SUBTASK 12-22-61-860-011

- (3) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A and B switches are on the flight control panel (P5-3).

- (a) Install the DO NOT OPERATE tag, STD-858 on the spoiler A and B switches.

SUBTASK 12-22-61-860-012

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

SUBTASK 12-22-61-860-013

- (5) Move the speed brake lever to the UP position and install the DO NOT OPERATE tag, STD-858.

SUBTASK 12-22-61-860-014

- (6) 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 12-22-61-480-003

- (7) Install ground lock set, SPL-1743.

B. Outboard Ground Spoiler Actuator Lubrication

(Table 2)

SUBTASK 12-22-61-640-006

- (1) This table supplies data for the subsequent lubrication step:

Table 2 Outboard Ground Spoiler Actuator Lubrication

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|---------------|----------------|-----------------------|---------------------|
| 1 | Pillow Blocks | grease, D00633 | Flush | 2 |

| | | | |
|-------------------------------|----------------------|---|-----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | |
| | | D633A109-AKS 27-182-02-01 | Page 4 of 10 Jun 15/2015 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-182-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-61-610-002 | | | | |
| (2) Lubricate the pillow blocks [1] for the outboard ground spoiler actuators with grease, D00633. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-61-080-003 | | | | |
| (1) Remove ground lock set, SPL-1743. | | | | |
| SUBTASK 12-22-61-860-015 | | | | |
| 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: Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801. | | | | |
| SUBTASK 12-22-61-860-016 | | | | |
| (3) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 12-22-61-860-017 | | | | |
| (4) Move the speed brake lever to the DOWN position. | | | | |
| SUBTASK 12-22-61-860-018 | | | | |
| (5) 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 12-22-61-640-002 | | | | |
| (6) Put the SPOILER A and B switches to the ON position. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | | |
|-------------------------------|----------------------|---|--|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION | D633A109-AKS 27-182-02-01 | Page 5 of 10 Feb 15/2015 |
|-------------------------------|----------------------|---|--|---|

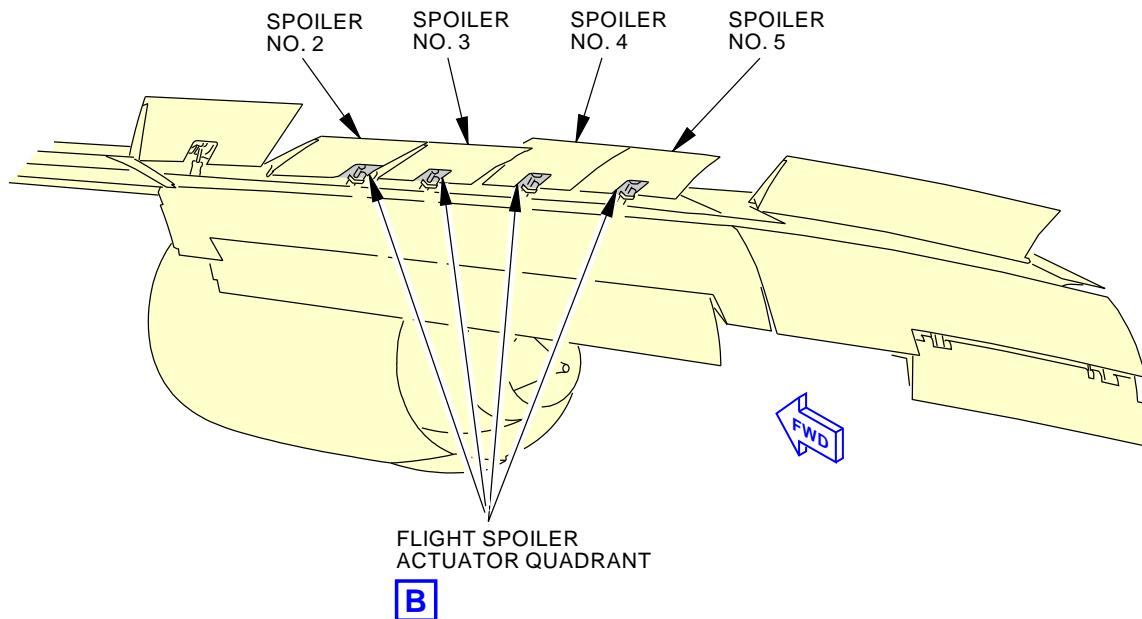
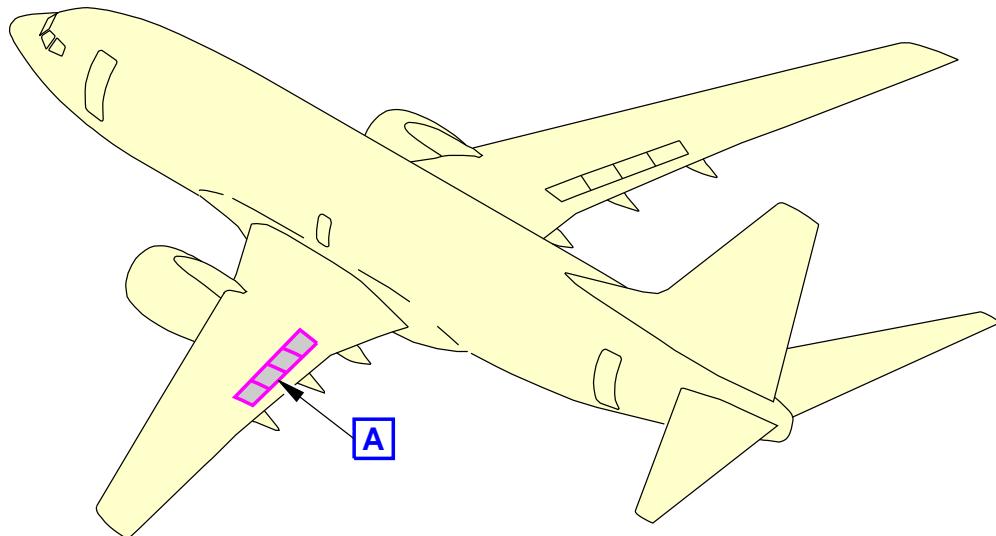
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-02-01**LEFT WING
(RIGHT WING IS EQUIVALENT)**

G25767 S0006561621_V2

**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-02-01 |

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Jun 15/2015**

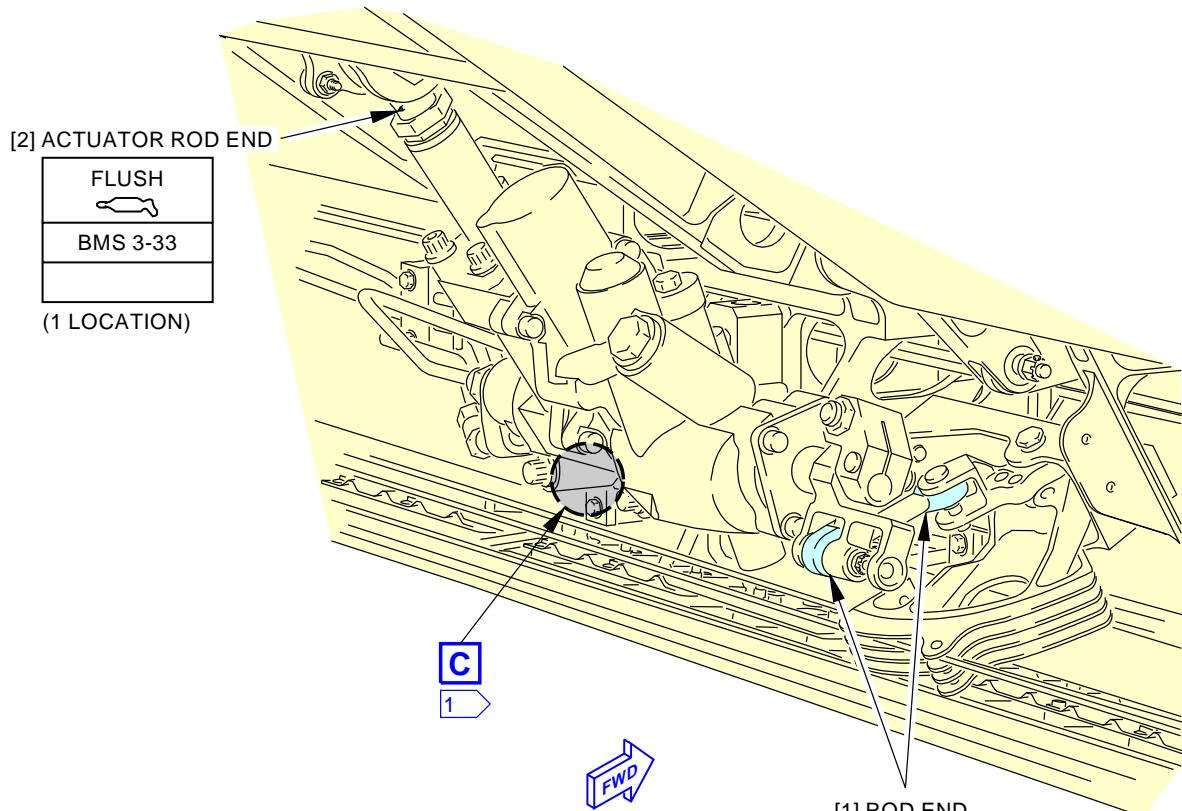
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-02-01**FLIGHT SPOILER ACTUATOR
(EXAMPLE, 4 LOCATIONS)**

3 POINTS



- 1 POST SB 27-1303 AND PRR 38275-180 AIRPLANES WITH
SHORT FIELD PCU REPLACEMENT ONLY

2120934 S0000456379_V3

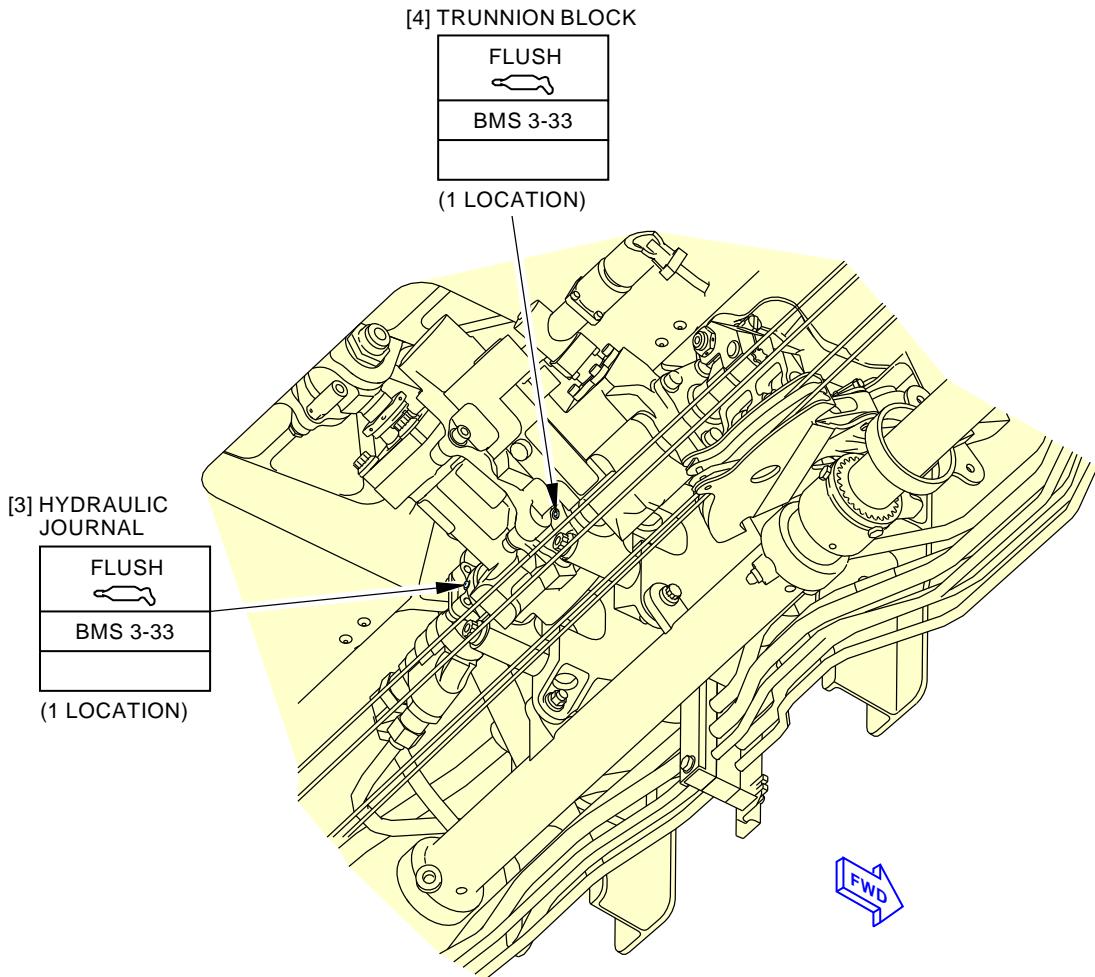
**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-02-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-182-02-01 |



(EXAMPLE, 4 LOCATIONS)

2 POINTS



2120939 S0000456380_V2

**Flight Spoiler Actuator Quadrant and Rod End Servicing
Figure 1 (Sheet 3 of 3)**

| | | |
|--|----------------------|---|
| EFFECTIVITY AKS ALL; AIRPLANES WITH SHORT FIELD PCU REPLACEMENT. | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-02-01 |

**Page 8 of 10
Oct 15/2015**

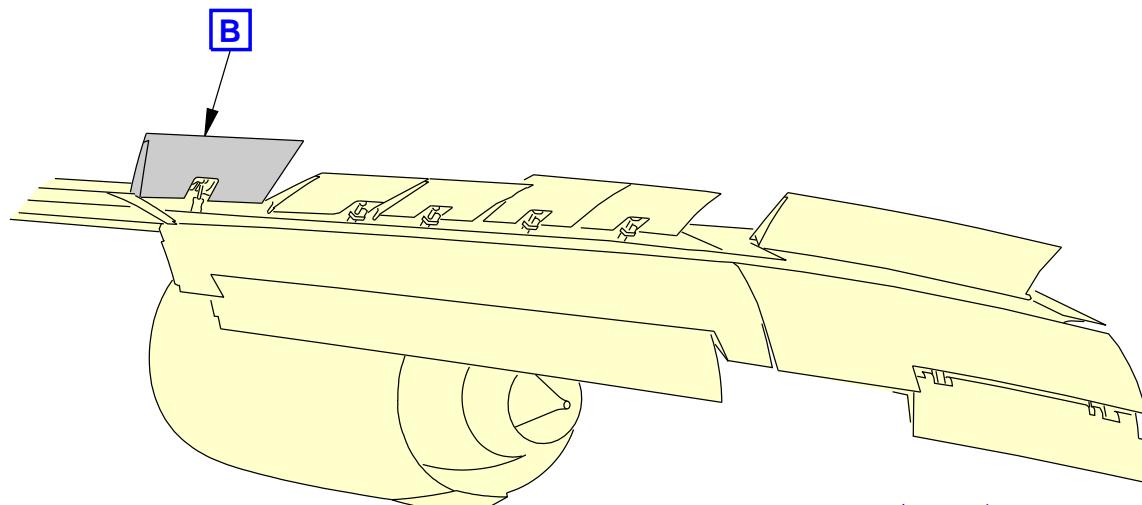
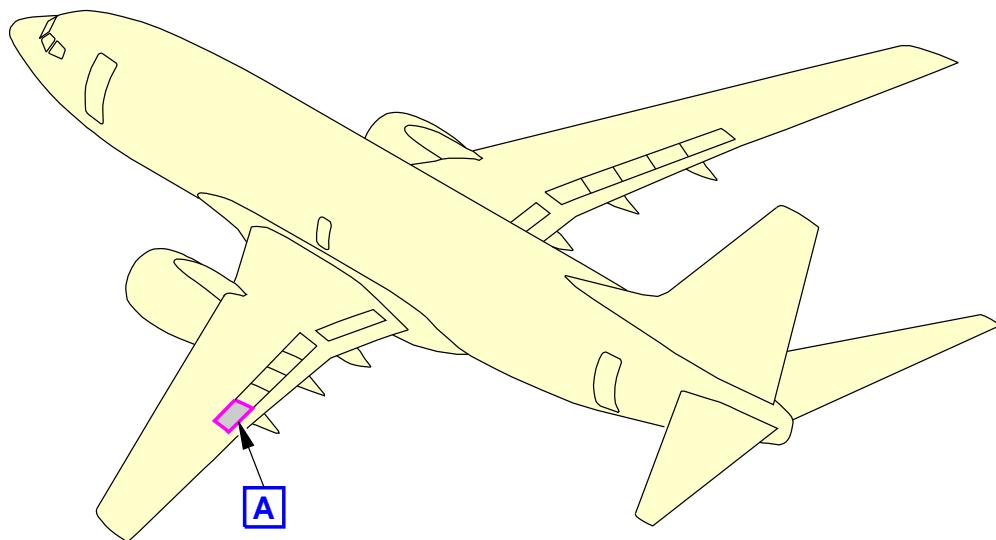
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-02-01**LEFT WING
(RIGHT WING IS EQUIVALENT)**

G25900 S0006561625_V2

**Outboard Ground Spoiler Actuator Lubrication
Figure 2 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING SPOILER MECHANICAL CONTROL PATH
LUBRICATION****D633A109-AKS
27-182-02-01****Page 9 of 10
Jun 15/2015**

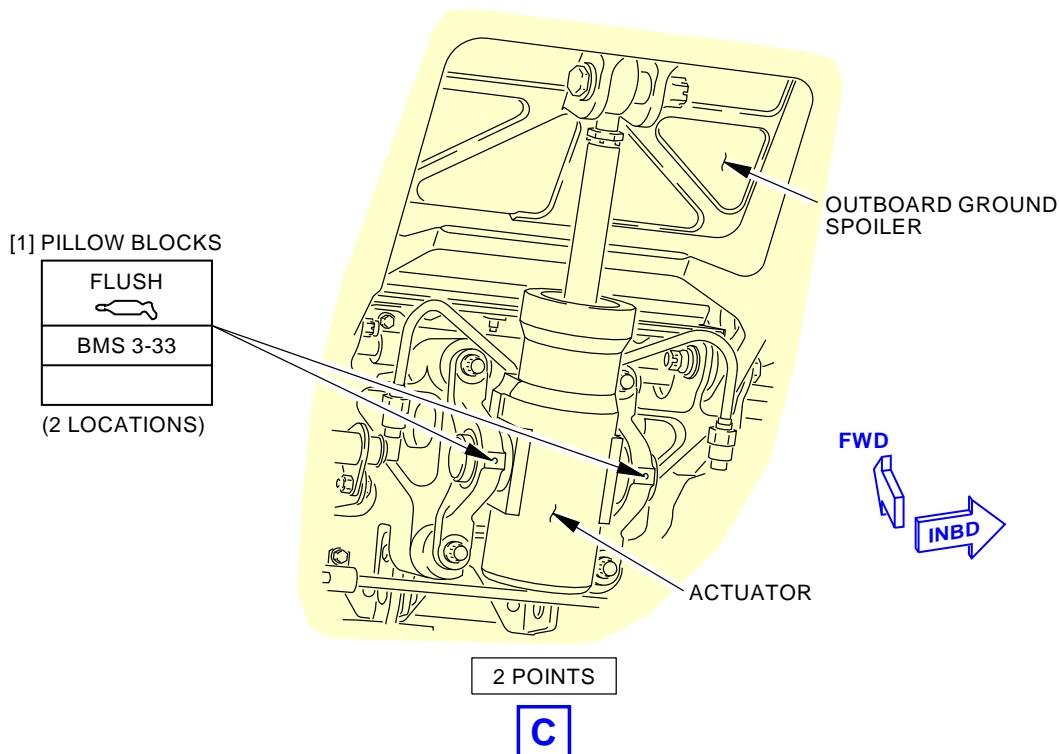
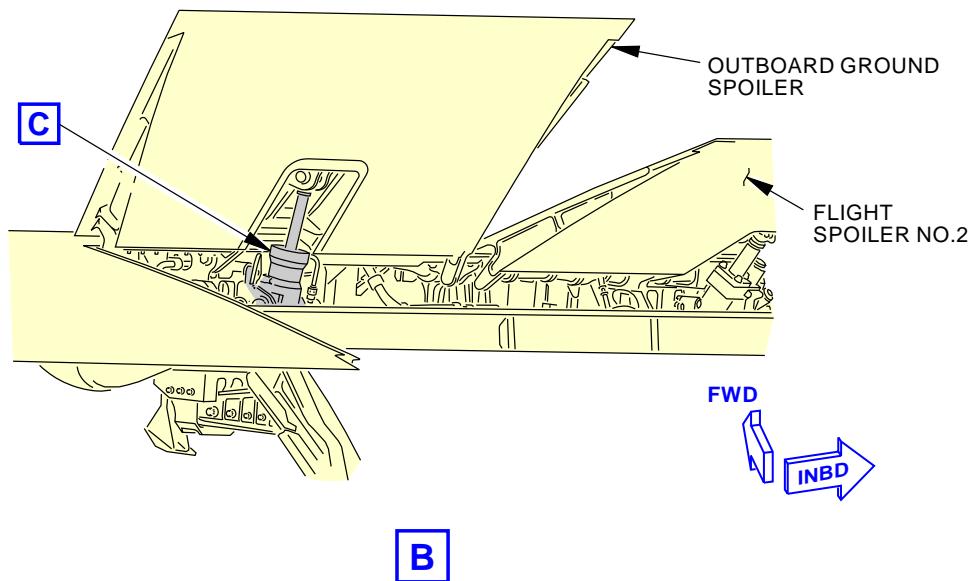
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-182-02-01

**Outboard Ground Spoiler Actuator Lubrication
Figure 2 (Sheet 2 of 2)**

G25903 S0006561626_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER MECHANICAL CONTROL PATH LUBRICATION |
| | | D633A109-AKS 27-182-02-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE SPOILER RATIO CHANGER NO-BACK ASSEMBLY | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-184-00-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 22400 FH | REPEAT 22400 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 112A | | | ZONE 133 134 |
| | | | | | |

Functionally check the torque of the spoiler ratio changer no-back assembly.

A. References

| Reference | Title |
|----------------------|--|
| AMM 27-61-00-820-805 | Spoiler Mixer Adjustment (P/B 501) |
| AMM 27-61-21-000-801 | Spoiler Mixer Removal (P/B 401) |
| AMM 27-61-21-400-801 | Spoiler Mixer Installation (P/B 401) |
| AMM 27-61-31-000-801 | Spoiler Ratio Changer Removal (P/B 401) |
| AMM 27-61-31-400-801 | Spoiler Ratio Changer Installation (P/B 401) |
| AMM 27-62-00-820-802 | Speed Brake Control Cable Adjustment (P/B 501) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| COM-6251 | Wrench - Crowfoot, Open End, 1 1/8 Inch Part #: SCO36 Supplier: 55719 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-184-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-61-00-820-809 | | | | |
| 1. Spoiler Ratio Changer No-Back Assembly Test (Figure 1) | | | | |
| A. General (1) This procedure is a scheduled maintenance task. | | | | |
| B. Spoiler Ratio Changer No-Back Assembly Test | | | | |
| SUBTASK 27-61-00-020-015 | | | | |
| (1) Do this task: Spoiler Mixer Removal, AMM TASK 27-61-21-000-801. | | | | |
| SUBTASK 27-61-00-860-074 | | | | |
| (2) Do these steps to disconnect the speed brake control cables SBA and SBB from the ratio changer: (a) Install the cable clamps at the pressure seals in the main landing gear wheel well to keep a small tension on the speed brake control cables SBA and SBB. (b) Remove the lock clips from the turnbuckles in the lower nose compartment. (c) Use the turnbuckles on the control cables to release the tension in the speed brake control cables SBA and SBB. 1) Make sure not to loosen the turnbuckle too much. <u>NOTE:</u> The turnbuckle will separate if it is loosened too much. | | | | |
| (d) Attach a tag to the speed brake control cables SBA and SBB for identification during the installation. (e) Remove the speed brake control cables SBA and SBB from the ratio changer. <u>NOTE:</u> The speed brake control cables SBA and SBB must be completely disconnected from the ratio changer, not just loosened. This test ensures that the no-back mechanism meets the torque holding capability that is necessary to keep the ratio changer speed brake input quadrant from rotating if the cables are cut. Disconnecting the speed brake cables removes cable tension on the quadrant and simulates cut cables. | | | | |
| SUBTASK 27-61-00-480-022 | | | | |
| (3) Install a crowfoot wrench, COM-6251 on the coupling [91] of the no-back output shaft on the ratio changer. | | | | |
| SUBTASK 27-61-00-700-018 | | | | |
| (4) Apply a torque of 120 +/-10 pound-inches (13.6 +/-1.1 newton-meters) clockwise to the crowfoot wrench, COM-6251. <u>NOTE:</u> For accurate torque measurement, the axis of the torque wrench should be 90 degrees from the axis of the crowfoot wrench. (a) Make sure the speed brake input quadrant moves less than 2 degrees (0.125 inch (3.18 millimeters) at the radius of the cable groove on the input quadrant). | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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

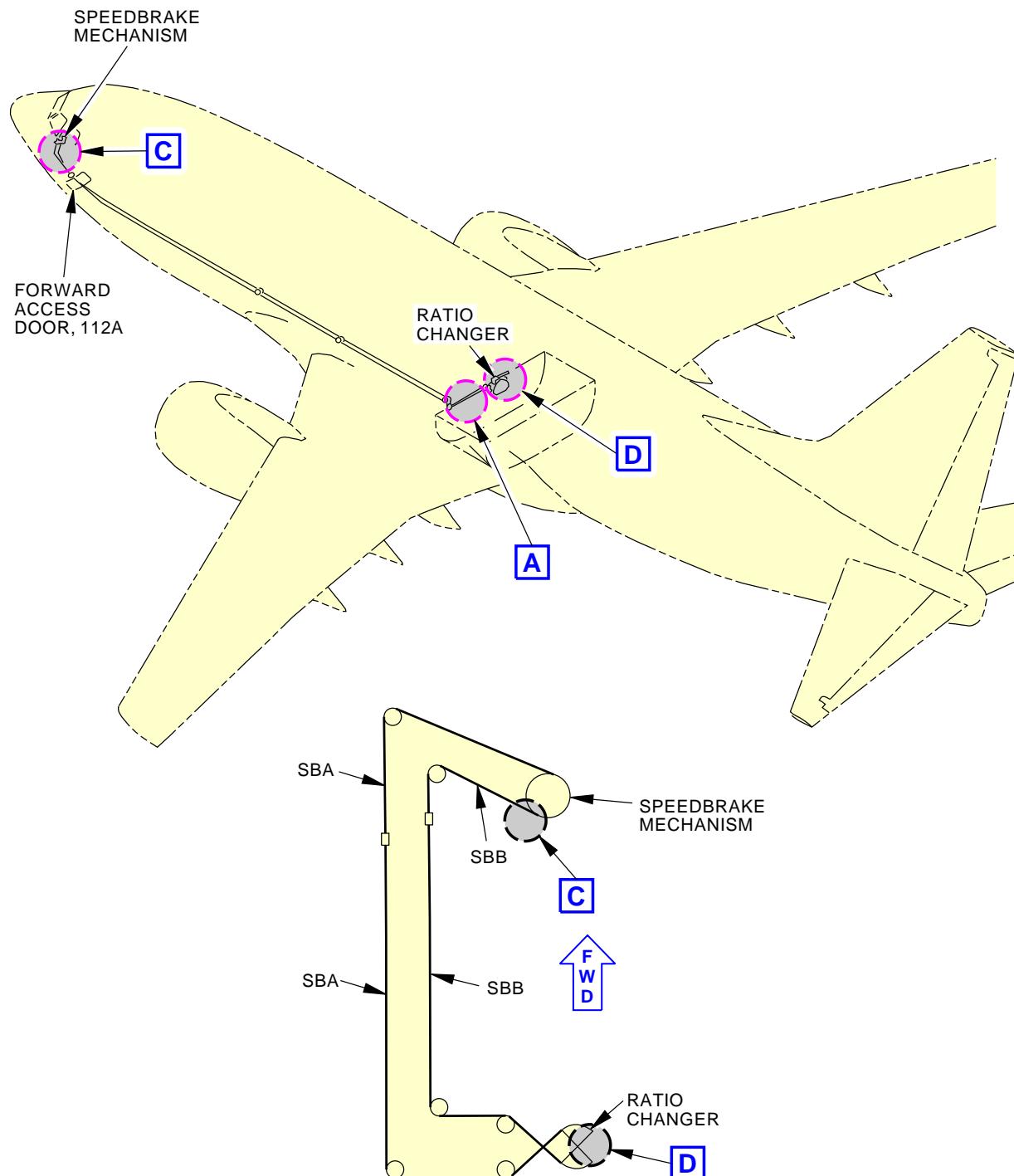
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-184-00-01 |
|------|--|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-61-00-700-019 | | | |
| (5) | Apply a torque of 120 +/-10 pound-inches (13.6 +/-1.1 newton-meters) counterclockwise to the crowfoot wrench, COM-6251. | | | |
| | <u>NOTE:</u> For accurate torque measurement, the axis of the torque wrench should be 90 degrees from the axis of the crowfoot wrench. | | | |
| (a) | Make sure the speed brake input quadrant moves less than 2 degrees (0.125 inch (3.18 millimeters) at the radius of the cable groove on the input quadrant). | | | |
| | SUBTASK 27-61-00-020-026 | | | |
| (6) | If the no-back output shaft on the spoiler ratio changer is not in the specified limits (of movement less than 2 degrees in the clockwise and counterclockwise directions), then replace the ratio changer. Do these tasks: Spoiler Ratio Changer Removal, AMM TASK 27-61-31-000-801, Spoiler Ratio Changer Installation, AMM TASK 27-61-31-400-801. | | | |
| | SUBTASK 27-61-00-420-004 | | | |
| (7) | Attach the speed brake cables SBA and SBB to the ratio changer. | | | |
| | SUBTASK 27-61-00-090-001 | | | |
| (8) | Remove the cable clamps from the speed brake cables SBA and SBB. | | | |
| | SUBTASK 27-61-00-420-005 | | | |
| (9) | Do this task: Spoiler Mixer Installation, AMM TASK 27-61-21-400-801. | | | |
| | <u>NOTE:</u> It is not necessary to adjust the output cam of the spoiler mixer at this time. | | | |
| | SUBTASK 27-61-00-420-007 | | | |
| (10) | Do this task: Speed Brake Control Cable Adjustment, AMM TASK 27-62-00-820-802. | | | |
| | SUBTASK 27-61-00-700-024 | | | |
| (11) | Do this task: Spoiler Mixer Adjustment, AMM TASK 27-61-00-820-805. | | | |

———— END OF TASK ——

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-184-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



G61075 S0006570595_V2

**Spoiler Ratio Changer No-Back Assembly Test
Figure 1 (Sheet 1 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

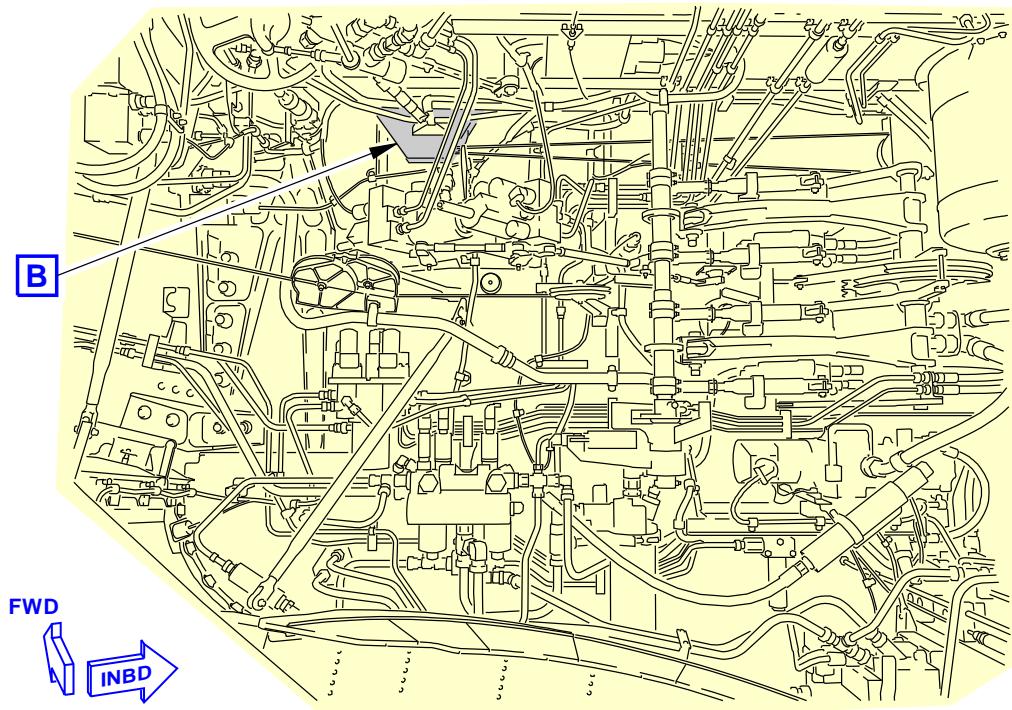
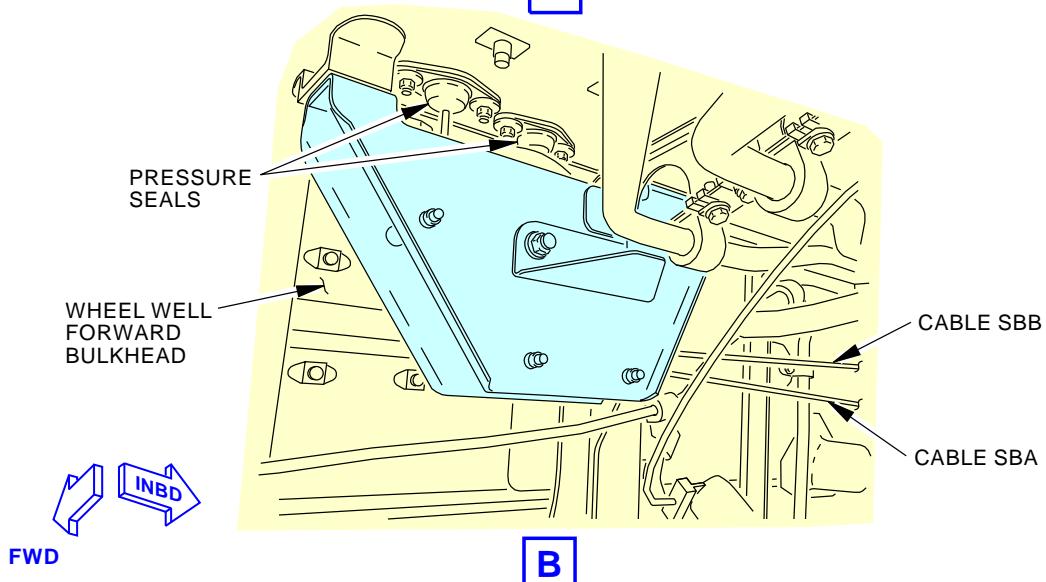
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-184-00-01**MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)****A****Spoiler Ratio Changer No-Back Assembly Test
Figure 1 (Sheet 2 of 5)**

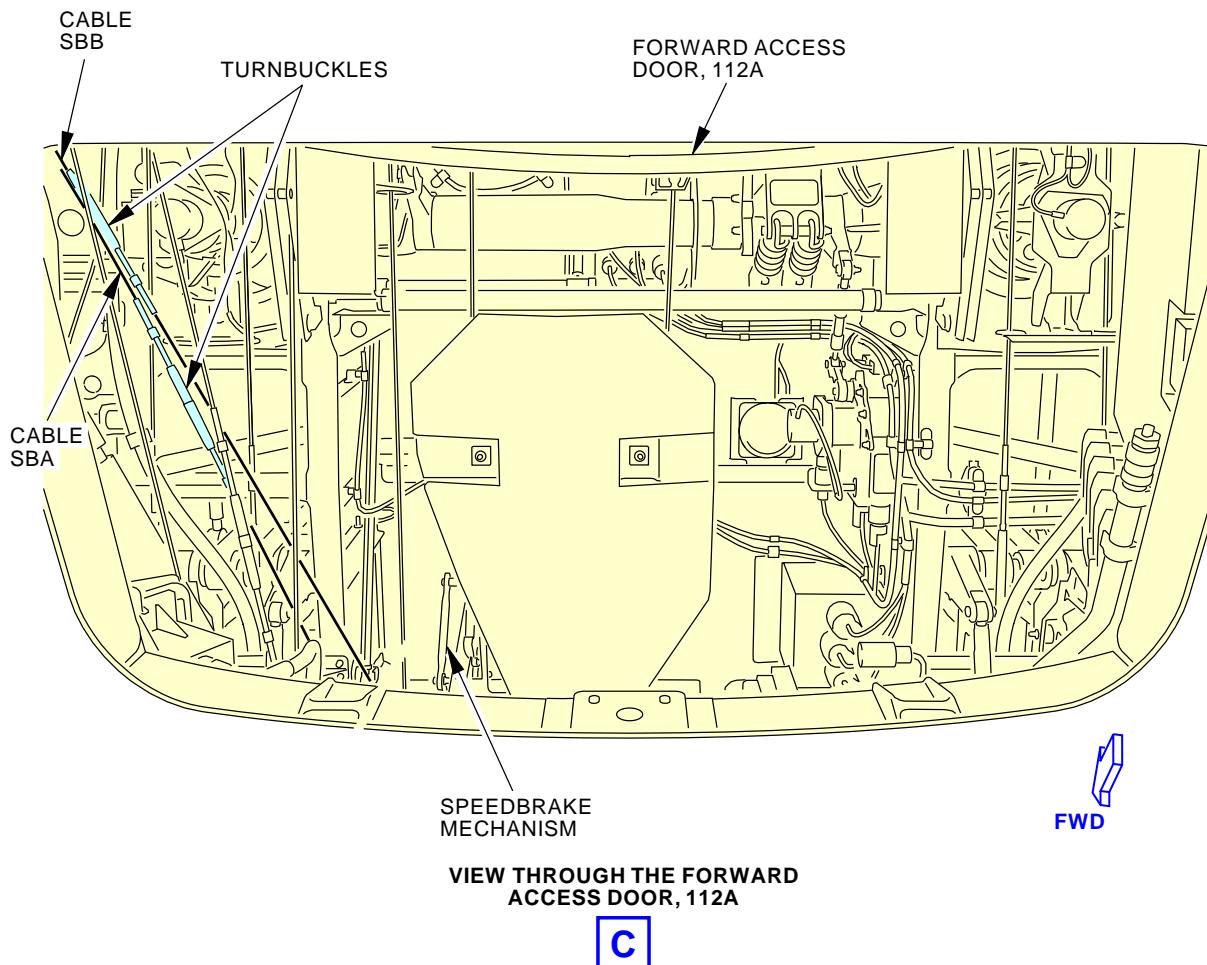
G61082 S0006570596_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-184-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



G61084 S0006570597_V2

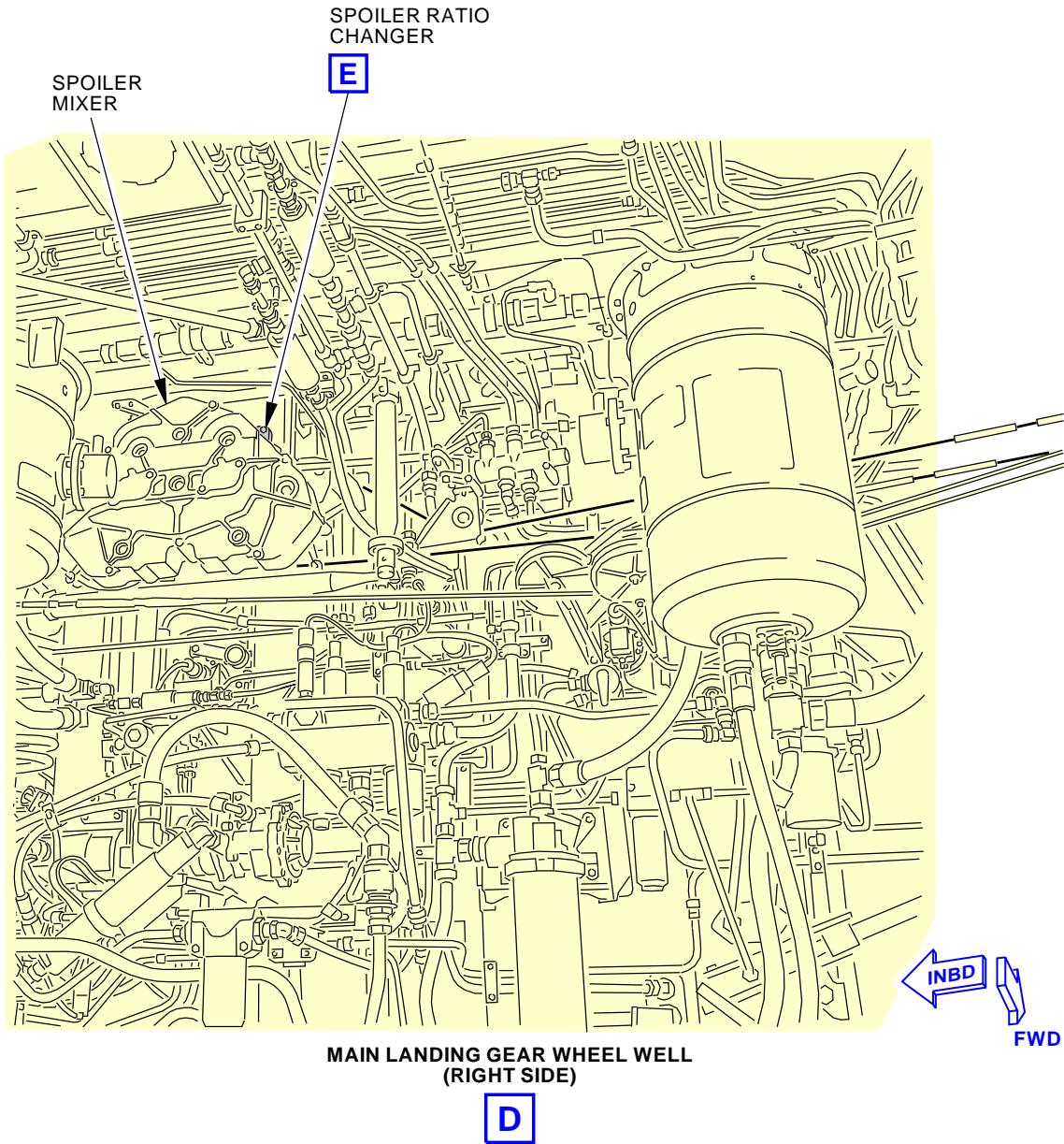
**Spoiler Ratio Changer No-Back Assembly Test
Figure 1 (Sheet 3 of 5)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-184-00-01 |



Spoiler Ratio Changer No-Back Assembly Test
Figure 1 (Sheet 4 of 5)

G61085 S0006570598_V2

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER RATIO CHANGER NO-BACK ASSEMBLY |
| | | D633A109-AKS 27-184-00-01 |

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Jun 15/2015

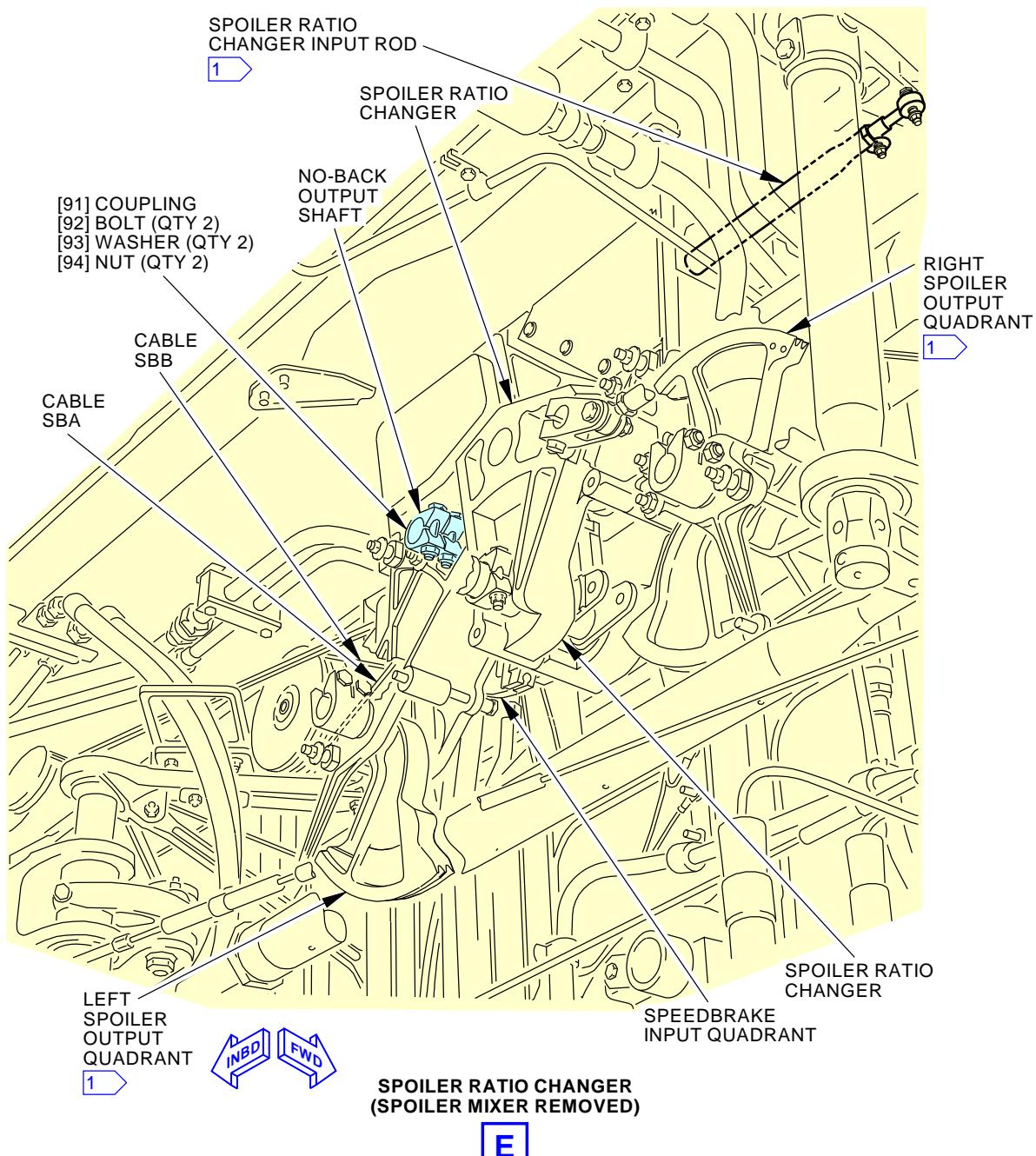
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-184-00-01

1 THE LEFT AND RIGHT SPOILER OUTPUT QUADRANT AND THE SPOILER RATIO CHANGER INPUT ROD MOVE AT THE SAME RATE UNLESS THE BREAKOUT MECHANISM IS ENGAGED.

G61149 S0006570599_V2

**Spoiler Ratio Changer No-Back Assembly Test
Figure 1 (Sheet 5 of 5)**EFFECTIVITY
AKS ALLSOURCE
MRB**SPOILER RATIO CHANGER NO-BACK ASSEMBLY**D633A109-AKS
27-184-00-01Page 8 of 8
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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE SPEEDBRAKE LEVER NO-BACK BRAKE | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-186-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 112A | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 112 |

Lubricate the speedbrake lever no-back brake.

A. References

| Reference | Title |
|----------------------|---|
| AMM 29-11-00-860-805 | Hydraulic System A or B Power Removal (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|--|
| D00013 | Grease - Aircraft And Instrument Grease | MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827) |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE LEVER NO-BACK BRAKE |
| | | D633A109-AKS 27-186-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-186-00-01 |
|------|-------------|---------|------------------|--|

TASK 12-22-81-600-801

MECH

INSP

1. Speedbrake Lever Brake Assembly Lubrication

(Figure 1)

A. Prepare for Lubrication

SUBTASK 12-22-81-860-001

- (1) Make sure the systems A and B hydraulic power is off. To remove it, do this task:
Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805

SUBTASK 12-22-81-860-002

- (2) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
|------------|------------|---------------|-------------|

| | | | |
|---|---|--------|---------------------------------|
| B | 9 | C00440 | FLIGHT CONTROL AUTO SPEED BRAKE |
|---|---|--------|---------------------------------|

SUBTASK 12-22-81-860-003

- (3) Put the speed brake lever in the DOWN position.

SUBTASK 12-22-81-010-001

- (4) Open this access panel to get access the auto speed brake actuator lever brake mechanism [1].

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

| | |
|------|---------------------|
| 112A | Forward Access Door |
|------|---------------------|

B. Speedbrake Lever Brake Assembly Lubrication

(Table 1)

SUBTASK 12-22-81-640-002

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Auto Speed Brake Actuator Lever Brake Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------------|--|-----------------------|---------------------|
| 1 | Lever Brake Mechanism | grease, D00633 (preferred) or grease, D00013 (alternate) | Hand | 4 |

SUBTASK 12-22-81-640-001

- (2) Apply a thin layer of grease, D00633 (preferred) or grease, D00013 (alternate) to the sides and upper and lower surfaces of the speedbrake lever brake mechanism [1].

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-22-81-860-004

- (1) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
|------------|------------|---------------|-------------|

| | | | |
|---|---|--------|---------------------------------|
| B | 9 | C00440 | FLIGHT CONTROL AUTO SPEED BRAKE |
|---|---|--------|---------------------------------|

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE LEVER NO-BACK BRAKE |
| | | D633A109-AKS 27-186-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-186-00-01 |
|-------------------------------|----------------------|---------------------------------------|----------------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-81-860-005 | | | | |
| (2) Close this access panel: | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | |
| 112A | Forward Access Door | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE LEVER NO-BACK BRAKE | | |
| | | D633A109-AKS 27-186-00-01 | Page 3 of 4 Feb 15/2015 | |

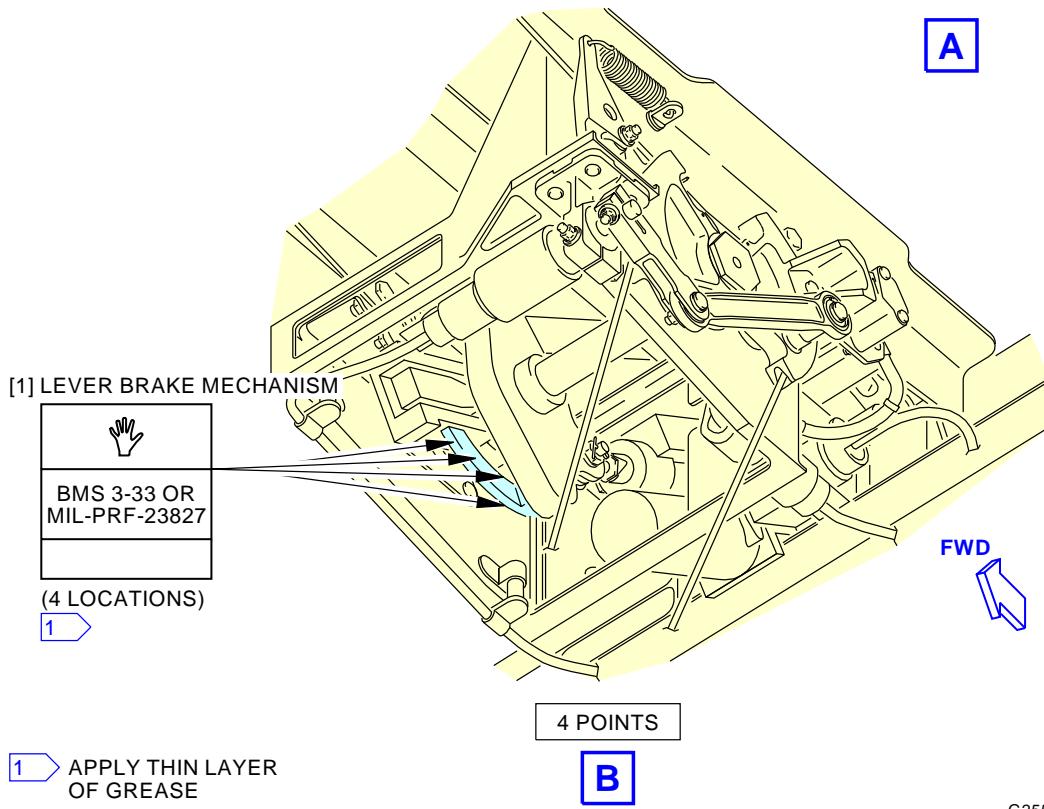
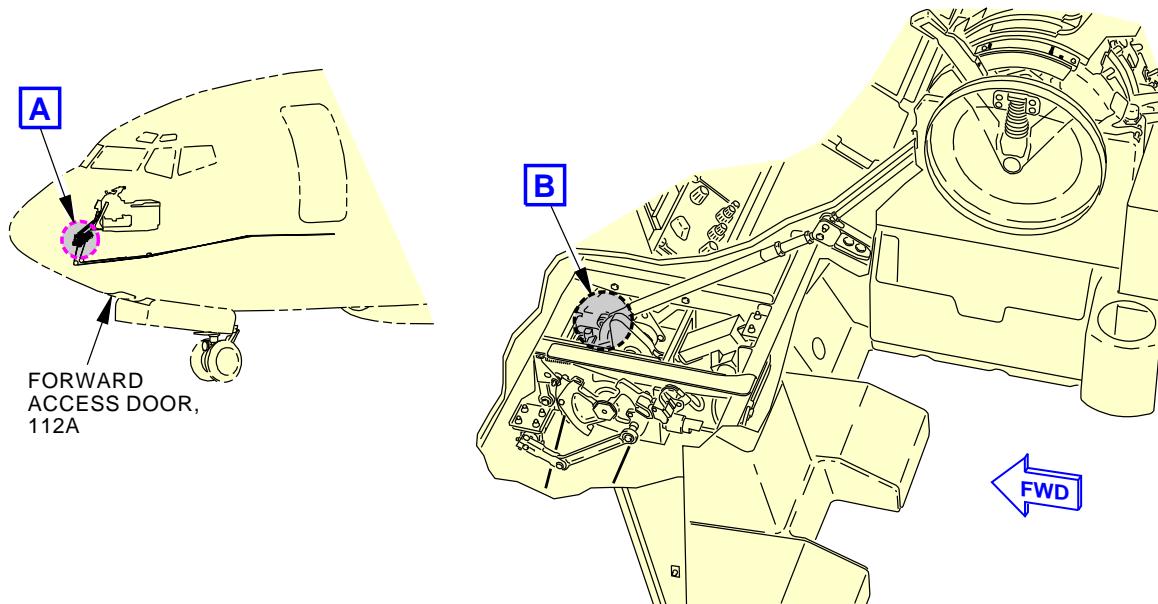
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-186-00-01

Auto Speed Brake Actuator Lever Brake Servicing
Figure 1

G25566 S0006561641_V5

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE LEVER NO-BACK BRAKE |
| | | D633A109-AKS 27-186-00-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE OPERATIONALLY CHECK THE SPEEDBRAKE HANDLE STOP | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-187-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL NOTE |
| | | ACCESS | | | ZONE 210 |
| | | | | | |

Operationally Check the Speedbrake Handle Stop

AIRPLANE NOTE: Applicable to 900ER and airplanes with Short Field Performance Package (if installed).**A. References**

| Reference | Title |
|----------------------|---|
| AMM 27-62-00-800-801 | Speed Brake Hydraulic Systems A and B Pressurization (P/B 201) |
| AMM 27-62-00-840-801 | Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

| | | |
|-------------------------------|-----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | OPERATIONALLY CHECK THE SPEEDBRAKE HANDLE STOP |
| | | D633A109-AKS 27-187-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-187-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-62-00-710-802 | | | | |
| 1. Speed Brake Lever Stop Test | | | | |
| A. General | | | | |
| (1) Use this procedure to verify the Speed Brake Lever Stop operation. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-62-00-860-225 | | | | |
| WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. | | | | |
| SUBTASK 27-62-00-860-226 | | | | |
| (2) Make sure that this circuit breaker is closed: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| A 4 C01662 SPOILER PCU SOV SYS A | | | | |
| SUBTASK 27-62-00-860-227 | | | | |
| (3) Move the flaps to the UP position (stop is now engaged). | | | | |
| SUBTASK 27-62-00-730-002 | | | | |
| (4) Verify the flaps are at the UP position. | | | | |
| SUBTASK 27-62-00-860-228 | | | | |
| (5) Move the speed brake lever aft to the stop. | | | | |
| SUBTASK 27-62-00-730-003 | | | | |
| (6) Verify the speed brake lever did not move beyond the FLIGHT position. | | | | |
| SUBTASK 27-62-00-860-247 | | | | |
| (7) Move the speed brake lever to the ARM position. | | | | |
| SUBTASK 27-62-00-860-229 | | | | |
| (8) Move the flap lever to the FLAPS 1 detent. | | | | |
| SUBTASK 27-62-00-730-004 | | | | |
| (9) Verify the flaps move to the FLAPS 1 position (stop is not engaged). | | | | |
| SUBTASK 27-62-00-860-230 | | | | |
| (10) Move the speed brake lever to the FULL UP position. | | | | |
| SUBTASK 27-62-00-730-005 | | | | |
| (11) Verify the speed brake lever is in the FULL UP position. | | | | |

| | | |
|-------------------------------|-----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | OPERATIONALLY CHECK THE SPEEDBRAKE HANDLE STOP |
| | | D633A109-AKS 27-187-00-01 |

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

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-187-00-01 |
|------|-------------|---------|------------------|--|

C. Put the Airplane Back to its Usual Condition

SUBTASK 27-62-00-860-231

- (1) Do this task: Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-62-00-840-801.

———— END OF TASK ————

| | | |
|-------------------------------|-----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | OPERATIONALLY CHECK THE SPEEDBRAKE HANDLE STOP |
|-------------------------------|-----------------------|---|

**D633A109-AKS
27-187-00-01****Page 3 of 3
Oct 15/2014**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. | | | BOEING CARD NO. 27-188-00-02 |
| DATE | TASK OPERATIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 15000 FH | REPEAT 15000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 117A | | | ZONE 117 118 210 |
| | | | | | |

Operationally check the speedbrake refused takeoff (RTO) system.

Note: This task is applicable to airplanes with Short Field Performance Package (if installed).

A. References

| Reference | Title |
|--------------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-51-00-860-803 | Extend the Trailing Edge Flaps (P/B 201) |
| AMM 27-62-00-800-801 | Speed Brake Hydraulic Systems A and B Pressurization (P/B 201) |
| AMM 27-62-00-840-801 | Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |
| AMM 78-31-00-700-804-F00 | Thrust Reverser Engine Accessory Unit (EAU) Test (P/B 501) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-188-00-02 | MECH | INSP |
|--|-------------|---------|------------------|--|------|------|
| TASK 27-62-00-820-809 | | | | | | |
| 1. Speed Brake RTO Test (Figure 1) | | | | | | |
| A. Prepare for the Test | | | | | | |
| SUBTASK 27-62-00-860-113 | | | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | |
| SUBTASK 27-62-00-860-114 | | | | | | |
| 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 27-62-00-860-115 | | | | | | |
| (3) Open this circuit breaker and install safety tag: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 Open this circuit breaker and install safety tag: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | | | |
| SUBTASK 27-62-00-860-116 | | | | | | |
| (4) Move the thrust levers No. 1 and 2 to the idle position. | | | | | | |
| SUBTASK 27-62-00-860-117 | | | | | | |
| (5) Make sure the airplane is on its landing gear or compress the right main gear strut a minimum of 5 inches (127 mm). NOTE: This will open the ground spoiler interlock valve. | | | | | | |
| SUBTASK 27-62-00-860-118 | | | | | | |
| (6) Make sure the ground spoilers are in the down position. | | | | | | |
| SUBTASK 27-62-00-860-119 | | | | | | |
| (7) Make sure the speed brake lever is in the DOWN position. | | | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-188-00-02 | | | | |
|--|----------------------------------|---------------|------------------|--|--|--|--|--|
| SUBTASK 27-62-00-860-215 | | | | MECH INSP | | | | |
| WARNING: MAKE SURE THAT YOU OPEN THE CIRCUIT BREAKER FOR THE WEATHER RADAR SYSTEM. THE FORWARD MOVEMENT OF A THRUST LEVER CAN CAUSE THE AUTOMATIC OPERATION OF THE SYSTEM. THE OPERATION OF THIS SYSTEM CAN CAUSE SERIOUS INJURY TO PERSONS AND DAMAGE TO EQUIPMENT IN THE AREA OF THE NOSE RADOME. | | | | | | | | |
| (8) Open this circuit breaker and install safety tag: | | | | | | | | |
| F/O Electrical System Panel, P6-1 | | | | | | | | |
| Row | Col | Number | Name | | | | | |
| D | 13 | C00120 | WEATHER RADAR RT | | | | | |
| SUBTASK 27-62-00-860-120 | | | | | | | | |
| (9) Move one of the thrust levers to the full forward position to retract the auto speed brake actuator. | | | | | | | | |
| SUBTASK 27-62-00-860-121 | | | | | | | | |
| (10) Move the thrust lever to the idle position. | | | | | | | | |
| SUBTASK 27-62-00-860-122 | | | | | | | | |
| (11) Make sure the parking brake is released. | | | | | | | | |
| SUBTASK 27-62-00-010-004 | | | | | | | | |
| (12) Open this access panel: | | | | | | | | |
| Number | Name/Location | | | | | | | |
| 117A | Electronic Equipment Access Door | | | | | | | |
| B. Speed Brake RTO Test | | | | | | | | |
| SUBTASK 27-62-00-860-232 | | | | | | | | |
| (1) Move the flaps to a position other than the UP position, do this task Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | | | | | |
| SUBTASK 27-62-00-860-217 | | | | | | | | |
| (2) Move the engine ignition switches from OFF to CONTINUOUS. | | | | | | | | |
| SUBTASK 27-62-00-860-123 | | | | | | | | |
| WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE AREA AROUND THE THRUST REVERSERS. THE THRUST REVERSERS EXTEND AND RETRACT QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR. | | | | | | | | |
| (3) Move the No. 1 reverse thrust lever to the REVERSE thrust position. | | | | | | | | |
| (a) Make sure the SPEED BRAKE ARMED light comes on. | | | | | | | | |
| SUBTASK 27-62-00-860-124 | | | | | | | | |
| (4) Move the TEST SELECTOR switch to the INBD position on the antiskid/autobrake control unit (AACU). | | | | | | | | |
| SUBTASK 27-62-00-860-125 | | | | | | | | |
| (5) At the same time that you push and hold the ENABLE/VERIFY button, move the PRESS/TEST toggle switch up to the TEST position on the AACU. | | | | | | | | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. D633A109-AKS 27-188-00-02 |
| | | Page 3 of 7 Feb 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-188-00-02 |
|------|-------------|---------|------------------|--|
| | | | | <p>(a) Make sure the speed brake lever moves to the UP position.</p> <p>(b) Make sure the ground and flight spoilers move to the up position.</p> <p>(c) Make sure the SPEED BRAKE ARMED light stays on.</p> <p><u>NOTE:</u> The SPEED BRAKE DO NOT ARM light will come on momentarily if you do not push the buttons at the same time.</p> <p>(d) Make sure the SPEED BRAKE DO NOT ARM light is off.</p> <p>(e) Open this circuit breaker: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 4 C01662 SPOILER PCU SOV SYS A</p> <p>(f) Make sure that all of the flight spoilers move to a smaller angle.</p> <p><u>NOTE:</u> If necessary, open and close of the circuit breaker to see each spoiler move.</p> <p>(g) Make sure the SPEED BRAKE DO NOT ARM light is on.</p> <p><u>NOTE:</u> There will be a 3 second delay after the circuit breaker is opened and is normal.</p> <p>(h) Open this circuit breaker: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 5 C01663 SPOILER PCU SOV SYS B</p> <p>(i) Make sure the SPEED BRAKE DO NOT ARM light is off.</p> <p>(j) Close this circuit breaker: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 4 C01662 SPOILER PCU SOV SYS A</p> <p>(k) Close this circuit breaker: F/O Electrical System Panel, P6-2 <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> A 5 C01663 SPOILER PCU SOV SYS B</p> <p>(l) Make sure the SPEED BRAKE DO NOT ARM light is off.</p> <p>SUBTASK 27-62-00-860-126</p> <p>(6) Release the buttons.</p> <p>(a) Make sure the SPEED BRAKE ARMED light is off.</p> <p>(b) Make sure the SPEED BRAKE DO NOT ARM light comes on.</p> <p>SUBTASK 27-62-00-860-177</p> <p>(7) Move the No. 1 reverse thrust lever to the stowed position.</p> <p>SUBTASK 27-62-00-860-127</p> <p>(8) Move the No. 1 thrust lever forward.</p> |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-188-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| (a) Make sure the speed brake control lever moves to the DOWN position. (b) Make sure the ground and flight spoilers move to the full down position. (c) Make sure the SPEED BRAKE DO NOT ARM light goes off. | | | | |
| SUBTASK 27-62-00-860-128 | | | | |
| (9) Move the No. 1 thrust lever to the idle position. | | | | |
| SUBTASK 27-62-00-860-129 | | | | |
| (10) Do the RTO test again with the No. 2 reverse thrust lever. | | | | |
| SUBTASK 27-62-00-860-192 | | | | |
| (11) Move the TEST SELECTOR switch to the NORM position on the AACU. | | | | |
| SUBTASK 27-62-00-860-224 | | | | |
| (12) Check the engine 1 reverser light on the P5 panel. If it is on, do this task: Thrust Reverser Engine Accessory Unit (EAU) Test, AMM TASK 78-31-00-700-804-F00. | | | | |
| NOTE: The engine 1 reverser light can come on while doing Speed Brake RTO Test if there is a pressure drop in the Hydraulic System A. | | | | |
| (13) Move the engine ignition switches from CONTINUOUS to OFF. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-62-00-860-130 | | | | |
| (1) Do this task: Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-62-00-840-801. | | | | |
| SUBTASK 27-62-00-860-131 | | | | |
| (2) Close these circuit breakers: | | | | |
| F/O Electrical System Panel, P6-1 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| D 13 C00120 WEATHER RADAR RT | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | |
| C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 | | | | |
| SUBTASK 27-62-00-010-005 | | | | |
| (3) Close this access panel: | | | | |
| <u>Number</u> <u>Name/Location</u> | | | | |
| 117A Electronic Equipment Access Door | | | | |
| ———— END OF TASK ———— | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

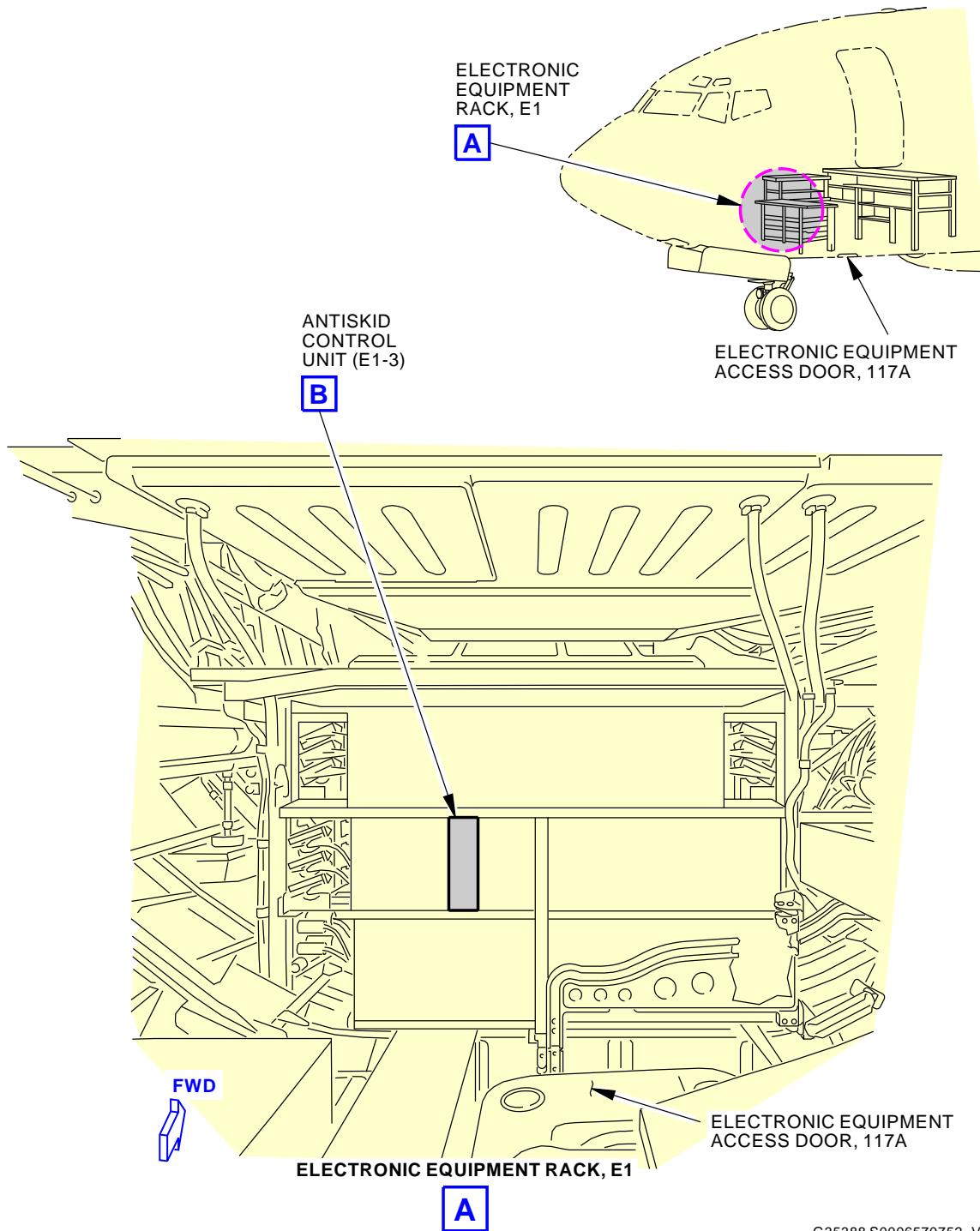
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-188-00-02

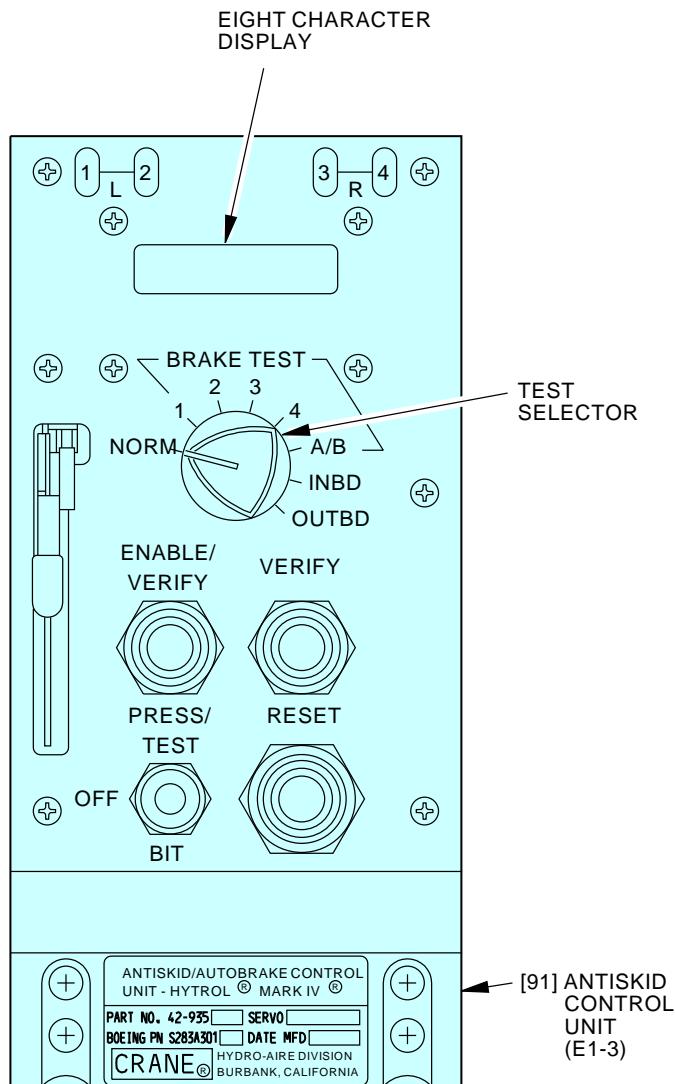
Antiskid/Autobrake Control Unit Adjustment
Figure 1 (Sheet 1 of 2)

G35388 S0006570752_V2

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-188-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**ANTISKID CONTROL UNIT (E1-3)**

G35389 S0006570753_V2

**Antiskid/Autobrake Control Unit Adjustment
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | OPERATIONALLY CHECK THE SPEEDBRAKE REFUSED TAKEOFF (RTO) SYSTEM FOR SHORT FIELD PERFORMANCE OPTION. |
| | | D633A109-AKS 27-188-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE SPEEDBRAKE EXTENDED LIGHT | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-190-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 11000 FH | REPEAT 11000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 117A | | | ZONE 117 118 210 |
| | | | | | |

Operationally check the speedbrakes extended light.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-51-00-860-804 | Retract the Trailing Edge Flaps (P/B 201) |
| AMM 27-62-00-800-801 | Speed Brake Hydraulic Systems A and B Pressurization (P/B 201) |
| AMM 27-62-00-840-801 | Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |
| AMM 32-09-00-860-801 | Put the Airplane in the Air Mode (P/B 201) |
| AMM 32-09-00-860-802 | Return the Airplane to the Ground Mode (P/B 201) |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE EXTENDED LIGHT |
| | | D633A109-AKS 27-190-00-01 |

Page 1 of 4
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-190-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-62-00-820-810 | | | | |
| 1. Speed Brake Extended Light Test | | | | |
| A. General | | | | |
| (1) Ignore the illumination of the SPEED BRAKE ARMED and SPEED BRAKE DO NOT ARM Lights during this test. | | | | |
| B. Speed Brakes Extended Light Test | | | | |
| SUBTASK 27-62-00-860-132 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-62-00-860-133 | | | | |
| 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 27-62-00-860-134 | | | | |
| (3) Open these circuit breakers and install safety tags: | | | | |
| CAPT Electrical System Panel, P18-1 | | | | |
| Row Col Number Name | | | | |
| D 2 C01045 AFCS SYS A FCC DC | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| A 15 C01081 HYDRAULIC SYSTEM PTU VALVE CONT 1 | | | | |
| A 16 C01085 HYDRAULIC SYSTEM PTU VALVE CONT 2 | | | | |
| B 3 C01046 AFCS SYS B FCC DC | | | | |
| B 9 C00440 FLIGHT CONTROL AUTO SPEED BRAKE | | | | |
| SUBTASK 27-62-00-860-178 | | | | |
| (4) Simulate air mode with the PSEU BITE. To simulate, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801. | | | | |
| SUBTASK 27-62-00-860-135 | | | | |
| (5) Move the flaps to the 15 unit position. | | | | |
| SUBTASK 27-62-00-860-136 | | | | |
| (6) Move the speed brake lever to the ARMED position. | | | | |
| <u>NOTE:</u> The spoilers can move up during this step. | | | | |
| SUBTASK 27-62-00-860-137 | | | | |
| (7) Make sure the SPEEDBRAKES EXTENDED light is off. | | | | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE EXTENDED LIGHT |
| | | D633A109-AKS 27-190-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-190-00-01 |
|------|-------------|---------|------------------|--|
| | | | | MECH INSP |

SUBTASK 27-62-00-860-140

(8) Move the speed brake lever 0.6 inch (15 mm) aft from the ARMED detent.
NOTE: The spoilers can move up during this step.

SUBTASK 27-62-00-860-141

(9) Make sure the SPEEDBRAKES EXTENDED light turns on.

SUBTASK 27-62-00-860-179

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

SUBTASK 27-62-00-860-180

(11) Make sure the SPEEDBRAKES EXTENDED light is off.

SUBTASK 27-62-00-860-181

(12) Move the flaps to the 15 unit position.

SUBTASK 27-62-00-860-182

(13) Make sure the SPEEDBRAKES EXTENDED light turns on.

SUBTASK 27-62-00-860-142

(14) Do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.

SUBTASK 27-62-00-860-143

(15) Make sure the SPEEDBRAKES EXTENDED light turns off.

SUBTASK 27-62-00-860-145

(16) Simulate air mode with the PSEU BITE. To simulate, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801.

SUBTASK 27-62-00-860-146

(17) Make sure the SPEEDBRAKES EXTENDED light turns on.

SUBTASK 27-62-00-860-148

(18) Move the speed brake lever to the ARMED position.

SUBTASK 27-62-00-860-183

(19) Make sure the SPEEDBRAKES EXTENDED light turns off.

SUBTASK 27-62-00-860-184

(20) Move the speed brake lever to the DOWN position.
NOTE: The spoilers can move down during this step.

SUBTASK 27-62-00-860-185

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

SUBTASK 27-62-00-860-206

(22) Do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.

SUBTASK 27-62-00-860-149

(23) Do this task: Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-62-00-840-801.

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE EXTENDED LIGHT D633A109-AKS 27-190-00-01 | Page 3 of 4 Oct 15/2014 |
|-------------------------------|----------------------|--|----------------------------|

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-190-00-01 |
|--|-------------|---------|------------------|--|
| SUBTASK 27-62-00-860-150 | | | | MECH INSP |
| (24) Remove the safety tags and close these circuit breakers: | | | | |
| CAPT Electrical System Panel, P18-1 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| D 2 C01045 AFCS SYS A FCC DC | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| <u>Row</u> <u>Col</u> <u>Number</u> <u>Name</u> | | | | |
| A 15 C01081 HYDRAULIC SYSTEM PTU VALVE CONT 1 | | | | |
| A 16 C01085 HYDRAULIC SYSTEM PTU VALVE CONT 2 | | | | |
| B 3 C01046 AFCS SYS B FCC DC | | | | |
| B 9 C00440 FLIGHT CONTROL AUTO SPEED BRAKE | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPEEDBRAKE EXTENDED LIGHT |
| | | D633A109-AKS 27-190-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-192-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | | | | ZONE 562 563 564 565 566 |
| | | ACCESS NOTE | | | |

Perform an operational check of each left wing flight spoiler actuator override quadrant.

ACCESS NOTE: Flaps deployed.

A. References

| Reference | Title |
|----------------------|---|
| 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 27-62-00-800-801 | 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 27-62-00-840-801 | Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1585 | Kit - Rigging Pins, All Systems Part #: F70207-109 Supplier: 81205 |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS |
| | | D633A109-AKS 27-192-01-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-01-01 |
|---|----------------------|--|----------------------------|--|
| | | | | MECH INSP |
| TASK 27-61-00-820-810 | | | | |
| 1. Flight Spoiler Actuator Override Quadrant Operational Test (Figure 1) | | | | |
| A. General (1) This is an operational test of the flight spoiler actuator override quadrant that verifies that the other flight spoilers will work if one is not operational. | | | | |
| B. Prepare for the Test SUBTASK 27-61-00-860-079 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU INSTALL HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU INSTALL HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (1) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. | | | | |
| SUBTASK 27-61-00-860-080 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU MOVE THE SPEEDBRAKE LEVER. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE SPEEDBRAKE LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Verify that the speedbrake lever is in the down and locked position. | | | | |
| SUBTASK 27-61-00-860-081 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU MOVE THE CONTROL WHEEL. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE CONTROL WHEEL. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (3) Move the ailerons to neutral. (a) Verify that the control wheels are at neutral. (b) Verify that the aileron trim is at neutral. (c) Install rig pin A/S-15, from the rig pin kit, SPL-1585, in the aileron feel and centering unit (Figure 1). | | | | |
| SUBTASK 27-61-00-860-082 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU EXTEND THE FLAPS. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE FLAPS LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (4) Move the flaps to the flaps 40 position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | | |
| | | D633A109-AKS 27-192-01-01 | Page 2 of 7 Jun 15/2016 | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-61-00-860-090 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU REMOVE HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU REMOVE HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Remove Pressure from the Speed Brake Hydraulic Systems A and B, AMM TASK 27-62-00-800-802. | | | | |
| C. Flight Spoiler Actuator Override Quadrant Operational Test | | | | |
| SUBTASK 27-61-00-710-008 | | | | |
| (1) Install a plastic tie strap through the open hole of the input lever [3] on the spoiler PCU. | | | | |
| SUBTASK 27-61-00-710-009 | | | | |
| (2) Pull the input lever [3] of the PCU aft, to the full limit of travel, and verify that the hub assembly [1] rotates and that the follower arm [2] moves in the slot of the quadrant control assembly [5]. | | | | |
| (a) Verify that the spring [4] extends. | | | | |
| SUBTASK 27-61-00-710-010 | | | | |
| (3) Release the PCU input lever [3]. | | | | |
| (a) Verify that the hub assembly [1] rotates back to the neutral position. | | | | |
| (b) Verify that the follower arm [2] returns to center. | | | | |
| SUBTASK 27-61-00-700-020 | | | | |
| (4) If the operational test is for the left wing: | | | | |
| (a) Repeat the procedure, as necessary, for spoilers 2, 3, 4 and 5. | | | | |
| SUBTASK 27-61-00-710-013 | | | | |
| (5) If the operational test is for the right wing: | | | | |
| (a) Repeat the procedure, as necessary, for spoilers 8, 9, 10 and 11. | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-61-00-860-083 | | | | |
| (1) Remove rig pin A/S-15 from the aileron feel and centering unit. | | | | |
| (2) Remove the plastic tie strap from the input lever [3]. | | | | |
| SUBTASK 27-61-00-860-091 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU INSTALL HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU INSTALL HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (3) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | |
| | | D633A109-AKS 27-192-01-01 | Page 3 of 7 Jun 15/2016 |

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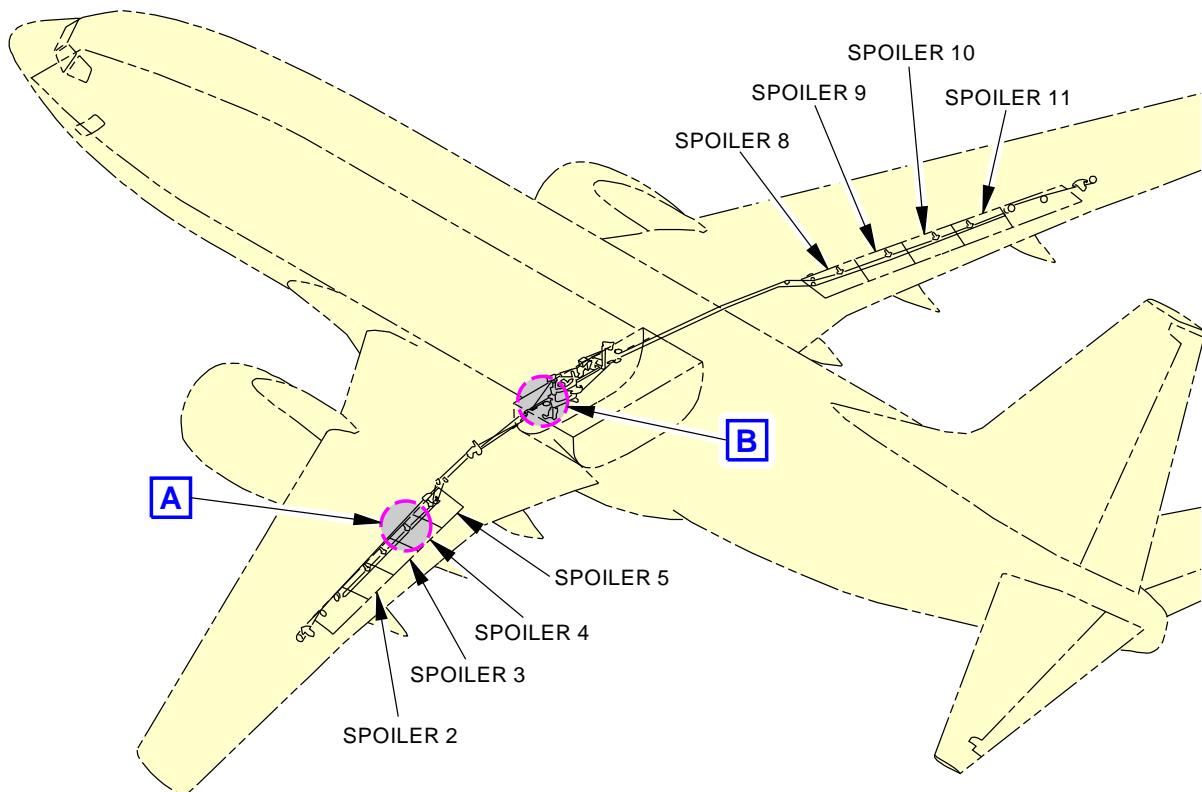


737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-61-00-860-084 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU EXTEND THE FLAPS. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE FLAPS LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (4) Return the flaps to the retracted position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-61-00-860-092 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU REMOVE HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU REMOVE HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-62-00-840-801. | | | | |
| ———— END OF TASK ———— | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
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| | | | | 27-192-01-01 |



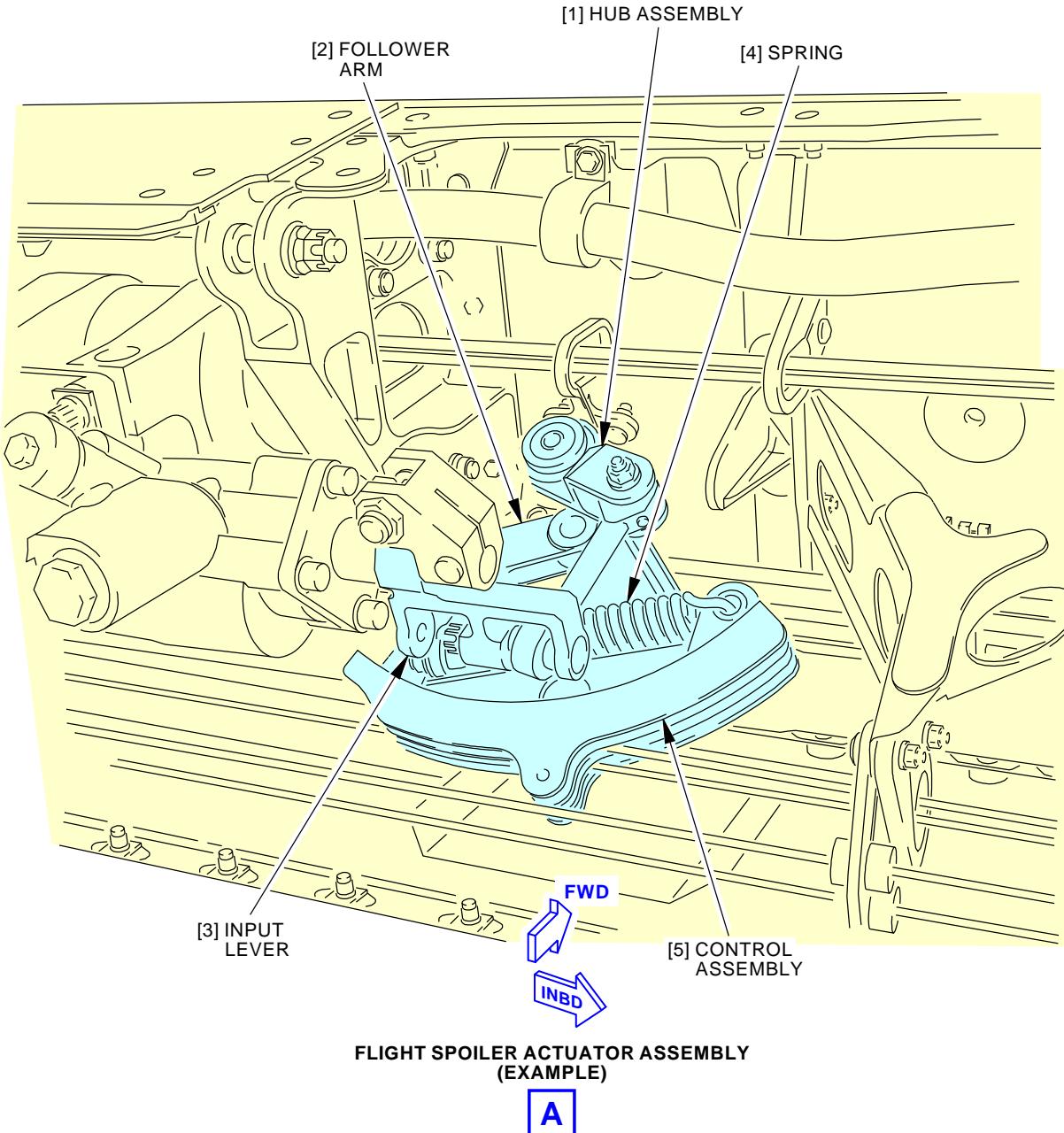
K99378 S0006570601_V2

**Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 1 of 3)**

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | |
| | | D633A109-AKS 27-192-01-01 | Page 5 of 7 Jun 15/2015 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**NOTE:**

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 4 IS SHOWN.

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 2, 3, AND 5 ARE EQUIVALENT.

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 8, 9, 10 AND 11 ARE OPPOSITE.

K99360 S0006570602_V3

Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 2 of 3)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS |
| | | D633A109-AKS 27-192-01-01 |

Page 6 of 7
Jun 15/2015

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

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-192-01-01AILERON FEEL
AND CENTERING
UNIT**C**LEFT MAIN
LANDING GEAR BAY**INSTALLATION OF RIG PIN A/S-15****B**AILERON TRIM
ACTUATORHOLE FOR RIG
PIN A/S-15**INSTALLATION OF RIG PIN A/S-15****C**

L04156 S0006570603_V2

**Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING SPOILER ACTUATOR OVERRIDE QUADRANTS****D633A109-AKS
27-192-01-01****Page 7 of 7
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-192-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 662 663 664 665 666 |

Perform an operational check of each right wing flight spoiler actuator override quadrant.

ACCESS NOTE: Flaps deployed.

A. References

| Reference | Title |
|----------------------|---|
| 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 27-62-00-800-801 | 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 27-62-00-840-801 | Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1585 | Kit - Rigging Pins, All Systems Part #: F70207-109 Supplier: 81205 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS |
| | | D633A109-AKS 27-192-02-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-02-01 |
|---|----------------------|---|------------------|--|
| | | | | MECH INSP |
| TASK 27-61-00-820-810 | | | | |
| 1. Flight Spoiler Actuator Override Quadrant Operational Test (Figure 1) | | | | |
| A. General (1) This is an operational test of the flight spoiler actuator override quadrant that verifies that the other flight spoilers will work if one is not operational. | | | | |
| B. Prepare for the Test SUBTASK 27-61-00-860-079 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU INSTALL HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU INSTALL HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (1) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. | | | | |
| SUBTASK 27-61-00-860-080 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU MOVE THE SPEEDBRAKE LEVER. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE SPEEDBRAKE LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Verify that the speedbrake lever is in the down and locked position. | | | | |
| SUBTASK 27-61-00-860-081 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU MOVE THE CONTROL WHEEL. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE CONTROL WHEEL. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (3) Move the ailerons to neutral. (a) Verify that the control wheels are at neutral. (b) Verify that the aileron trim is at neutral. (c) Install rig pin A/S-15, from the rig pin kit, SPL-1585, in the aileron feel and centering unit (Figure 1). | | | | |
| SUBTASK 27-61-00-860-082 WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU EXTEND THE FLAPS. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE FLAPS LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. (4) Move the flaps to the flaps 40 position. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS D633A109-AKS 27-192-02-01 | | |
| | | | | Page 2 of 7 Jun 15/2016 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-61-00-860-090 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU REMOVE HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU REMOVE HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Remove Pressure from the Speed Brake Hydraulic Systems A and B, AMM TASK 27-62-00-800-802. | | | | |
| C. Flight Spoiler Actuator Override Quadrant Operational Test | | | | |
| SUBTASK 27-61-00-710-008 | | | | |
| (1) Install a plastic tie strap through the open hole of the input lever [3] on the spoiler PCU. | | | | |
| SUBTASK 27-61-00-710-009 | | | | |
| (2) Pull the input lever [3] of the PCU aft, to the full limit of travel, and verify that the hub assembly [1] rotates and that the follower arm [2] moves in the slot of the quadrant control assembly [5]. | | | | |
| (a) Verify that the spring [4] extends. | | | | |
| SUBTASK 27-61-00-710-010 | | | | |
| (3) Release the PCU input lever [3]. | | | | |
| (a) Verify that the hub assembly [1] rotates back to the neutral position. | | | | |
| (b) Verify that the follower arm [2] returns to center. | | | | |
| SUBTASK 27-61-00-700-020 | | | | |
| (4) If the operational test is for the left wing: | | | | |
| (a) Repeat the procedure, as necessary, for spoilers 2, 3, 4 and 5. | | | | |
| SUBTASK 27-61-00-710-013 | | | | |
| (5) If the operational test is for the right wing: | | | | |
| (a) Repeat the procedure, as necessary, for spoilers 8, 9, 10 and 11. | | | | |
| D. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-61-00-860-083 | | | | |
| (1) Remove rig pin A/S-15 from the aileron feel and centering unit. | | | | |
| (2) Remove the plastic tie strap from the input lever [3]. | | | | |
| SUBTASK 27-61-00-860-091 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU INSTALL HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU INSTALL HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (3) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS | |
| | | D633A109-AKS 27-192-02-01 | Page 3 of 7 Jun 15/2016 |

AKS

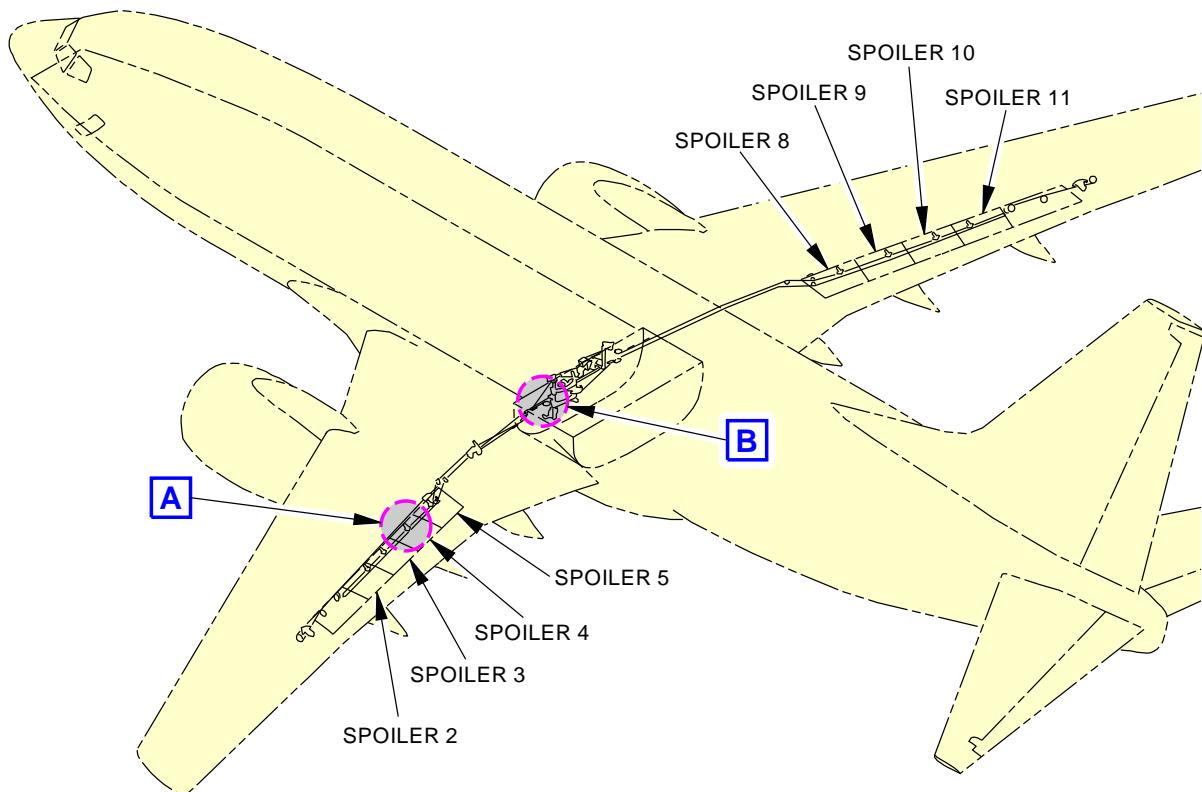


737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-61-00-860-084 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU EXTEND THE FLAPS. CONTROL SURFACES CAN MOVE QUICKLY WHEN YOU MOVE THE FLAPS LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (4) Return the flaps to the retracted position. To retract them, do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804. | | | | |
| SUBTASK 27-61-00-860-092 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU REMOVE HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU REMOVE HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Put the Speed Brake Hydraulic systems A and B Back to the Condition Before the Pressurization, AMM TASK 27-62-00-840-801. | | | | |
| — END OF TASK — | | | | |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-192-02-01 |



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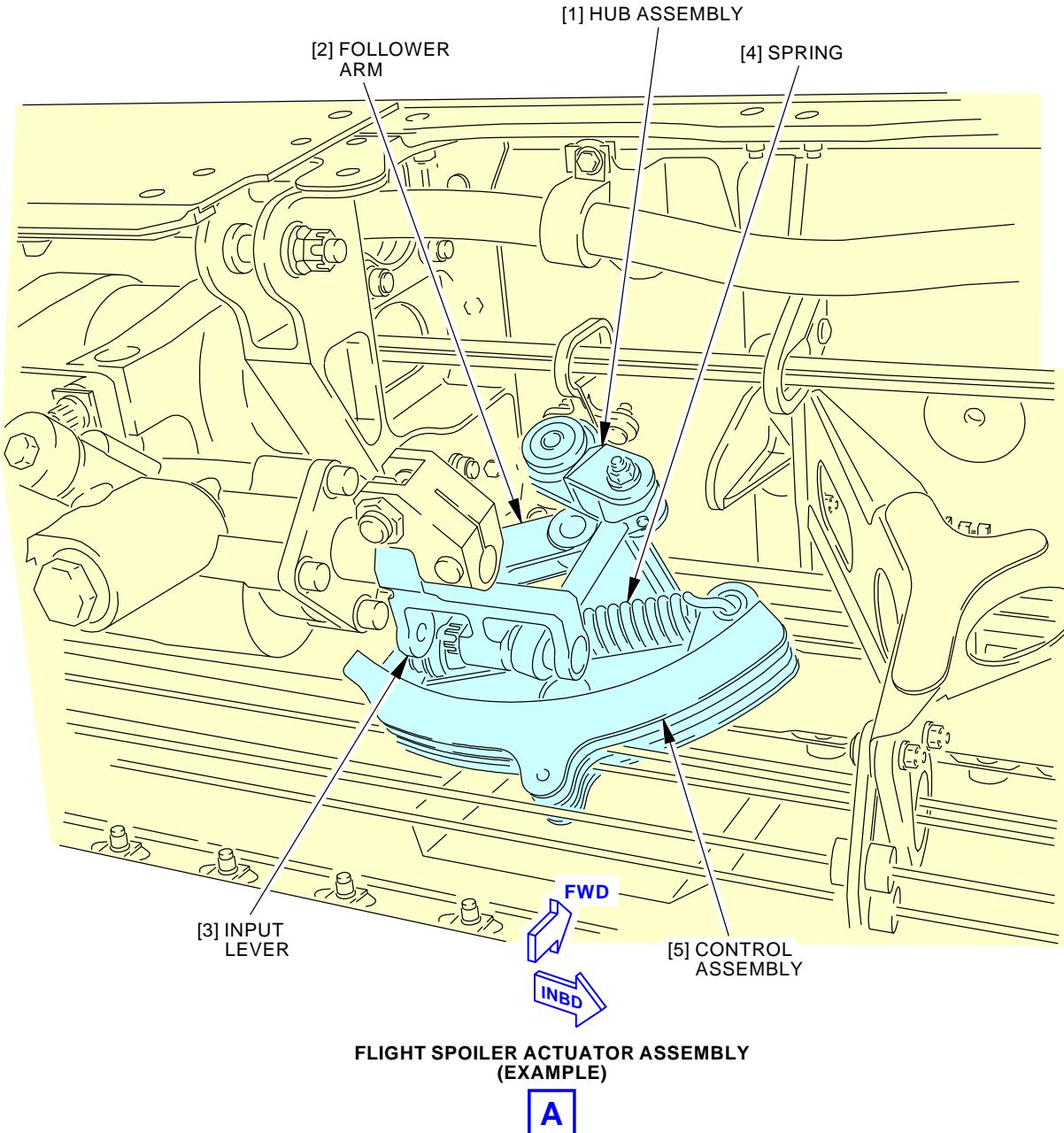
**Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 1 of 3)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS |
| | | D633A109-AKS 27-192-02-01 |

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Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-192-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**NOTE:**

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 4 IS SHOWN.

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 2, 3, AND 5 ARE EQUIVALENT.

FLIGHT SPOILER ACTUATOR ASSEMBLY NO. 8, 9, 10 AND 11 ARE OPPOSITE.

K99360 S0006570602_V3

Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 2 of 3)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS |
| | | D633A109-AKS 27-192-02-01 |

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Jun 15/2015

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

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-192-02-01AILERON FEEL
AND CENTERING
UNIT**C**LEFT MAIN
LANDING GEAR BAY**INSTALLATION OF RIG PIN A/S-15****B**AILERON TRIM
ACTUATORHOLE FOR RIG
PIN A/S-15**INSTALLATION OF RIG PIN A/S-15****C**

L04156 S0006570603_V2

**Flight Spoiler Actuator Override Quadrant Operational Test
Figure 1 (Sheet 3 of 3)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING SPOILER ACTUATOR OVERRIDE QUADRANTS****D633A109-AKS
27-192-02-01****Page 7 of 7
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE SPOILER MIXER CENTERING MECHANISM | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-194-00-01 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 20000 FH | REPEAT 20000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 550 650 |

Operationally check the spoiler mixer centering mechanism.

SPECIAL NOTE: CMR (27-CMR-04) interval for this task is 20,000 FH. See MPD Section 9.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER MIXER CENTERING MECHANISM |
| | | D633A109-AKS 27-194-00-01 |

Page 1 of 3
Jun 15/2015

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-194-00-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| 27-CMR-04 | | | | |
| TASK 27-61-00-710-802 | | | | |
| 1. Spoiler Mixer Centering Mechanism Operational Test | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-61-00-860-077 | | | | |
| 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. | | | | |
| (1) Do this task:Spoiler Hydraulic Systems A and B Pressurization, AMM TASK 27-61-00-800-801. | | | | |
| B. Spoiler Mixer Centering Mechanism Operational Test | | | | |
| SUBTASK 27-61-00-710-002 | | | | |
| (1) Turn the captain's aileron control wheel fully counterclockwise. | | | | |
| (a) Make sure the override mechanism (within the spoiler mixer) is operating properly. | | | | |
| NOTE: This operational test checks the internal function of the spoiler mixer unit. The ratio changer input rod and the left spoiler output quadrant should move together through the full control wheel travel. If the quadrant stops moving while the input rod continues to move or if the quadrant does not move at all, there is an override breakout. | | | | |
| SUBTASK 27-61-00-710-005 | | | | |
| (2) Turn the captain's aileron control wheel fully clockwise. | | | | |
| (a) Make sure the override mechanism (within the spoiler mixer) is operating properly. | | | | |
| NOTE: This operational test checks the internal function of the spoiler mixer unit. The ratio changer input rod and the right spoiler output quadrant should move together through the full control wheel travel. If the quadrant stops moving while the input rod continues to move or if the quadrant does not move at all, there is an override breakout. | | | | |
| SUBTASK 27-61-00-710-003 | | | | |
| (3) Turn the captain's aileron control wheel fully counterclockwise and hold. | | | | |
| (a) Make sure the No. 2, 3, 4, and 5 flight spoilers move to the up position. | | | | |
| SUBTASK 27-61-00-710-006 | | | | |
| (4) Release the captain's control wheel. | | | | |
| (a) Make sure the No. 2, 3, 4, and 5 flight spoilers move to the down position. | | | | |
| SUBTASK 27-61-00-710-004 | | | | |
| (5) Turn the captain's aileron control wheel fully clockwise and hold. | | | | |
| (a) Make sure the No. 8, 9, 10 and 11 flight spoilers move to the up position. | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER MIXER CENTERING MECHANISM |
| | | D633A109-AKS 27-194-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-194-00-01 |
|---|----------------------|--|----------------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-61-00-710-007 | | | | |
| (6) Release the captain's control wheel. (a) Make sure the No. 8, 9, 10, and 11 flight spoilers move to the down position. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-61-00-860-078 | | | | |
| (1) 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 | SPOILER MIXER CENTERING MECHANISM | | |
| | | D633A109-AKS 27-194-00-01 | Page 3 of 3 Feb 15/2015 | |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|---|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE FUNCTIONALLY CHECK THE SPOILER ELECTRICAL CONTROL SYSTEM RELAYS FOR CONTINUITY | | | BOEING CARD NO. 27-196-00-01 |
| DATE | TASK FUNCTIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 7000 FH | REPEAT 7000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL NOTE |
| | | ACCESS | | | ZONE 211 212 |
| | | | | | |

Functionally Check the Spoiler Electrical Control System Relays for Continuity

AIRPLANE NOTE: Applicable to 900ER and airplanes with Short Field Performance Package (if installed).**A. References**

| Reference | Title |
|----------------------|--|
| AMM 27-62-00-710-803 | Speed Brake Solenoid Operated Valve Test (P/B 501) |

| | | |
|-------------------------------|-----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | FUNCTIONALLY CHECK THE SPOILER ELECTRICAL CONTROL SYSTEM RELAYS FOR CONTINUITY |
| | | D633A109-AKS 27-196-00-01 |

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

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-196-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-62-00-760-801 | | | | |
| 1. Speed Brake Solenoid Operated Valve Relay Continuity Test | | | | |
| A. Prepare for the Test | | | | |
| SUBTASK 27-62-00-010-013 | | | | |
| (1) Open this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| SUBTASK 27-62-00-860-299 | | | | |
| (2) Open these circuit breakers and install safety tags: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| A 4 C01662 SPOILER PCU SOV SYS A | | | | |
| A 5 C01663 SPOILER PCU SOV SYS B | | | | |
| B 9 C00440 FLIGHT CONTROL AUTO SPEED BRAKE | | | | |
| B. Check the Speed Brake SOV relays: | | | | |
| SUBTASK 27-62-00-760-002 | | | | |
| (1) Remove the Spoiler SOV A relay R964 from the J39 junction box. | | | | |
| SUBTASK 27-62-00-760-003 | | | | |
| (2) Do a continuity check on the R964 relay: | | | | |
| (a) Make sure there is no continuity between pins A2 and A1. | | | | |
| (b) Make sure there is no continuity between pins B2 and B1. | | | | |
| SUBTASK 27-62-00-760-004 | | | | |
| (3) Remove the Spoiler SOV B relay R965 from the J39 junction box. | | | | |
| SUBTASK 27-62-00-760-005 | | | | |
| (4) Do a continuity check on the R965 relay: | | | | |
| (a) Make sure there is no continuity between pins A2 and A1. | | | | |
| (b) Make sure there is no continuity between pins B2 and B1. | | | | |
| SUBTASK 27-62-00-760-006 | | | | |
| (5) Remove the Spoiler SOV PWR relay R966 from the J39 junction box. | | | | |
| SUBTASK 27-62-00-760-007 | | | | |
| (6) Do a continuity check on the R966 relay: | | | | |
| (a) Make sure there is no continuity between pins A2 and A1. | | | | |
| (b) Make sure there is no continuity between pins D2 and D1. | | | | |
| SUBTASK 27-62-00-420-001 | | | | |
| (7) Install the three relays. | | | | |

| | | |
|-------------------------------|-----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | FUNCTIONALLY CHECK THE SPOILER ELECTRICAL CONTROL SYSTEM RELAYS FOR CONTINUITY |
| | | D633A109-AKS 27-196-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-196-00-01 | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|---------------|---------------------------------|--|-------------|---|---|--------|-----------------------|---|---|--------|-----------------------|---|---|--------|---------------------------------|---------------|----------------------|------|----------------------------------|------|------|
| SUBTASK 27-62-00-860-300 | (8) Remove the safety tags and close these circuit breakers: F/O Electrical System Panel, P6-2 <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>4</td><td>C01662</td><td>SPOILER PCU SOV SYS A</td></tr><tr><td>A</td><td>5</td><td>C01663</td><td>SPOILER PCU SOV SYS B</td></tr><tr><td>B</td><td>9</td><td>C00440</td><td>FLIGHT CONTROL AUTO SPEED BRAKE</td></tr></tbody></table> SUBTASK 27-62-00-410-007 (9) Close 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> SUBTASK 27-62-00-710-003 (10) Do this task: Speed Brake Solenoid Operated Valve Test, AMM TASK 27-62-00-710-803. | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 4 | C01662 | SPOILER PCU SOV SYS A | A | 5 | C01663 | SPOILER PCU SOV SYS B | B | 9 | C00440 | FLIGHT CONTROL AUTO SPEED BRAKE | <u>Number</u> | <u>Name/Location</u> | 117A | Electronic Equipment Access Door | MECH | INSP |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | |
| A | 4 | C01662 | SPOILER PCU SOV SYS A | | | | | | | | | | | | | | | | | | | | |
| A | 5 | C01663 | SPOILER PCU SOV SYS B | | | | | | | | | | | | | | | | | | | | |
| B | 9 | C00440 | FLIGHT CONTROL AUTO SPEED BRAKE | | | | | | | | | | | | | | | | | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | | |
| 117A | Electronic Equipment Access Door | | | | | | | | | | | | | | | | | | | | | | |

— END OF TASK —

| | | |
|-------------------------------|-------------------------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MSG3 | FUNCTIONALLY CHECK THE SPOILER ELECTRICAL CONTROL SYSTEM RELAYS FOR CONTINUITY |
| | D633A109-AKS 27-196-00-01 | Page 3 of 3 Oct 15/2015 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|---|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-210-00-01 |
| TAIL NUMBER | WORK AREA KEEL BEAM | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD W-27-024-00-01 W-27-078-00-01 W-27-212-00-01 |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the internal leakage of leading edge slat actuators.

A. References

| Reference | Title |
|----------------------|---|
| AMM 12-12-00-610-801 | Hydraulic Reservoir Servicing (P/B 301) |
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 29-09-00-860-801 | Hydraulic Reservoirs Pressurization (P/B 201) |
| AMM 29-11-00-860-801 | Hydraulic System A or B Pressurization (P/B 201) |
| AMM 29-11-00-860-805 | Hydraulic System A or B Power Removal (P/B 201) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |
| AMM 34-21-00-820-801 | Air Data Inertial Reference System - Alignment from the FMC CDU (P/B 201) |
| AMM 34-21-00-820-802 | Air Data Inertial Reference System - Alignment from the ISDU (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-163 | Portable Hydraulic Cart, Systems Test, Capable of 3000 PSI and a minimum flow of 30 GPM. Part #: HT2000-1-E/1-S Supplier: H6394 Part #: PH50E Supplier: 10000 |
| COM-1786 | Flowmeter - Leakage Check, Hydraulic System Internal Part #: 410DME-10AR Supplier: 05172 Part #: 410DME-10AR-M Supplier: 05172 Part #: HTT02 Supplier: H6394 |
| COM-1787 | Ammeter - Leakage Check, A.C. Internal Hydraulic System Part #: 433-2919001 Supplier: 32590 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-210-00-01 |
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AKS**737-600/700/800/900****TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|-------------------------------|---|--|------------------|-----------------|
| (Continued) | | | | |
| Reference | Description | | | |
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 | | | |
| COM-2531 | Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536 | | | |
| SPL-1788 | Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-1 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-210-00-01 | | |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-210-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

TASK 29-00-00-790-809**1. Hydraulic System Elevator, Aileron Power Control Units (PCU's) and Leading Edge Flap and Slat Actuators Internal Leakage Check****A. General**

- (1) This procedure does an internal leakage check for the elevator, aileron power control units and leading edge flap and slat actuators. The purpose of this leakage test is to identify high leakage PCU's and actuators it will not identify specific PCU's or actuators for replacement.
- (2) Use this check to find the internal leakage of the systems that use hydraulic power.
- (3) You must find the changes in the flow of hydraulic fluid (during different conditions of operation) to find the internal leakage rate for each part. There are three methods to measure the flow: the ammeter, the flowmeter, and the amp-clamp and multimeter.
 - (a) To use the ammeter method, you connect an ammeter in series with one phase of the motor on the electric motor-driven pump (EMDP) (Figure 1). To find the flow you measure the current subtract the applicable system basic current, and use the (Figure 2) to change it to a flow.
 - (b) To use the flowmeter method, you install a flowmeter on a portable hydraulic cart and read the flow from it.
 - (c) To use the amp-clamp you put the amp-clamp adapter around one of the wires connected to a relay for the EMDP. You then read the current on the meter, subtract the other current readings as directed, and use the (Figure 2) to get the flow.
- (4) When you read the ammeter, make a record of the value (on the data sheets in this manual) to the nearest 0.1 ampere.
- (5) When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.

B. Prepare for the Internal Leakage Check

SUBTASK 29-00-00-840-161

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.

WARNING: MAKE SURE THAT THE GROUND LOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

- (1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: (Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801).

SUBTASK 29-00-00-840-162

- (2) Make sure the main landing gear has blocks installed.

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-210-00-01 |
|-------------------------------|--|---|------------------------------|--|
| | | | | MECH INSP |
| SUBTASK 29-00-00-840-163 | | | | |
| (3) | Remove the blocks and the tow bar from the nose landing gear. | | | |
| SUBTASK 29-00-00-840-164 | | | | |
| (4) | Make sure that all cowls on the engine are closed. | | | |
| SUBTASK 29-00-00-860-285 | | | | |
| (5) | Open this access panel: | | | |
| | Number Name/Location | | | |
| | 117A Electronic Equipment Access Door | | | |
| SUBTASK 29-00-00-860-286 | | | | |
| (6) | Do this task: (Supply Electrical Power, AMM TASK 24-22-00-860-811). | | | |
| | NOTE: If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test. | | | |
| SUBTASK 29-00-00-840-165 | | | | |
| (7) | If you use the EMDP's for this check, make sure the main tank 1 (for the system A heat exchanger) and the main tank 2 (for the system B heat exchanger) have a minimum of 250 gallons (1675 pounds/760 kilograms) of fuel in them. | | | |
| | NOTE: This is necessary to prevent the hydraulic pumps from becoming too hot. | | | |
| SUBTASK 29-00-00-840-166 | | | | |
| (8) | Put the parking brakes on. | | | |
| SUBTASK 29-00-00-860-288 | | | | |
| (9) | Put the FLT CONTROL A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-287 | | | | |
| (10) | Put the SPOILER A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-288 | | | | |
| (11) | If the airplane hydraulic pumps will be used to pressurize the hydraulic system, check to make sure that the hydraulic reservoirs are pressurized to 20 psi minimum. To pressurize the reservoirs, do this task: (Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801). | | | |
| SUBTASK 29-00-00-860-290 | | | | |
| 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. | | | |
| (12) | Pressurize the hydraulic systems A and B with the electric motor-driven pump or with a portable hydraulic cart. To pressurize them, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | |
| | NOTE: Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump. | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST | D633A109-AKS 27-210-00-01 | Page 4 of 21 Jun 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-210-00-01 | | | | | | | | | | | | | | | | | | | | |
|---|-------------|---------------|------------------------------------|--|------------|---------------|-------------|---|----|--------|------------------------------------|---|----|--------|------------------------------------|---|----|--------|-----------------------------|---|----|--------|------------------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-167 | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) Operate the flaps 2 times to warm the hydraulic fluid. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-168 | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) Operate all of the control surfaces through a minimum of 10 cycles after the hydraulic fluid is warm. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-169 | | | | | | | | | | | | | | | | | | | | | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Put the reverse thrust levers in the STOWED position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Put the stabilizer trim in the green band. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The stabilizer indicator is on the control stand. | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Set the aileron trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The aileron trim indicator is on the control wheel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Set the rudder trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The rudder trim indicator is on the P8 panel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) Do these steps to turn off the antiskid system: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | | | | | | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-3 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>16</td><td>C01345</td><td>LANDING GEAR AUTOBRAKE BITE CONT 2</td></tr><tr><td>A</td><td>18</td><td>C00583</td><td>LANDING GEAR AUTOBRAKE BITE CONT 1</td></tr><tr><td>E</td><td>16</td><td>C00196</td><td>LANDING GEAR ANTIISKID INBD</td></tr><tr><td>E</td><td>18</td><td>C00195</td><td>LANDING GEAR ANTIISKID OUTBD</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | |
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | | | | | | | | | | | | | | | | | | | | | |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | | | | | | | | | | | | | | | | | | | | | |
| E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | | | | | | | | | | | | | | | | | | | | | |
| E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | | | | | | | | | | | | | | | | | | | | | |
| (f) Align the ADIRS. Do this task:(Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801). | | | | | | | | | | | | | | | | | | | | | | | | |
| (g) Put the YAW DAMPER switch, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (h) Put the A/P ENGAGE switches, on the mode control panel (MCP), in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (i) Put the LANDING GEAR lever, on the P2 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (j) Put the SPEED BRAKE lever, on the control stand, in the DOWN position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (k) Put the FLT CONTROL A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (l) Put the SPOILER A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (m) Set the FLAP position lever to 25 and let the flaps move. | | | | | | | | | | | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-210-00-01 |
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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-210-00-01 |
|---|---|---------|------------------|--|
| WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | MECH INSP |
| (n) | Open this circuit breaker and install safety tag: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | Row Col Number Name | | | |
| | F 2 C01449 STANDBY HYDRAULIC PUMP | | | |
| (o) | Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position. | | | |
| (p) | Set the FLAP position lever to 40 (the flaps will not move). | | | |
| SUBTASK 29-00-00-840-170 | | | | |
| (16) | If you use the ammeter, COM-1787, then do these steps: | | | |
| | NOTE: When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use the (Figure 2) to change current to flow. | | | |
| (a) | Make sure the person in the flight compartment and the person on the ground can speak to each other (Interphone, radio). | | | |
| | WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | |
| (b) | To do a test of hydraulic system B: | | | |
| 1) | Open these circuit breakers and install safety tags: | | | |
| | Power Distribution Panel Number 1, P91 | | | |
| | Row Col Number Name | | | |
| | C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | |
| | F 3 C00882 ELEC HYD PUMP SYS B | | | |
| (c) | To do a test of hydraulic system A: | | | |
| 1) | Open these circuit breakers and install safety tags: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | Row Col Number Name | | | |
| | C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | |
| | F 3 C00881 ELEC HYD PUMP SYS A | | | |
| (d) | Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the A or B hydraulic system. | | | |
| (e) | Connect one end of the cable, SPL-1788 to the EMDP. | | | |
| (f) | Connect the other end of the cable, SPL-1788 to the electrical connector. | | | |
| | CAUTION: PUT THE AMMETER IN THE SHORT-CIRCUIT POSITION. IF IT IS IN THE CIRCUIT, THE CURRENT WILL CAUSE DAMAGE TO THE AMMETER. | | | |
| (g) | Put the switch on the ammeter, COM-1787 in the short-circuit position. | | | |
| (h) | To do a test of hydraulic system B: | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-210-00-01 | Page 6 of 21 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. 27-210-00-01 | | | | | | | | | | | | |
|---|-------------|---------------|-----------------------------|--|------------|---------------|-------------|---|---|--------|-----------------------------|---|---|--------|---------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 1, P91 | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>C</td><td>8</td><td>C00768</td><td>ELEC HYD PUMP CONTROL SYS B</td></tr> <tr> <td>F</td><td>3</td><td>C00882</td><td>ELEC HYD PUMP SYS B</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| (i) To do a test of hydraulic system A: | | | | | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>C</td><td>8</td><td>C00767</td><td>ELEC HYD PUMP CONTROL SYS A</td></tr> <tr> <td>F</td><td>3</td><td>C00881</td><td>ELEC HYD PUMP SYS A</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-171 | | | | | | | | | | | | | | | | |
| (17) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.</p> | | | | | | | | | | | | | | | | |
| (a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B. | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump.</p> | | | | | | | | | | | | | | | | |
| 1) Put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin (if you have one). | | | | | | | | | | | | | | | | |
| 2) Operate the portable hydraulic cart, COM-163. | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-172 | | | | | | | | | | | | | | | | |
| (18) If you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> The clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel.</p> | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use the Hydraulic Systems A and B EMDP Characteristics to get the flow.</p> | | | | | | | | | | | | | | | | |
| (a) To install the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 in the P91 or P92 panel, do these steps: | | | | | | | | | | | | | | | | |
| <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> | | | | | | | | | | | | | | | | |
| 1) To do a test of hydraulic system B: | | | | | | | | | | | | | | | | |

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| | | | | MECH INSP | | | | | | | | | | | | |
| a) Open these circuit breakers and install safety tags: Power Distribution Panel Number 1, P91 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00768</td> <td>ELEC HYD PUMP CONTROL SYS B</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00882</td> <td>ELEC HYD PUMP SYS B</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| 2) To do a test of hydraulic system A: a) Open these circuit breakers and install safety tags: Power Distribution Panel Number 2, P92 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00767</td> <td>ELEC HYD PUMP CONTROL SYS A</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00881</td> <td>ELEC HYD PUMP SYS A</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| <u>WARNING:</u> BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. | | | | | | | | | | | | | | | | |
| 3) To test hydraulic system B, get access to the R318 relay for the system B EMDP in the P91 panel. 4) To test hydraulic system A, get access to the R317 relay for the system A EMDP in the P92 panel. 5) Put the digital/analog multimeter, COM-1793 around one of the three wires that go forward from the relay. 6) To do a test of hydraulic system B: a) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 1, P91 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00768</td> <td>ELEC HYD PUMP CONTROL SYS B</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00882</td> <td>ELEC HYD PUMP SYS B</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| 7) To do a test of hydraulic system A: a) Remove the safety tags and close these circuit breakers: Power Distribution Panel Number 2, P92 <table> <thead> <tr> <th><u>Row</u></th> <th><u>Col</u></th> <th><u>Number</u></th> <th><u>Name</u></th> </tr> </thead> <tbody> <tr> <td>C</td> <td>8</td> <td>C00767</td> <td>ELEC HYD PUMP CONTROL SYS A</td> </tr> <tr> <td>F</td> <td>3</td> <td>C00881</td> <td>ELEC HYD PUMP SYS A</td> </tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| C. System B Internal Leakage Check | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-291 (1) Remove power from the hydraulic system A. To remove it, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-292 (2) Make sure the pressure in system B is a minimum of 2800 psi (19305 kPa). | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-860-293 (3) Make sure the FLT CONTROL B switch, on the P5 panel, is in the OFF position. | | | | | | | | | | | | | | | | |

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| | | | | MECH INSP |
| SUBTASK 29-00-00-860-294 | | | | |
| (4) Make sure the SPOILER B switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-001 | | | | |
| (5) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |
| Table 1 | | | | |
| Amperage: _____ (Value 1) | | | | |
| Note: This is the system B basic current. | | | | |
| Note: The amperage measured is the system B basic current, and must be subtracted from all other system B amperage readings BEFORE you use the result of the subtraction to find the equivalent flow from Figure 602. | | | | |
| SUBTASK 29-00-00-750-001 | | | | |
| (6) If you use the flow meter method, read the flow value and write it here: | | | | |
| Table 2 | | | | |
| Flow: _____ cc/min (Value 1) | | | | |
| Note: This value is the system B basic flow. | | | | |
| SUBTASK 29-00-00-790-113 | | | | |
| (7) Do these steps to find the leakage of the control valve for the TE flaps: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| NOTE: The flaps will not move. They are already at the 25 position. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the OFF position. | | | | |
| (c) If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | |
| 1) Read the amperage and write it here: | | | | |
| Table 3 | | | | |
| Amperage: _____ (Value 2) | | | | |
| 2) Subtract Value 1 from Value 2 and write it here: | | | | |
| Table 4 | | | | |
| Amperage: _____ (Calculated) amperage | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | |
| Table 5 | | | | |
| Flow: _____ cc/min (Value 3) | | | | |
| Note: This is the internal leakage for the system B TE flap control valve. | | | | |
| (d) If you use the flow meter method, do these steps: | | | | |
| 1) Read the flow and write it here: | | | | |
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Table 6

Flow: _____ cc/min (Value 2)

- 2) Subtract Value 1 from Value 2 and write it here:

Table 7

Flow: _____ cc/min (Value 3)

Note: This is the internal leakage for the system B TE flap control valve.

- (e) If Value 3 is more than 8000 cc/min., replace the control valve for the TE flaps.

SUBTASK 29-00-00-790-105

- (8) Do these steps to find the leakage of the leading edge flaps and slats:

- (a) Set the flap control lever to the 0 position.

NOTE: Stop until the flaps and slats fully retract.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 8

Amperage: _____ (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

Table 9

Amperage: _____ (Calculated) amperage)

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 10

Flow: _____ cc/min (Value 5)

- 4) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 11

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 12

Flow: _____ cc/min (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

| | | |
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Table 13

Flow: _____ cc/min (Value 5)

- 3) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 14

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (d) If Value 5a is more than 1000 cc/min., do the troubleshooting steps in the FIM for LE Flaps and Slats Fail to Operate During Normal Operation to find the bad parts.

SUBTASK 29-00-00-860-295

- (9) Do these steps to put the airplane back to its initial condition:

- (a) Set the FLAP position lever to 25.

NOTE: Stop until the flaps and slats become stable.

- (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position.

- (c) Set the FLAP position lever to 40.

NOTE: The flaps will not move.

SUBTASK 29-00-00-790-114

- (10) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The empennage and aileron systems contain these components; elevator power control unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS B switch in the ON position.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 15

Amperage: _____ (Value 6)

- 2) Subtract Value 1 from Value 6 and write it here:

Table 16

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 17

Flow: _____ cc/min (Value 7)

Note: This is the null leakage of the empennage and aileron flight controls.

- (c) If you use the flow meter method, do these steps:

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| 1) Read the flow and write it here: Table 18 Flow: _____ cc/min (Value 6) | | | | |
| 2) Subtract Value 1 from Value 6 and write it here: Table 19 Flow: _____ cc/min (Value 7) Note: This is the null leakage of the empennage and aileron flight controls. | | | | |
| SUBTASK 29-00-00-810-014 (11) If Value 7 is more than 12,100 cc/min., continue with this procedure to isolate the bad part and replace it. | | | | |
| SUBTASK 29-00-00-790-107 (12) Do these steps to find the leakage of the cylinder for the aileron PCU: (a) Turn the control wheel fully clockwise. (b) If you use the ammeter or amp-clamp multimeter method, do these steps: 1) Read the amperage and write it here: | | | | |
| Table 20 Amperage: _____ (Value 8) | | | | |
| 2) Subtract Value 1 from Value 8 and write it here: Table 21 Amperage: _____ (Calculated) amperage | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | |
| Table 22 Flow: _____ cc/min (Value 8a) | | | | |
| 4) Subtract Value 7 from Value 8a and write it here: Table 23 Flow: _____ cc/min (Value 9) Note: This is the internal leakage of the cylinder for the aileron PCU. | | | | |
| (c) If you use the flow meter method, do these steps: 1) Read the flow and write it here: | | | | |
| Table 24 Flow: _____ cc/min (Value 8) | | | | |
| 2) Subtract Value 1 from Value 8 and write it here: | | | | |
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Table 25

Flow: _____ cc/min (Value 8a)

- 3) Subtract Value 7 from Value 8a and write it here:

Table 26

Flow: _____ cc/min (Value 9)

Note: This is the internal leakage of the cylinder for the aileron PCU.

- (d) If Value 9 is more than 1,500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-296

- (13) Move the control wheel to its center position.

SUBTASK 29-00-00-790-108

- (14) Do these steps to find the leakage of the cylinder for the elevator PCU:

- (a) Pull the control column fully aft.
(b) If you use the ammeter or amp-clamp multimeter method, do these steps:
1) Read the amperage and write it here:

Table 27

Amperage: _____ (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

Table 28

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 29

Flow: _____ cc/min (Value 10a)

- 4) Subtract Value 7 from Value 10a and write it here:

Table 30

Flow: _____ cc/min (Value 11)

Note: This is the internal leakage of the cylinder for the elevator PCU.

- (c) If you use the flow meter method, do these steps:
1) Read the flow and write it here:

Table 31

Flow: _____ cc/min (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

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| Table 32 | | | | MECH INSP |
| Flow: _____ cc/min (Value 10a) | | | | |
| 3) Subtract Value 7 from Value 10a and write it here: | | | | |
| Table 33 | | | | |
| Flow: _____ cc/min (Value 11) | | | | |
| Note: This is the internal leakage of the cylinder for the elevator PCU. | | | | |
| (d) If Value 11 is more than 1,500 cc/min., replace the elevator PCU. | | | | |
| (e) Put the control column in its center position. | | | | |
| SUBTASK 29-00-00-860-297 | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, to the OFF position. | | | | |
| (c) Set the FLAP position lever to 0. | | | | |
| SUBTASK 29-00-00-860-300 | | | | |
| (16) Remove power from the hydraulic system B. To remove power, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| D. System A Internal Leakage Check | | | | |
| SUBTASK 29-00-00-750-002 | | | | |
| (1) Connect the equipment that is necessary to measure the amperage or flow to hydraulic system A. | | | | |
| SUBTASK 29-00-00-860-301 | | | | |
| 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) Pressurize the hydraulic system A. To pressurize it, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | | |
| SUBTASK 29-00-00-860-302 | | | | |
| (3) Make sure the pressure in system A is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-303 | | | | |
| (4) Make sure that the FLT CONTROL A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-860-304 | | | | |
| (5) Make sure that the SPOILER A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-002 | | | | |
| (6) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |

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Table 34

Amperage: _____ (Value 12)

Note: Do not continue until the amperage value on the tool is stable.

Note: This amperage is the system A basic current, and must be subtracted from all other system A amperage readings BEFORE you find the equivalent flow.

SUBTASK 29-00-00-750-003

- (7) If you use the flow meter method, read the flow value and write it here:

Table 35

Flow: _____ cc/min (Value 12)

Note: This value is the system A basic flow.

SUBTASK 29-00-00-790-115

- (8) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The Empennage and Aileron Systems contain these components; elevator Power Control Unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS A switch in the ON position.
 (b) If you use the ammeter or amp-clamp multimeter method, do these steps:
 1) Read the amperage and write it here:

Table 36

Amperage: _____ (Value 13)

- 2) Subtract Value 12 from the Value 13 and write it here:

Table 37

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 38

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

- (c) If you use the flow meter method, do these steps:
 1) Read the flow and write it here:

Table 39

Flow: _____ cc/min (Value 13)

- 2) Subtract Value 12 from Value 13 and write it here:

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Table 40

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

SUBTASK 29-00-00-810-015

- (9) If Value 14 is more than 11,000 cc/min., continue with this procedure to isolate the bad part and replace it.

SUBTASK 29-00-00-790-110

- (10) Do these steps to find the leakage of the cylinder for the aileron PCU:
- Turn the control wheel fully clockwise.
 - If you use the ammeter or amp-clamp multimeter method, do these steps:
 - Read the amperage and write it here:

Table 41

Amperage: _____ (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 42

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 43

Flow: _____ cc/min (Value 15a)

- 4) Subtract Value 14 from Value 15a and write it here:

Table 44

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

- (c) If you use the flow meter method, do these steps:
- Read the flow and write it here:

Table 45

Flow: _____ cc/min (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 46

Flow: _____ cc/min (Value 15a)

- 3) Subtract Value 14 from Value 15a and write it here:

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MRB**LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST****D633A109-AKS
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TASK CARDS**

| | | | | |
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-210-00-01 |
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Table 47

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

SUBTASK 29-00-00-810-012

- (11) If the Value 16 is more than 1500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-305

- (12) Move the control wheel to its center position.

SUBTASK 29-00-00-790-112

- (13) Do these steps to find the leakage of the cylinder for the PCU for the elevator:

- (a) Pull the control column fully aft.
- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:
 - 1) Read the amperage and write it here:

Table 48

Amperage: _____ (Value 17)

- 2) Subtract Value 12 from the Value 17 and write it here:

Table 49

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 50

Flow: _____ cc/min (Value 17a)

- 4) Subtract Value 14 from the Value 17a and write it here:

Table 51

Flow: _____ cc/min (Value 18)

Note: This is the internal leakage of the cylinder of the elevator PCU.

- (c) If you use the flow meter method, do these steps:
 - 1) Read the flow and write it here:

Table 52

Flow: _____ cc/min (Value 17)

- 2) Subtract Value 12 from Value 17 and write it here:

Table 53

Flow: _____ cc/min (Value 17a)

- 3) Subtract Value 14 from Value 17a and write it here:

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST |
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| | | | | |
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Table 54

| | | |
|-------------------------------|------|------|
| Flow: _____ cc/min (Value 18) | MECH | INSP |
|-------------------------------|------|------|

Note: This is the internal leakage of the cylinder of the elevator PCU.

- (d) Put the control column in its center position.

SUBTASK 29-00-00-810-013

- (14) If the Value 18 is more than 1500 cc/min., replace the elevator PCU.

SUBTASK 29-00-00-860-306

- (15) Put the FLT CONTROL A switch in the OFF position.

E. Put the Airplane Back to its Usual Condition

SUBTASK 29-00-00-860-307

- (1) Make sure the arm switch for the ALTERNATE FLAPS, on the P5 panel, is in the OFF position.

SUBTASK 29-00-00-860-308

- (2) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------------------|
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 |
| E | 16 | C00196 | LANDING GEAR ANTISKID INBD |
| E | 18 | C00195 | LANDING GEAR ANTISKID OUTBD |

Power Distribution Panel Number 2, P92

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------|
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP |

SUBTASK 29-00-00-860-309

- (3) Put the FLT CONTROL and SPOILER switches, on the P5 panel, in the ON position.

SUBTASK 29-00-00-860-310

- (4) Remove power from the hydraulic systems A and B. To remove them, do this task:
(Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805).

SUBTASK 29-00-00-080-027

- (5) Remove the portable hydraulic cart or the ammeter equipment from the airplane.

SUBTASK 29-00-00-410-009

- (6) Close this access panel:

Number Name/Location

| | |
|------|----------------------------------|
| 117A | Electronic Equipment Access Door |
|------|----------------------------------|

SUBTASK 29-00-00-610-015

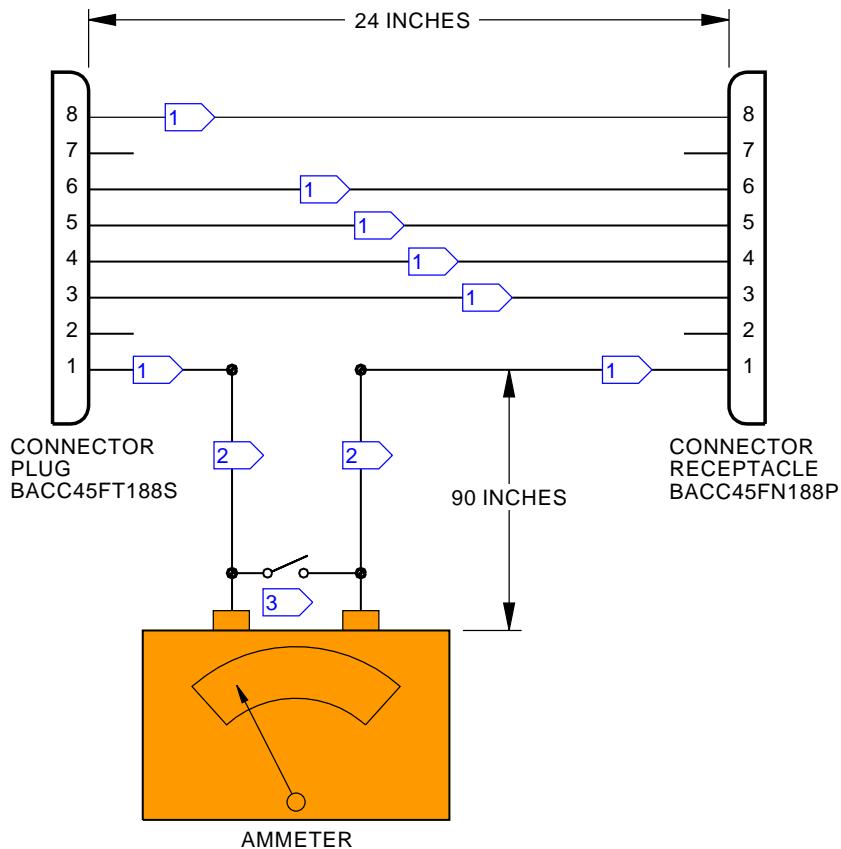
- (7) Service the systems A and B hydraulic reservoirs. To service them, do this task:
(Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801).

END OF TASK

| | | | |
|-------------------------------|----------------------|---|------------------------------|
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|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



- 1 NO. 12 WIRE
- 2 NO. 10 WIRE
- 3 SHORT CIRCUIT SWITCH

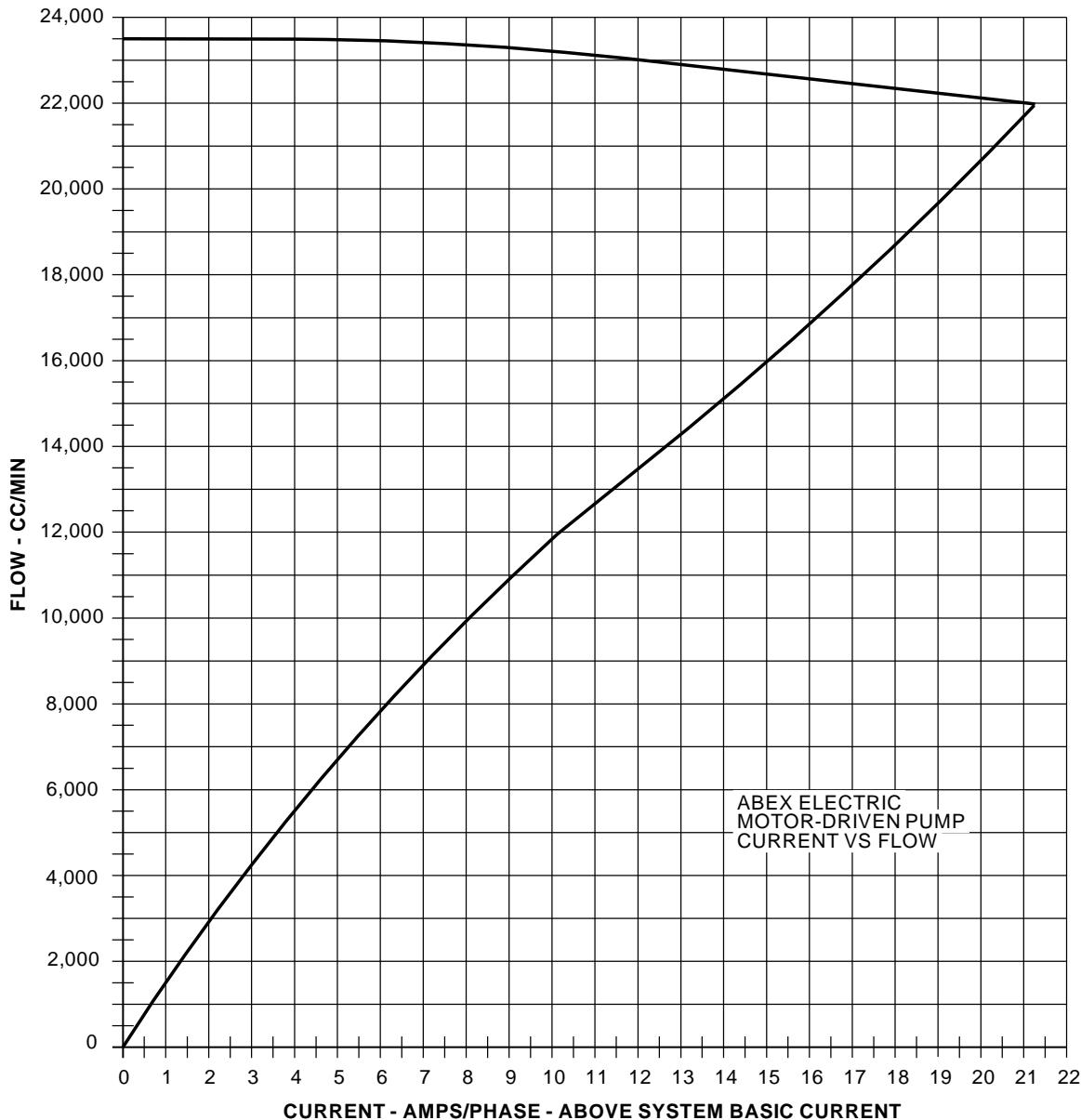
G25990 S0006572414_V2

**Ammeter Wiring Harness for the A and B EMDP Hydraulic Systems
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE SLAT ACTUATORS INTERNAL LEAKAGE TEST |
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Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 1 of 2)

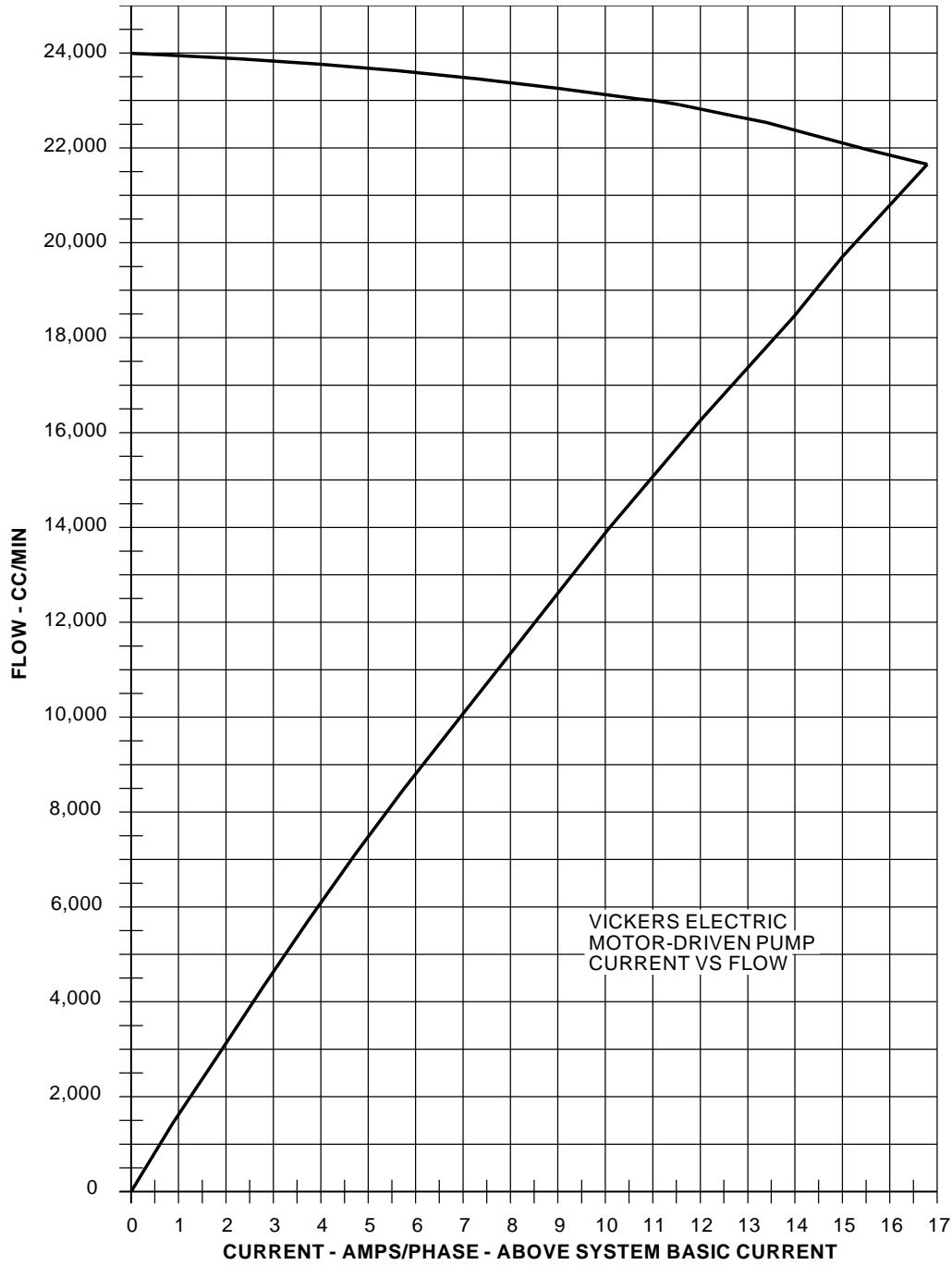
H21513 S0006572415_V2

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Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 2 of 2)

G25992 S0006572416_V2

| | | |
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| AIRLINE CARD NO | | TITLE LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-212-00-01 |
| TAIL NUMBER | WORK AREA KEEL BEAM | VERSION 1.1 | THRESHOLD 25000 FH | REPEAT 25000 FH | RELATED CARD W-27-024-00-01 W-27-078-00-01 W-27-210-00-01 |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 134 211 212 |
| | | | | | |

Functionally check the internal leakage of leading edge flap actuators.

A. References

| Reference | Title |
|----------------------|---|
| AMM 12-12-00-610-801 | Hydraulic Reservoir Servicing (P/B 301) |
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 29-09-00-860-801 | Hydraulic Reservoirs Pressurization (P/B 201) |
| AMM 29-11-00-860-801 | Hydraulic System A or B Pressurization (P/B 201) |
| AMM 29-11-00-860-805 | Hydraulic System A or B Power Removal (P/B 201) |
| AMM 32-00-01-480-801 | Landing Gear Downlock Pins Installation (P/B 201) |
| AMM 34-21-00-820-801 | Air Data Inertial Reference System - Alignment from the FMC CDU (P/B 201) |
| AMM 34-21-00-820-802 | Air Data Inertial Reference System - Alignment from the ISDU (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-163 | Portable Hydraulic Cart, Systems Test, Capable of 3000 PSI and a minimum flow of 30 GPM. Part #: HT2000-1-E/1-S Supplier: H6394 Part #: PH50E Supplier: 10000 |
| COM-1786 | Flowmeter - Leakage Check, Hydraulic System Internal Part #: 410DME-10AR Supplier: 05172 Part #: 410DME-10AR-M Supplier: 05172 Part #: HTT02 Supplier: H6394 |
| COM-1787 | Ammeter - Leakage Check, A.C. Internal Hydraulic System Part #: 433-2919001 Supplier: 32590 |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-212-00-01 |
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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 | | | |
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 | | | |
| COM-2531 | Clamp-On- Current Meter Part #: 324 Supplier: 89536 Part #: I800 Supplier: 89536 Opt Part #: 321 Supplier: 89536 Opt Part #: 322 Supplier: 89536 Opt Part #: 80I-600A Supplier: 89536 Opt Part #: MODEL 33 Supplier: 89536 Opt Part #: MODEL 36 Supplier: 89536 | | | |
| SPL-1788 | Cable - Hydraulic Leakage Check Part #: F80135-13 Supplier: 81205 Opt Part #: F80135-1 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-212-00-01 | | |
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AKS**737-600/700/800/900
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| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 |
|--|-------------|---------|------------------|--|
| TASK 29-00-00-790-809 | | | | MECH INSP |
| 1. Hydraulic System Elevator, Aileron Power Control Units (PCU's) and Leading Edge Flap and Slat Actuators Internal Leakage Check | | | | |
| A. General | | | | |
| (1) This procedure does an internal leakage check for the elevator, aileron power control units and leading edge flap and slat actuators. The purpose of this leakage test is to identify high leakage PCU's and actuators it will not identify specific PCU's or actuators for replacement. | | | | |
| (2) Use this check to find the internal leakage of the systems that use hydraulic power. | | | | |
| (3) You must find the changes in the flow of hydraulic fluid (during different conditions of operation) to find the internal leakage rate for each part. There are three methods to measure the flow: the ammeter, the flowmeter, and the amp-clamp and multimeter. | | | | |
| (a) To use the ammeter method, you connect an ammeter in series with one phase of the motor on the electric motor-driven pump (EMDP) (Figure 1). To find the flow you measure the current subtract the applicable system basic current, and use the (Figure 2) to change it to a flow. | | | | |
| (b) To use the flowmeter method, you install a flowmeter on a portable hydraulic cart and read the flow from it. | | | | |
| (c) To use the amp-clamp you put the amp-clamp adapter around one of the wires connected to a relay for the EMDP. You then read the current on the meter, subtract the other current readings as directed, and use the (Figure 2) to get the flow. | | | | |
| (4) When you read the ammeter, make a record of the value (on the data sheets in this manual) to the nearest 0.1 ampere. | | | | |
| (5) When you read the flowmeter, make a record of the value to the nearest 100 cc/minute. | | | | |
| B. Prepare for the Internal Leakage Check | | | | |
| SUBTASK 29-00-00-840-161 | | | | |
| 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. | | | | |
| WARNING: MAKE SURE THAT THE GROUND LOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE GROUND LOCKS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT. | | | | |
| (1) Make sure the ground locks are installed at the nose and main landing gear. To install them, do this task: (Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801). | | | | |
| SUBTASK 29-00-00-840-162 | | | | |
| (2) Make sure the main landing gear has blocks installed. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-212-00-01 |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 |
|-------------------------------|--|---|------------------------------|--|
| | | | | MECH INSP |
| SUBTASK 29-00-00-840-163 | | | | |
| (3) | Remove the blocks and the tow bar from the nose landing gear. | | | |
| SUBTASK 29-00-00-840-164 | | | | |
| (4) | Make sure that all cowls on the engine are closed. | | | |
| SUBTASK 29-00-00-860-285 | | | | |
| (5) | Open this access panel: | | | |
| | Number Name/Location | | | |
| | 117A Electronic Equipment Access Door | | | |
| SUBTASK 29-00-00-860-286 | | | | |
| (6) | Do this task: (Supply Electrical Power, AMM TASK 24-22-00-860-811). | | | |
| | NOTE: If you use a ground cart for electrical power, it must supply a voltage of 114 to 116 volts ac at 400 -5 Hz. Do not operate other electrical equipment during this test. | | | |
| SUBTASK 29-00-00-840-165 | | | | |
| (7) | If you use the EMDP's for this check, make sure the main tank 1 (for the system A heat exchanger) and the main tank 2 (for the system B heat exchanger) have a minimum of 250 gallons (1675 pounds/760 kilograms) of fuel in them. | | | |
| | NOTE: This is necessary to prevent the hydraulic pumps from becoming too hot. | | | |
| SUBTASK 29-00-00-840-166 | | | | |
| (8) | Put the parking brakes on. | | | |
| SUBTASK 29-00-00-860-288 | | | | |
| (9) | Put the FLT CONTROL A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-287 | | | | |
| (10) | Put the SPOILER A and B switches, on the P5 panel, in the ON position. | | | |
| SUBTASK 29-00-00-860-288 | | | | |
| (11) | If the airplane hydraulic pumps will be used to pressurize the hydraulic system, check to make sure that the hydraulic reservoirs are pressurized to 20 psi minimum. To pressurize the reservoirs, do this task: (Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801). | | | |
| SUBTASK 29-00-00-860-290 | | | | |
| 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. | | | |
| (12) | Pressurize the hydraulic systems A and B with the electric motor-driven pump or with a portable hydraulic cart. To pressurize them, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | |
| | NOTE: Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump. | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST | D633A109-AKS 27-212-00-01 | Page 4 of 21 Jun 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 | | | | | | | | | | | | | | | | | | | | |
|---|-------------|---------------|------------------------------------|--|------------|---------------|-------------|---|----|--------|------------------------------------|---|----|--------|------------------------------------|---|----|--------|-----------------------------|---|----|--------|------------------------------|--|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-167 | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) Operate the flaps 2 times to warm the hydraulic fluid. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-168 | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) Operate all of the control surfaces through a minimum of 10 cycles after the hydraulic fluid is warm. | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-169 | | | | | | | | | | | | | | | | | | | | | | | | |
| (15) Do these steps to put the airplane in its initial condition: | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Put the reverse thrust levers in the STOWED position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Put the stabilizer trim in the green band. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The stabilizer indicator is on the control stand. | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Set the aileron trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The aileron trim indicator is on the control wheel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Set the rudder trim to zero. | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>NOTE</u> : The rudder trim indicator is on the P8 panel. | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) Do these steps to turn off the antiskid system: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) Open these circuit breakers and install safety tags: | | | | | | | | | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-3 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>16</td><td>C01345</td><td>LANDING GEAR AUTOBRAKE BITE CONT 2</td></tr><tr><td>A</td><td>18</td><td>C00583</td><td>LANDING GEAR AUTOBRAKE BITE CONT 1</td></tr><tr><td>E</td><td>16</td><td>C00196</td><td>LANDING GEAR ANTIISKID INBD</td></tr><tr><td>E</td><td>18</td><td>C00195</td><td>LANDING GEAR ANTIISKID OUTBD</td></tr></tbody></table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | |
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 | | | | | | | | | | | | | | | | | | | | | |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 | | | | | | | | | | | | | | | | | | | | | |
| E | 16 | C00196 | LANDING GEAR ANTIISKID INBD | | | | | | | | | | | | | | | | | | | | | |
| E | 18 | C00195 | LANDING GEAR ANTIISKID OUTBD | | | | | | | | | | | | | | | | | | | | | |
| (f) Align the ADIRS. Do this task:(Air Data Inertial Reference System - Alignment from the ISDU, AMM TASK 34-21-00-820-802 or Air Data Inertial Reference System - Alignment from the FMC CDU, AMM TASK 34-21-00-820-801). | | | | | | | | | | | | | | | | | | | | | | | | |
| (g) Put the YAW DAMPER switch, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (h) Put the A/P ENGAGE switches, on the mode control panel (MCP), in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (i) Put the LANDING GEAR lever, on the P2 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (j) Put the SPEED BRAKE lever, on the control stand, in the DOWN position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (k) Put the FLT CONTROL A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (l) Put the SPOILER A and B switches, on the P5 panel, in the OFF position. | | | | | | | | | | | | | | | | | | | | | | | | |
| (m) Set the FLAP position lever to 25 and let the flaps move. | | | | | | | | | | | | | | | | | | | | | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 |
|---|---|---------|------------------|--|
| WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | | MECH INSP |
| (n) | Open this circuit breaker and install safety tag: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | Row Col Number Name | | | |
| | F 2 C01449 STANDBY HYDRAULIC PUMP | | | |
| (o) | Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position. | | | |
| (p) | Set the FLAP position lever to 40 (the flaps will not move). | | | |
| SUBTASK 29-00-00-840-170 | | | | |
| (16) | If you use the ammeter, COM-1787, then do these steps: | | | |
| | NOTE: When you read the ammeter, make a record of the value to the nearest 0.1 ampere. Use the (Figure 2) to change current to flow. | | | |
| (a) | Make sure the person in the flight compartment and the person on the ground can speak to each other (Interphone, radio). | | | |
| | WARNING: BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL. | | | |
| (b) | To do a test of hydraulic system B: | | | |
| 1) | Open these circuit breakers and install safety tags: | | | |
| | Power Distribution Panel Number 1, P91 | | | |
| | Row Col Number Name | | | |
| | C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | |
| | F 3 C00882 ELEC HYD PUMP SYS B | | | |
| (c) | To do a test of hydraulic system A: | | | |
| 1) | Open these circuit breakers and install safety tags: | | | |
| | Power Distribution Panel Number 2, P92 | | | |
| | Row Col Number Name | | | |
| | C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | |
| | F 3 C00881 ELEC HYD PUMP SYS A | | | |
| (d) | Disconnect the electrical connector from the electric motor-driven pump (EMDP) for the A or B hydraulic system. | | | |
| (e) | Connect one end of the cable, SPL-1788 to the EMDP. | | | |
| (f) | Connect the other end of the cable, SPL-1788 to the electrical connector. | | | |
| | CAUTION: PUT THE AMMETER IN THE SHORT-CIRCUIT POSITION. IF IT IS IN THE CIRCUIT, THE CURRENT WILL CAUSE DAMAGE TO THE AMMETER. | | | |
| (g) | Put the switch on the ammeter, COM-1787 in the short-circuit position. | | | |
| (h) | To do a test of hydraulic system B: | | | |

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| | | | | MECH INSP | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 1, P91 | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>C</td><td>8</td><td>C00768</td><td>ELEC HYD PUMP CONTROL SYS B</td></tr> <tr> <td>F</td><td>3</td><td>C00882</td><td>ELEC HYD PUMP SYS B</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | F | 3 | C00882 | ELEC HYD PUMP SYS B | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00768 | ELEC HYD PUMP CONTROL SYS B | | | | | | | | | | | | | |
| F | 3 | C00882 | ELEC HYD PUMP SYS B | | | | | | | | | | | | | |
| (i) To do a test of hydraulic system A: | | | | | | | | | | | | | | | | |
| 1) Remove the safety tags and close these circuit breakers: | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr> </thead> <tbody> <tr> <td>C</td><td>8</td><td>C00767</td><td>ELEC HYD PUMP CONTROL SYS A</td></tr> <tr> <td>F</td><td>3</td><td>C00881</td><td>ELEC HYD PUMP SYS A</td></tr> </tbody> </table> | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | F | 3 | C00881 | ELEC HYD PUMP SYS A | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | |
| C | 8 | C00767 | ELEC HYD PUMP CONTROL SYS A | | | | | | | | | | | | | |
| F | 3 | C00881 | ELEC HYD PUMP SYS A | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-171 | | | | | | | | | | | | | | | | |
| (17) If you use the hydraulic system internal leakage check flowmeter, COM-1786 and portable hydraulic cart, COM-163, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> When you read the flowmeter, make a record of the value to the nearest 100 cc/minute.</p> <p>(a) Connect the portable hydraulic cart, COM-163 to the ground service module for hydraulic system A or B.</p> <p><u>NOTE:</u> Do not operate the EDPs or EMDPs with the portable hydraulic cart return and pressure lines connected. This may prevent the pumps from receiving enough hydraulic fluid from their respective reservoirs and cavitate the pump.</p> <p>1) Put the remote readout for the hydraulic system internal leakage check flowmeter, COM-1786 in the control cabin (if you have one).</p> <p>2) Operate the portable hydraulic cart, COM-163.</p> | | | | | | | | | | | | | | | | |
| SUBTASK 29-00-00-840-172 | | | | | | | | | | | | | | | | |
| (18) If you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, then do these steps: | | | | | | | | | | | | | | | | |
| <p><u>NOTE:</u> The clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 is installed on one of the three wires that provide phased electrical power to the EMDP. These tools can either be installed at the EMDP in the wheel well or at the relay in the P91 and P92 panel.</p> <p><u>NOTE:</u> When you use the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793, read the current on the meter and use the Hydraulic Systems A and B EMDP Characteristics to get the flow.</p> <p>(a) To install the clamp-on current meter, COM-2531 or digital/analog multimeter, COM-1793 in the P91 or P92 panel, do these steps:</p> <p><u>WARNING:</u> BE CAREFUL WHEN YOU OPEN OR CLOSE CIRCUIT BREAKERS IN THE P91 AND P92 PANELS WHILE THE PANELS HAVE POWER. ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>1) To do a test of hydraulic system B:</p> | | | | | | | | | | | | | | | | |

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| | | | | MECH INSP |
| a) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 1, P91 | | | | |
| Row Col Number Name | | | | |
| C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | | |
| F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| 2) To do a test of hydraulic system A: | | | | |
| a) Open these circuit breakers and install safety tags: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row Col Number Name | | | | |
| C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | | |
| F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| <u>WARNING:</u> BE CAREFUL WHEN YOU DO WORK AROUND ENERGIZED PANELS. HIGH VOLTAGES CAN KILL YOU. | | | | |
| 3) To test hydraulic system B, get access to the R318 relay for the system B EMDP in the P91 panel. | | | | |
| 4) To test hydraulic system A, get access to the R317 relay for the system A EMDP in the P92 panel. | | | | |
| 5) Put the digital/analog multimeter, COM-1793 around one of the three wires that go forward from the relay. | | | | |
| 6) To do a test of hydraulic system B: | | | | |
| a) Remove the safety tags and close these circuit breakers: | | | | |
| Power Distribution Panel Number 1, P91 | | | | |
| Row Col Number Name | | | | |
| C 8 C00768 ELEC HYD PUMP CONTROL SYS B | | | | |
| F 3 C00882 ELEC HYD PUMP SYS B | | | | |
| 7) To do a test of hydraulic system A: | | | | |
| a) Remove the safety tags and close these circuit breakers: | | | | |
| Power Distribution Panel Number 2, P92 | | | | |
| Row Col Number Name | | | | |
| C 8 C00767 ELEC HYD PUMP CONTROL SYS A | | | | |
| F 3 C00881 ELEC HYD PUMP SYS A | | | | |
| C. System B Internal Leakage Check | | | | |
| SUBTASK 29-00-00-860-291 | | | | |
| (1) Remove power from the hydraulic system A. To remove it, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| SUBTASK 29-00-00-860-292 | | | | |
| (2) Make sure the pressure in system B is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-293 | | | | |
| (3) Make sure the FLT CONTROL B switch, on the P5 panel, is in the OFF position. | | | | |

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| | | | | MECH INSP |
| SUBTASK 29-00-00-860-294 | | | | |
| (4) Make sure the SPOILER B switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-001 | | | | |
| (5) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |
| Table 1 | | | | |
| Amperage: _____ (Value 1) | | | | |
| Note: This is the system B basic current. | | | | |
| Note: The amperage measured is the system B basic current, and must be subtracted from all other system B amperage readings BEFORE you use the result of the subtraction to find the equivalent flow from Figure 602. | | | | |
| SUBTASK 29-00-00-750-001 | | | | |
| (6) If you use the flow meter method, read the flow value and write it here: | | | | |
| Table 2 | | | | |
| Flow: _____ cc/min (Value 1) | | | | |
| Note: This value is the system B basic flow. | | | | |
| SUBTASK 29-00-00-790-113 | | | | |
| (7) Do these steps to find the leakage of the control valve for the TE flaps: | | | | |
| (a) Set the FLAP position lever to 25. | | | | |
| NOTE: The flaps will not move. They are already at the 25 position. | | | | |
| (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the OFF position. | | | | |
| (c) If you use the ammeter or amp-clamp multimeter method, do these steps: | | | | |
| 1) Read the amperage and write it here: | | | | |
| Table 3 | | | | |
| Amperage: _____ (Value 2) | | | | |
| 2) Subtract Value 1 from Value 2 and write it here: | | | | |
| Table 4 | | | | |
| Amperage: _____ (Calculated) amperage | | | | |
| 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: | | | | |
| Table 5 | | | | |
| Flow: _____ cc/min (Value 3) | | | | |
| Note: This is the internal leakage for the system B TE flap control valve. | | | | |
| (d) If you use the flow meter method, do these steps: | | | | |
| 1) Read the flow and write it here: | | | | |
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Table 6

Flow: _____ cc/min (Value 2)

- 2) Subtract Value 1 from Value 2 and write it here:

Table 7

Flow: _____ cc/min (Value 3)

Note: This is the internal leakage for the system B TE flap control valve.

- (e) If Value 3 is more than 8000 cc/min., replace the control valve for the TE flaps.

SUBTASK 29-00-00-790-105

- (8) Do these steps to find the leakage of the leading edge flaps and slats:

- (a) Set the flap control lever to the 0 position.

NOTE: Stop until the flaps and slats fully retract.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 8

Amperage: _____ (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

Table 9

Amperage: _____ (Calculated) amperage)

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 10

Flow: _____ cc/min (Value 5)

- 4) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 11

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 12

Flow: _____ cc/min (Value 4)

- 2) Subtract Value 1 from Value 4 and write it here:

| | | |
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Table 13

Flow: _____ cc/min (Value 5)

- 3) Subtract value 3 (flap control valve internal leakage) from value 5 and write it here:

Table 14

Flow: _____ cc/min (Value 5a)

Note: This is the null leakage for the LE flaps and slats.

- (d) If Value 5a is more than 1000 cc/min., do the troubleshooting steps in the FIM for LE Flaps and Slats Fail to Operate During Normal Operation to find the bad parts.

SUBTASK 29-00-00-860-295

- (9) Do these steps to put the airplane back to its initial condition:

- (a) Set the FLAP position lever to 25.

NOTE: Stop until the flaps and slats become stable.

- (b) Put the ALTERNATE FLAPS switch, on the P5 panel, in the ARM position.

- (c) Set the FLAP position lever to 40.

NOTE: The flaps will not move.

SUBTASK 29-00-00-790-114

- (10) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The empennage and aileron systems contain these components; elevator power control unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS B switch in the ON position.

- (b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 15

Amperage: _____ (Value 6)

- 2) Subtract Value 1 from Value 6 and write it here:

Table 16

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 17

Flow: _____ cc/min (Value 7)

Note: This is the null leakage of the empennage and aileron flight controls.

- (c) If you use the flow meter method, do these steps:

| | | |
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|---|----------------------|--|------------------------------|--|------------------------------|--|-------------------------------|------------------------------|------------------------------|
| 1) Read the flow and write it here: Table 18 <table border="1"> <tr> <td>Flow: _____ cc/min (Value 6)</td> </tr> </table> | | | | | Flow: _____ cc/min (Value 6) | | | | |
| Flow: _____ cc/min (Value 6) | | | | | | | | | |
| 2) Subtract Value 1 from Value 6 and write it here: Table 19 <table border="1"> <tr> <td>Flow: _____ cc/min (Value 7)</td> </tr> </table> <p>Note: This is the null leakage of the empennage and aileron flight controls.</p> | | | | | Flow: _____ cc/min (Value 7) | | | | |
| Flow: _____ cc/min (Value 7) | | | | | | | | | |
| <small>SUBTASK 29-00-00-810-014</small> (11) If Value 7 is more than 12,100 cc/min., continue with this procedure to isolate the bad part and replace it. <small>SUBTASK 29-00-00-790-107</small> (12) Do these steps to find the leakage of the cylinder for the aileron PCU: (a) Turn the control wheel fully clockwise. (b) If you use the ammeter or amp-clamp multimeter method, do these steps: 1) Read the amperage and write it here: Table 20 <table border="1"> <tr> <td>Amperage: _____ (Value 8)</td> </tr> </table> 2) Subtract Value 1 from Value 8 and write it here: Table 21 <table border="1"> <tr> <td>Amperage: _____ (Calculated) amperage)</td> </tr> </table> 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here: Table 22 <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8a)</td> </tr> </table> 4) Subtract Value 7 from Value 8a and write it here: Table 23 <table border="1"> <tr> <td>Flow: _____ cc/min (Value 9)</td> </tr> </table> <p>Note: This is the internal leakage of the cylinder for the aileron PCU.</p> (c) If you use the flow meter method, do these steps: 1) Read the flow and write it here: Table 24 <table border="1"> <tr> <td>Flow: _____ cc/min (Value 8)</td> </tr> </table> 2) Subtract Value 1 from Value 8 and write it here: | | | | | Amperage: _____ (Value 8) | Amperage: _____ (Calculated) amperage) | Flow: _____ cc/min (Value 8a) | Flow: _____ cc/min (Value 9) | Flow: _____ cc/min (Value 8) |
| Amperage: _____ (Value 8) | | | | | | | | | |
| Amperage: _____ (Calculated) amperage) | | | | | | | | | |
| Flow: _____ cc/min (Value 8a) | | | | | | | | | |
| Flow: _____ cc/min (Value 9) | | | | | | | | | |
| Flow: _____ cc/min (Value 8) | | | | | | | | | |
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Table 25

Flow: _____ cc/min (Value 8a)

- 3) Subtract Value 7 from Value 8a and write it here:

Table 26

Flow: _____ cc/min (Value 9)

Note: This is the internal leakage of the cylinder for the aileron PCU.

- (d) If Value 9 is more than 1,500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-296

- (13) Move the control wheel to its center position.

SUBTASK 29-00-00-790-108

- (14) Do these steps to find the leakage of the cylinder for the elevator PCU:

- (a) Pull the control column fully aft.
(b) If you use the ammeter or amp-clamp multimeter method, do these steps:
1) Read the amperage and write it here:

Table 27

Amperage: _____ (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

Table 28

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 29

Flow: _____ cc/min (Value 10a)

- 4) Subtract Value 7 from Value 10a and write it here:

Table 30

Flow: _____ cc/min (Value 11)

Note: This is the internal leakage of the cylinder for the elevator PCU.

- (c) If you use the flow meter method, do these steps:
1) Read the flow and write it here:

Table 31

Flow: _____ cc/min (Value 10)

- 2) Subtract Value 1 from Value 10 and write it here:

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| Table 32 | | | | |
| Flow: _____ cc/min (Value 10a) | | | | |
| 3) Subtract Value 7 from Value 10a and write it here: | | | | |
| Table 33 | | | | |
| Flow: _____ cc/min (Value 11) | | | | |
| Note: This is the internal leakage of the cylinder for the elevator PCU. | | | | |
| <ul style="list-style-type: none"> (d) If Value 11 is more than 1,500 cc/min., replace the elevator PCU. (e) Put the control column in its center position. | | | | |
| SUBTASK 29-00-00-860-297 | | | | |
| <ul style="list-style-type: none"> (15) Do these steps to put the airplane in its initial condition: <ul style="list-style-type: none"> (a) Set the FLAP position lever to 25. (b) Put the ALTERNATE FLAPS switch, on the P5 panel, to the OFF position. (c) Set the FLAP position lever to 0. | | | | |
| SUBTASK 29-00-00-860-300 | | | | |
| <ul style="list-style-type: none"> (16) Remove power from the hydraulic system B. To remove power, do this task: (Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805). | | | | |
| D. System A Internal Leakage Check | | | | |
| SUBTASK 29-00-00-750-002 | | | | |
| <ul style="list-style-type: none"> (1) Connect the equipment that is necessary to measure the amperage or flow to hydraulic system A. | | | | |
| SUBTASK 29-00-00-860-301 | | | | |
| <p><u>WARNING:</u> 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> | | | | |
| <ul style="list-style-type: none"> (2) Pressurize the hydraulic system A. To pressurize it, do this task: (Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801). | | | | |
| SUBTASK 29-00-00-860-302 | | | | |
| <ul style="list-style-type: none"> (3) Make sure the pressure in system A is a minimum of 2800 psi (19305 kPa). | | | | |
| SUBTASK 29-00-00-860-303 | | | | |
| <ul style="list-style-type: none"> (4) Make sure that the FLT CONTROL A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-860-304 | | | | |
| <ul style="list-style-type: none"> (5) Make sure that the SPOILER A switch, on the P5 panel, is in the OFF position. | | | | |
| SUBTASK 29-00-00-760-002 | | | | |
| <ul style="list-style-type: none"> (6) If you use the ammeter or amp-clamp multimeter method, read the amperage and write it here: | | | | |

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|------|-------------|---------|------------------|--|

Table 34

Amperage: _____ (Value 12)

Note: Do not continue until the amperage value on the tool is stable.

Note: This amperage is the system A basic current, and must be subtracted from all other system A amperage readings BEFORE you find the equivalent flow.

SUBTASK 29-00-00-750-003

- (7) If you use the flow meter method, read the flow value and write it here:

Table 35

Flow: _____ cc/min (Value 12)

Note: This value is the system A basic flow.

SUBTASK 29-00-00-790-115

- (8) Do these steps to find the null leakage of the empennage and aileron flight control systems:

NOTE: The Empennage and Aileron Systems contain these components; elevator Power Control Unit (PCU), elevator feel actuator, elevator autopilot (A/P) actuator, rudder PCU, aileron PCU and aileron A/P actuator.

- (a) Put the FLT CONTROLS A switch in the ON position.
 (b) If you use the ammeter or amp-clamp multimeter method, do these steps:
 1) Read the amperage and write it here:

Table 36

Amperage: _____ (Value 13)

- 2) Subtract Value 12 from the Value 13 and write it here:

Table 37

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 38

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

- (c) If you use the flow meter method, do these steps:
 1) Read the flow and write it here:

Table 39

Flow: _____ cc/min (Value 13)

- 2) Subtract Value 12 from Value 13 and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-212-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 |
|------|-------------|---------|------------------|--|

Table 40

Flow: _____ cc/min (Value 14)

Note: This is the null leakage of the empennage and aileron flight control systems.

SUBTASK 29-00-00-810-015

- (9) If Value 14 is more than 11,000 cc/min., continue with this procedure to isolate the bad part and replace it.

SUBTASK 29-00-00-790-110

- (10) Do these steps to find the leakage of the cylinder for the aileron PCU:
- Turn the control wheel fully clockwise.
 - If you use the ammeter or amp-clamp multimeter method, do these steps:
 - Read the amperage and write it here:

Table 41

Amperage: _____ (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 42

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 43

Flow: _____ cc/min (Value 15a)

- 4) Subtract Value 14 from Value 15a and write it here:

Table 44

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

- (c) If you use the flow meter method, do these steps:
 - Read the flow and write it here:

Table 45

Flow: _____ cc/min (Value 15)

- 2) Subtract Value 12 from Value 15 and write it here:

Table 46

Flow: _____ cc/min (Value 15a)

- 3) Subtract Value 14 from Value 15a and write it here:

| | | | |
|-------------------------------|----------------------|--|------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-212-00-01 | Page 16 of 21 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. 27-212-00-01 |
|------|-------------|---------|------------------|--|

Table 47

Flow: _____ cc/min (Value 16)

Note: This is the internal leakage of the cylinder of the aileron PCU.

SUBTASK 29-00-00-810-012

- (11) If the Value 16 is more than 1500 cc/min., replace the aileron PCU.

SUBTASK 29-00-00-860-305

- (12) Move the control wheel to its center position.

SUBTASK 29-00-00-790-112

- (13) Do these steps to find the leakage of the cylinder for the PCU for the elevator:

(a) Pull the control column fully aft.

(b) If you use the ammeter or amp-clamp multimeter method, do these steps:

- 1) Read the amperage and write it here:

Table 48

Amperage: _____ (Value 17)

- 2) Subtract Value 12 from the Value 17 and write it here:

Table 49

Amperage: _____ (Calculated) amperage

- 3) Use (Figure 2) for the applicable pump to convert the calculated amperage to flow and write it here:

Table 50

Flow: _____ cc/min (Value 17a)

- 4) Subtract Value 14 from the Value 17a and write it here:

Table 51

Flow: _____ cc/min (Value 18)

Note: This is the internal leakage of the cylinder of the elevator PCU.

(c) If you use the flow meter method, do these steps:

- 1) Read the flow and write it here:

Table 52

Flow: _____ cc/min (Value 17)

- 2) Subtract Value 12 from Value 17 and write it here:

Table 53

Flow: _____ cc/min (Value 17a)

- 3) Subtract Value 14 from Value 17a and write it here:

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-212-00-01 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-212-00-01 |
|------|-------------|---------|------------------|--|

Table 54

| | | |
|-------------------------------|------|------|
| Flow: _____ cc/min (Value 18) | MECH | INSP |
|-------------------------------|------|------|

Note: This is the internal leakage of the cylinder of the elevator PCU.

- (d) Put the control column in its center position.

SUBTASK 29-00-00-810-013

- (14) If the Value 18 is more than 1500 cc/min., replace the elevator PCU.

SUBTASK 29-00-00-860-306

- (15) Put the FLT CONTROL A switch in the OFF position.

E. Put the Airplane Back to its Usual Condition

SUBTASK 29-00-00-860-307

- (1) Make sure the arm switch for the ALTERNATE FLAPS, on the P5 panel, is in the OFF position.

SUBTASK 29-00-00-860-308

- (2) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------------------|
| A | 16 | C01345 | LANDING GEAR AUTOBRAKE BITE CONT 2 |
| A | 18 | C00583 | LANDING GEAR AUTOBRAKE BITE CONT 1 |
| E | 16 | C00196 | LANDING GEAR ANTISKID INBD |
| E | 18 | C00195 | LANDING GEAR ANTISKID OUTBD |

Power Distribution Panel Number 2, P92

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------|
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP |

SUBTASK 29-00-00-860-309

- (3) Put the FLT CONTROL and SPOILER switches, on the P5 panel, in the ON position.

SUBTASK 29-00-00-860-310

- (4) Remove power from the hydraulic systems A and B. To remove them, do this task:
(Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805).

SUBTASK 29-00-00-080-027

- (5) Remove the portable hydraulic cart or the ammeter equipment from the airplane.

SUBTASK 29-00-00-410-009

- (6) Close this access panel:

Number Name/Location

| | |
|------|----------------------------------|
| 117A | Electronic Equipment Access Door |
|------|----------------------------------|

SUBTASK 29-00-00-610-015

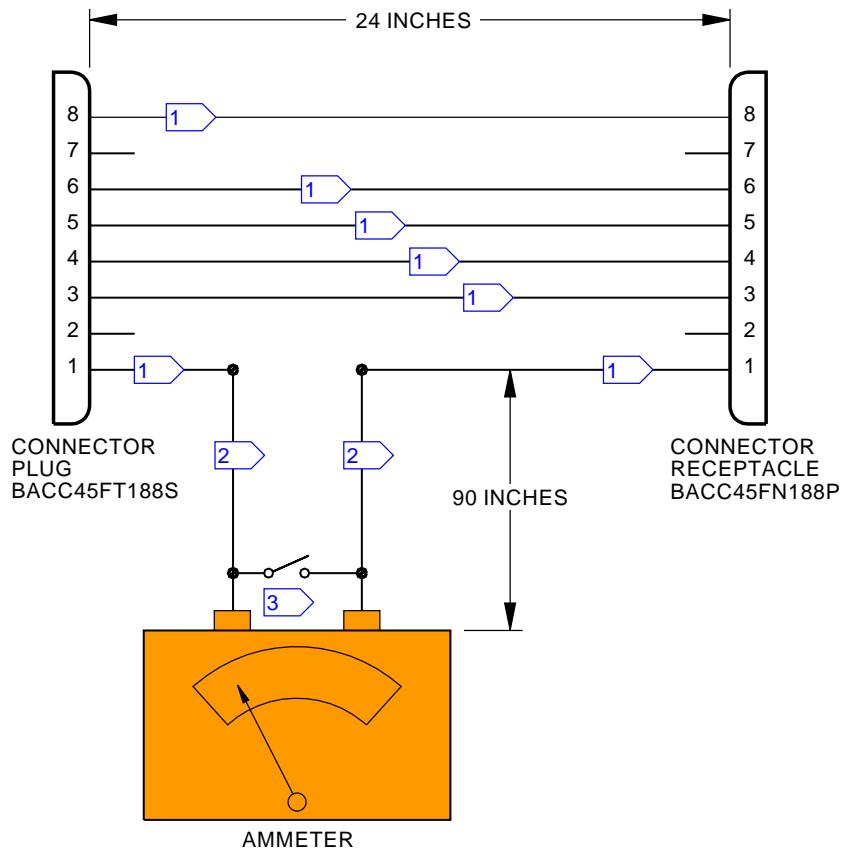
- (7) Service the systems A and B hydraulic reservoirs. To service them, do this task:
(Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801).

END OF TASK

| | | | |
|-------------------------------|----------------------|---|------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST D633A109-AKS 27-212-00-01 | Page 18 of 21 Oct 15/2015 |
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-212-00-01 |



- NO. 12 WIRE
- NO. 10 WIRE
- SHORT CIRCUIT SWITCH

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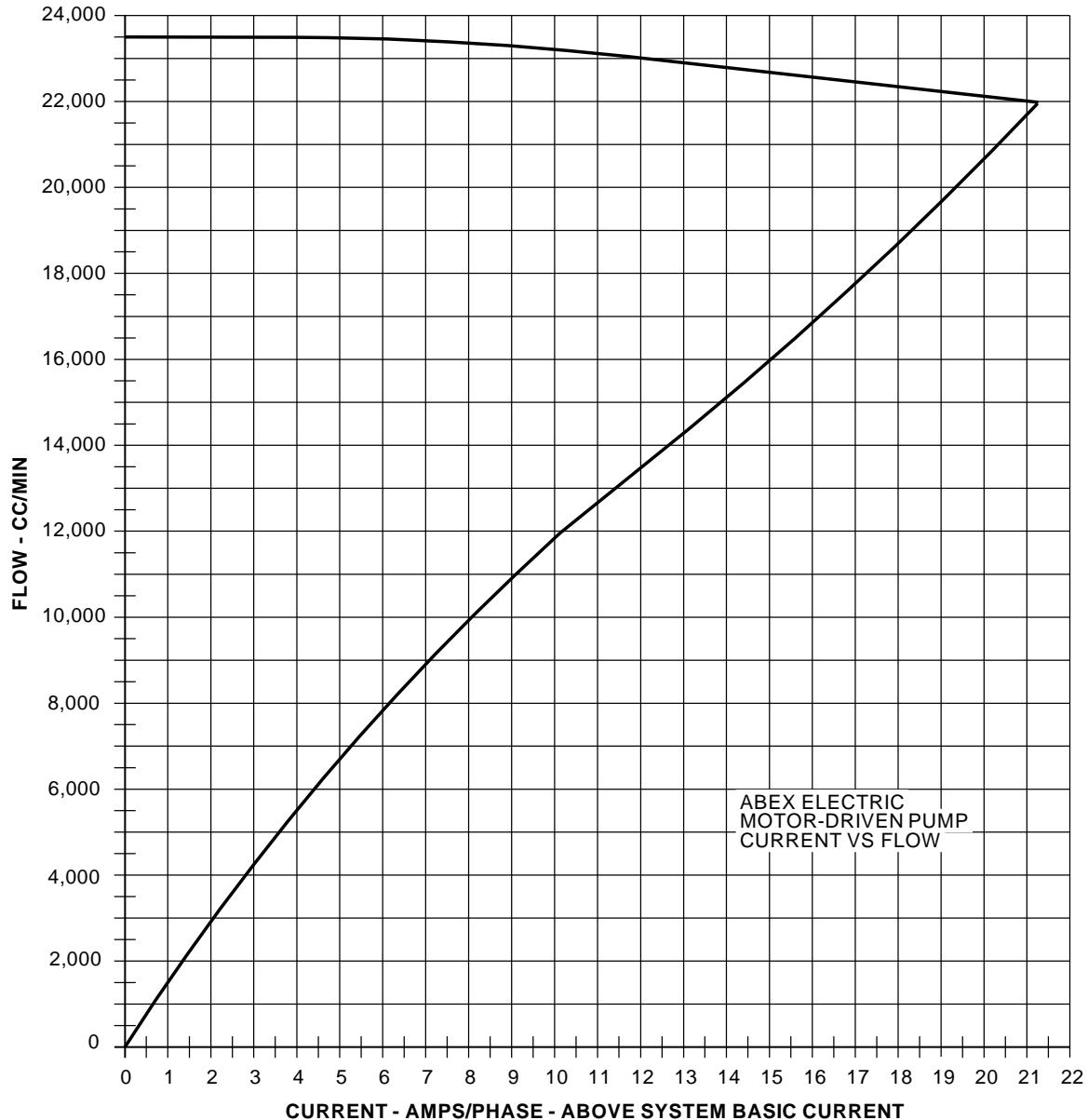
**Ammeter Wiring Harness for the A and B EMDP Hydraulic Systems
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
| | | D633A109-AKS 27-212-00-01 |

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| | | | | 27-212-00-01 |



Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 1 of 2)

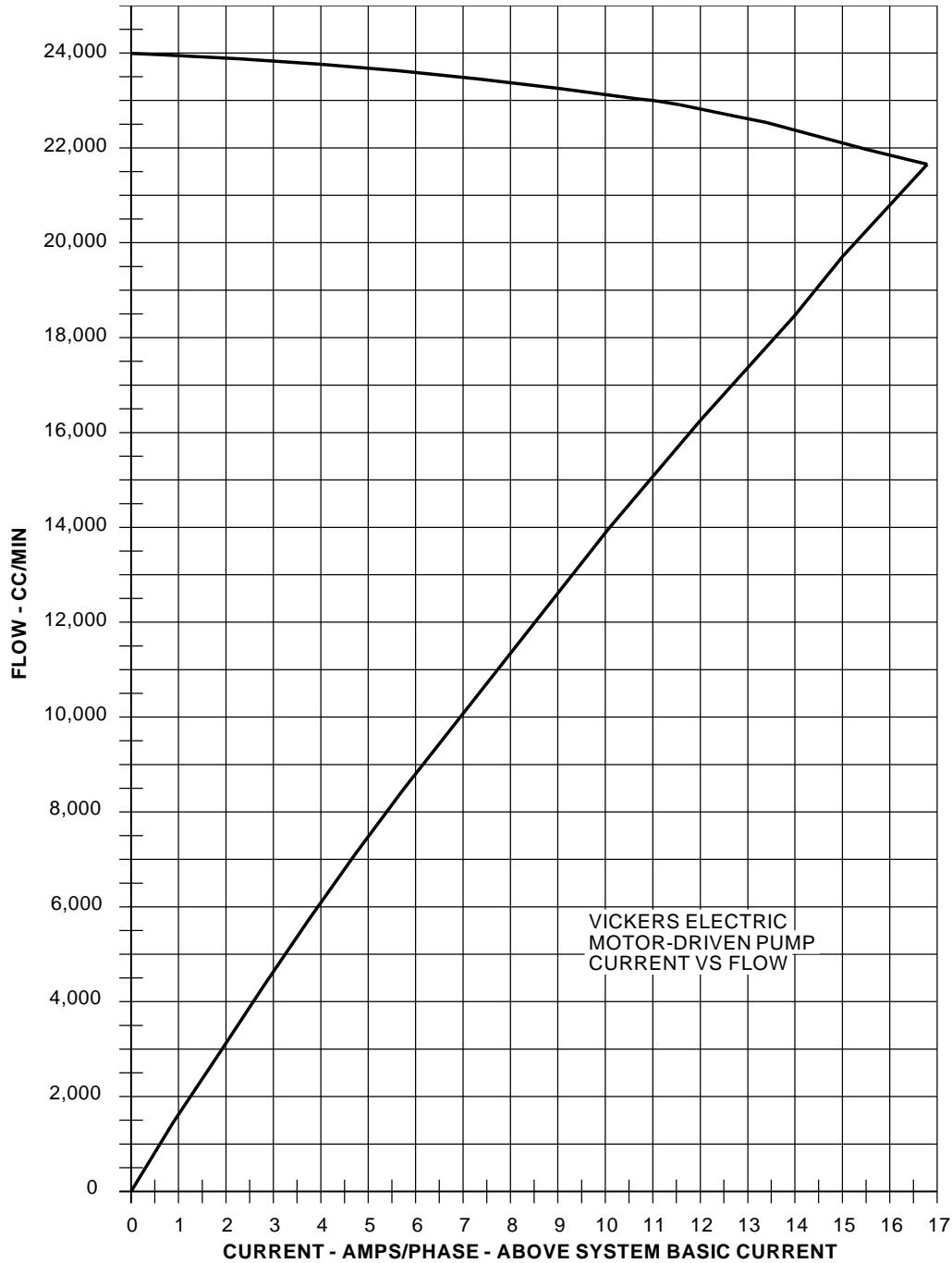
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
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| | | | | 27-212-00-01 |



Hydraulic System A and B EMDP Characteristics
Figure 2 (Sheet 2 of 2)

G25992 S0006572416_V2

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE FLAP ACTUATORS INTERNAL LEAKAGE TEST |
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TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEADING EDGE STANDBY ACTUATION | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-214-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 7500 FH | REPEAT 7500 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 211 510 610 |
| | | | | | |

Operationally check the leading edge standby actuation system.

A. References

| Reference | Title |
|----------------------|---|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-81-00-860-804 | Leading Edge Flaps and Slats Retraction (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) |

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE STANDBY ACTUATION |
| | | D633A109-AKS 27-214-00-01 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-214-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-81-00-710-801 | | | | |
| 1. Leading Edge Flap and Slat System Standby Actuation Operational Test | | | | |
| A. General | | | | |
| (1) The alternate control system uses electrical power to power the standby hydraulic system which moves the leading edge slats and flaps. | | | | |
| B. Prepare for the Operational Test | | | | |
| SUBTASK 27-81-00-860-063 | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | |
| SUBTASK 27-81-00-860-064 | | | | |
| (2) If the leading edge flaps and slats are not in the retract position, do this task: Leading Edge Flaps and Slats Retraction, AMM TASK 27-81-00-860-804. | | | | |
| C. Leading Edge Standby System Operational Test | | | | |
| SUBTASK 27-81-00-860-065 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE FLIGHT CONTROL SURFACES. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER AND NOSE GEAR CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| CAUTION: MAKE SURE THAT THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED AND IN THE STOWED POSITION OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN COWL PANEL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT. | | | | |
| (1) Move the ALTERNATE FLAPS ARM switch on the P5 panel to the ARM position (Figure 1). | | | | |
| NOTE: The standby hydraulic pump motor will operate when the ALTERNATE FLAPS ARM switch is in the ARM position. | | | | |
| SUBTASK 27-81-00-860-122 | | | | |
| (2) Move the flap control lever to the 30-unit position. | | | | |
| NOTE: This will decrease the load on the flap electric motor. The leading edge and trailing edge surfaces will not move when you move the flap control lever. | | | | |
| SUBTASK 27-81-00-710-003 | | | | |
| (3) Move the ALTERNATE FLAPS control switch to the DOWN position to extend the leading edge flaps and slats to the full extend position. | | | | |
| NOTE: It is not necessary to extend the trailing edge flaps beyond the 30-unit position. | | | | |
| (a) When the flaps and slats start to extend, make sure all the LE indication flaps and slats TRANSIT lights, on the aft overhead panel, P5, come on (Figure 2). | | | | |
| (b) Do these checks of the aft overhead lights when the leading edge flaps and slats are in the full extend position: | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE STANDBY ACTUATION | |
| | | D633A109-AKS 27-214-00-01 | Page 2 of 5 Jun 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

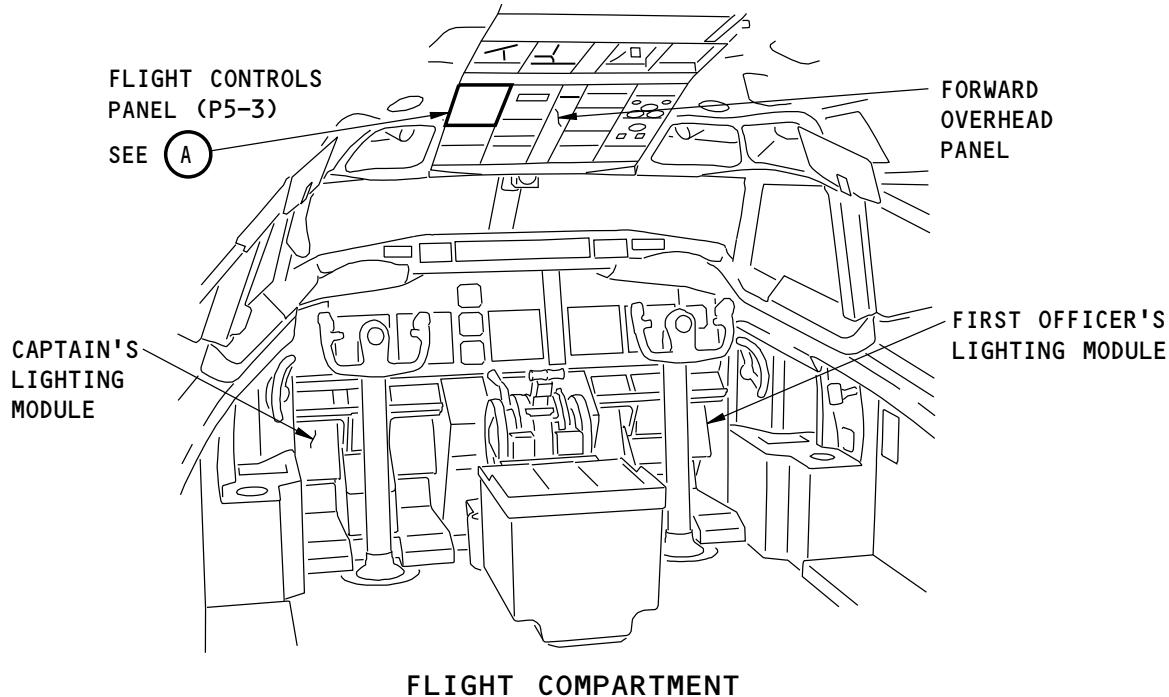
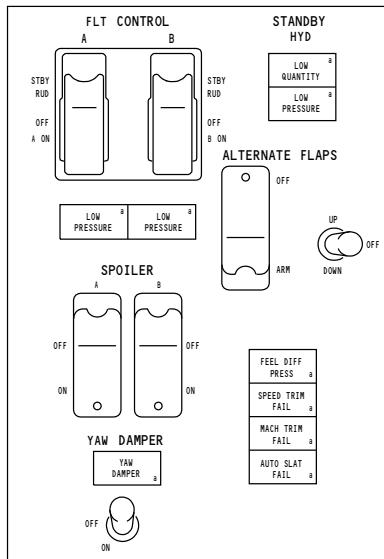
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-214-00-01 | |
|------|-------------|--|------------------|--|--|
| | | <ol style="list-style-type: none">1) Make sure all the TRANSIT lights go off.2) Make sure the flaps EXT lights come on.3) Make sure the slats FULL EXT lights come on. <p>SUBTASK 27-81-00-860-067</p> <p>(4) Move the ALTERNATE FLAPS control switch to the OFF position.</p> <p>D. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 27-81-00-860-068</p> <p>WARNING: MAKE SURE THE POSITION OF THE FLAPS AND SLATS AGREES WITH THE POSITION OF THE FLAP CONTROL LEVER. WHEN YOU PRESSURIZE HYDRAULIC SYSTEM B, THE FLAPS AND SLATS WILL MOVE AUTOMATICALLY TO THE POSITION OF THE FLAP CONTROL LEVER WITH THE ALTERNATE CONTROL DISARMED. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(1) Make sure the flap control lever is in the same position as the trailing edge flaps and leading edge flaps and slats.</p> <p>SUBTASK 27-81-00-860-069</p> <p>(2) Move the ALTERNATE FLAPS ARM switch to the OFF position to disarm the alternate control system.</p> <p>SUBTASK 27-81-00-860-070</p> <p>WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(3) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.</p> <p>SUBTASK 27-81-00-860-071</p> <p>(4) Move the flap control lever to the UP position to retract the leading edge flaps and slats and the trailing edge flaps.</p> <p><u>NOTE:</u> The leading edge flaps and slats will not retract with alternate control.</p> <p>SUBTASK 27-81-00-860-072</p> <p>(5) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.</p> | MECH | INSP | |

— END OF TASK —

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE STANDBY ACTUATION |
| | | D633A109-AKS 27-214-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-214-00-01 |

**FLIGHT COMPARTMENT****FLIGHT CONTROLS PANEL (P5-3)**

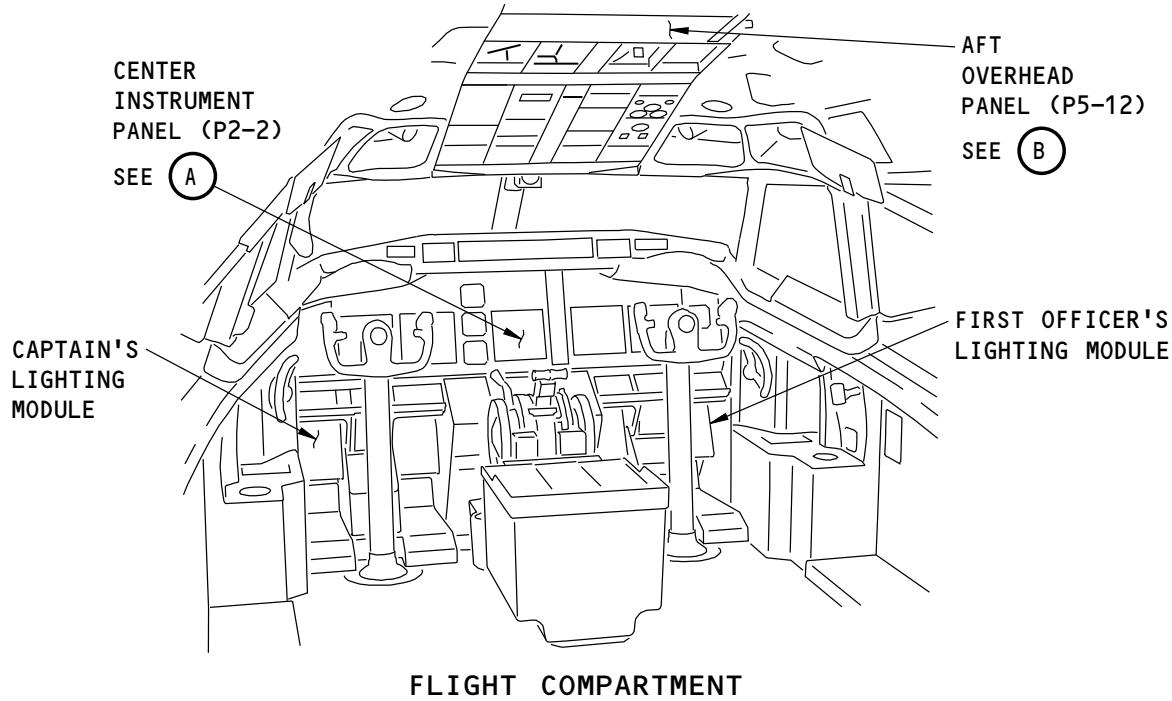
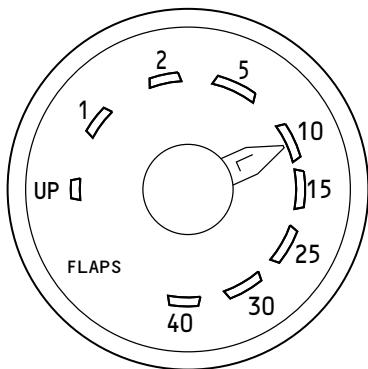
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**Flight Control Switches
Figure 1**

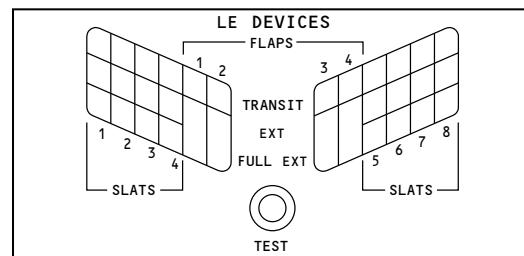
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| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE STANDBY ACTUATION |
| | | D633A109-AKS 27-214-00-01 |

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-214-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT**

| | |
|----------|----------|
| LE FLAPS | LE FLAPS |
| TRANSIT | EXT |

CENTER INSTRUMENT PANEL (P2-2)**(A)****AFT OVERHEAD PANEL (P5-12)****(B)****Leading Edge Flap and Slat Position Indicator
Figure 2**

G27981 S0006570987_V2

| | | |
|-------------------------------|----------------------|---------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE STANDBY ACTUATION |
| | | D633A109-AKS 27-214-00-01 |

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TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE LEFT WING SPOILER ACTUATORS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-215-01-01 |
| TAIL NUMBER | WORK AREA L WING TE | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 552 562 563 564 565 566 |
| | | | | | |

Perform a general visual inspection of the left wing spoiler actuators.

A. References

| Reference | Title |
|----------------------|--|
| 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) |

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-858 | Tag - DO NOT OPERATE |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-215-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-62-00-210-802 | | | | |
| 1. Spoiler Actuator Inspection | | | | |
| A. Procedure | | | | |
| SUBTASK 27-62-00-010-007 | | | | |
| 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. | | | | |
| (1) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-62-00-860-258 | | | | |
| (2) Move the flap control lever to the 30-unit position to extend the flaps. | | | | |
| SUBTASK 27-62-00-860-187 | | | | |
| (3) Move the speed brake lever from the DOWN position to the UP position. | | | | |
| SUBTASK 27-62-00-860-253 | | | | |
| (4) Attach a DO NOT OPERATE tag, STD-858 on the flap control lever and speed brake lever. | | | | |
| SUBTASK 27-62-00-860-254 | | | | |
| (5) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805 | | | | |
| SUBTASK 27-62-00-210-005 | | | | |
| (6) Do a general visual inspection of the spoiler actuators and quadrants (Figure 1). | | | | |
| SUBTASK 27-62-00-860-255 | | | | |
| (7) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801 | | | | |
| SUBTASK 27-62-00-860-256 | | | | |
| (8) Remove the DO NOT OPERATE tag, STD-858 from the flap control lever and speed brake lever. | | | | |
| SUBTASK 27-62-00-860-257 | | | | |
| (9) Move the flap control lever to the UP position to retract the flaps. | | | | |
| SUBTASK 27-62-00-860-188 | | | | |
| (10) Move the speed brake lever from the UP position to the DOWN position. | | | | |
| SUBTASK 27-62-00-860-189 | | | | |
| (11) If the hydraulic power is not needed, 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 | LEFT WING SPOILER ACTUATORS | |
| | | D633A109-AKS 27-215-01-01 | Page 2 of 4 Jun 15/2016 |

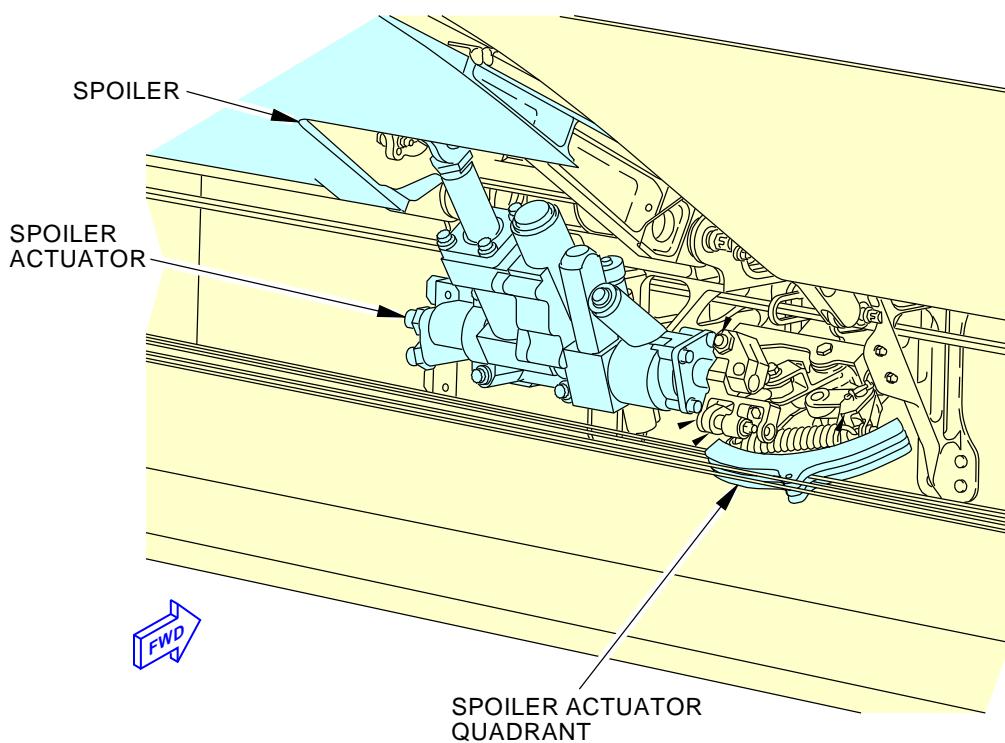
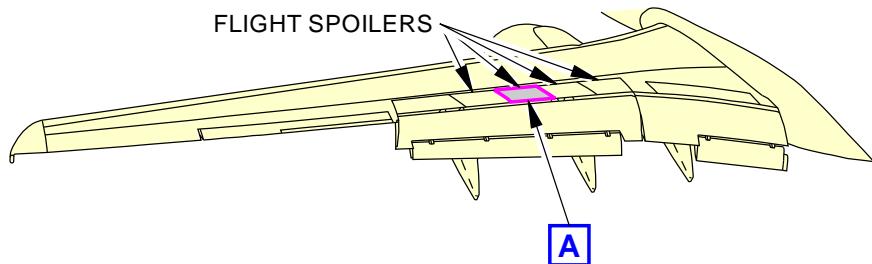
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-215-01-01**A**

1933095 S0000365996_V2

**Flight Spoiler Actuator Quadrant
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-01-01 |

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Oct 15/2015

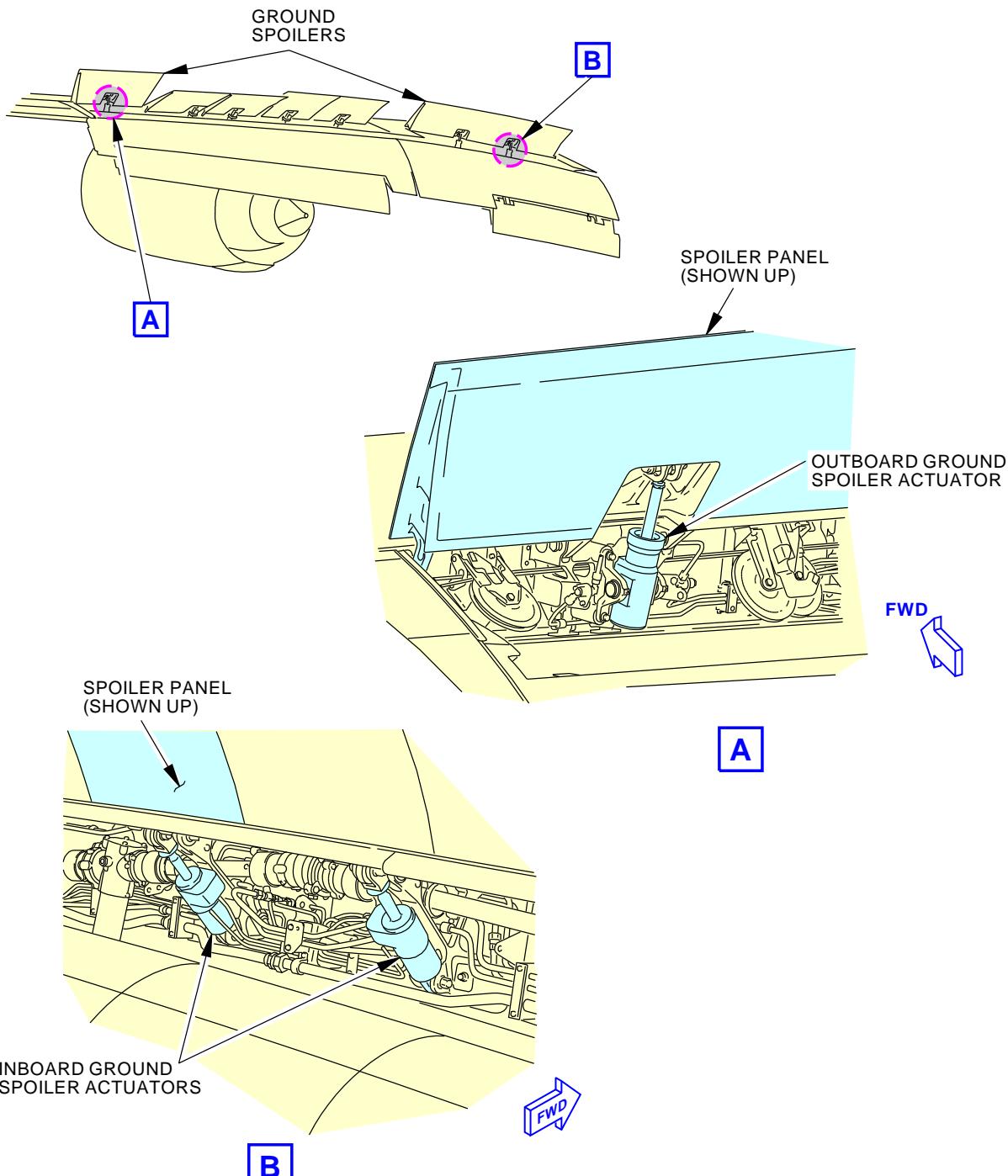
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-215-01-01

Flight Spoiler Actuator Quadrant
Figure 1 (Sheet 2 of 2)

1933103 S0000365997_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-01-01 |

Page 4 of 4
Oct 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING SPOILER ACTUATORS | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-215-02-01 |
| TAIL NUMBER | WORK AREA R WING TE | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 210 652 662 663 664 665 666 |
| | | | | | |

Perform a general visual inspection of the right wing spoiler actuators.

A. References

| Reference | Title |
|----------------------|--|
| 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) |

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-858 | Tag - DO NOT OPERATE |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-215-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-62-00-210-802 | | | | |
| 1. Spoiler Actuator Inspection | | | | |
| A. Procedure | | | | |
| SUBTASK 27-62-00-010-007 | | | | |
| 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. | | | | |
| (1) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-62-00-860-258 | | | | |
| (2) Move the flap control lever to the 30-unit position to extend the flaps. | | | | |
| SUBTASK 27-62-00-860-187 | | | | |
| (3) Move the speed brake lever from the DOWN position to the UP position. | | | | |
| SUBTASK 27-62-00-860-253 | | | | |
| (4) Attach a DO NOT OPERATE tag, STD-858 on the flap control lever and speed brake lever. | | | | |
| SUBTASK 27-62-00-860-254 | | | | |
| (5) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805 | | | | |
| SUBTASK 27-62-00-210-005 | | | | |
| (6) Do a general visual inspection of the spoiler actuators and quadrants (Figure 1). | | | | |
| SUBTASK 27-62-00-860-255 | | | | |
| (7) Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801 | | | | |
| SUBTASK 27-62-00-860-256 | | | | |
| (8) Remove the DO NOT OPERATE tag, STD-858 from the flap control lever and speed brake lever. | | | | |
| SUBTASK 27-62-00-860-257 | | | | |
| (9) Move the flap control lever to the UP position to retract the flaps. | | | | |
| SUBTASK 27-62-00-860-188 | | | | |
| (10) Move the speed brake lever from the UP position to the DOWN position. | | | | |
| SUBTASK 27-62-00-860-189 | | | | |
| (11) If the hydraulic power is not needed, 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 | RIGHT WING SPOILER ACTUATORS | |
| | | D633A109-AKS 27-215-02-01 | Page 2 of 4 Jun 15/2016 |

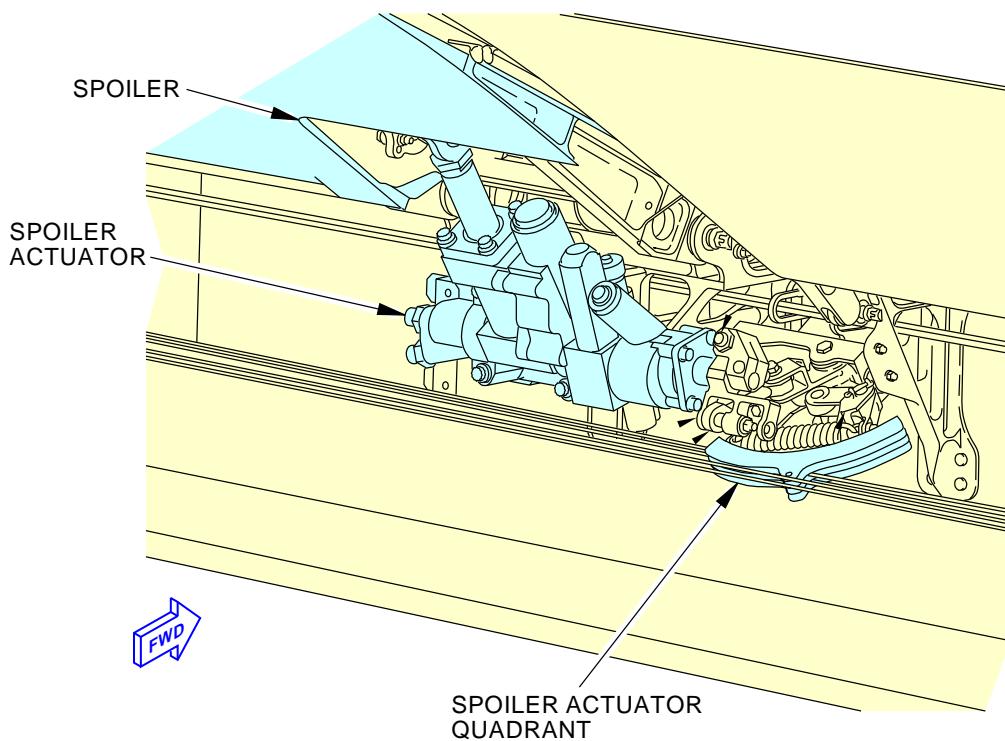
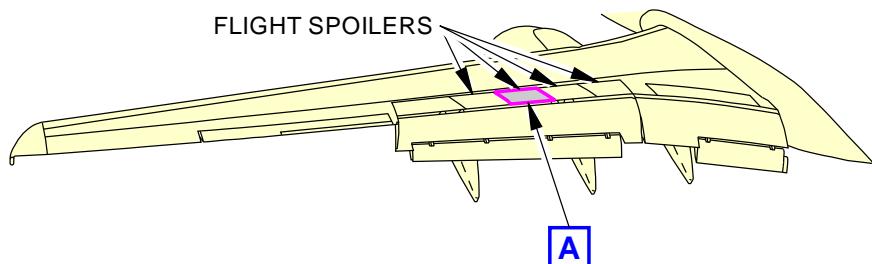
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-215-02-01**A**

1933095 S0000365996_V2

**Flight Spoiler Actuator Quadrant
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-02-01 |

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Oct 15/2015

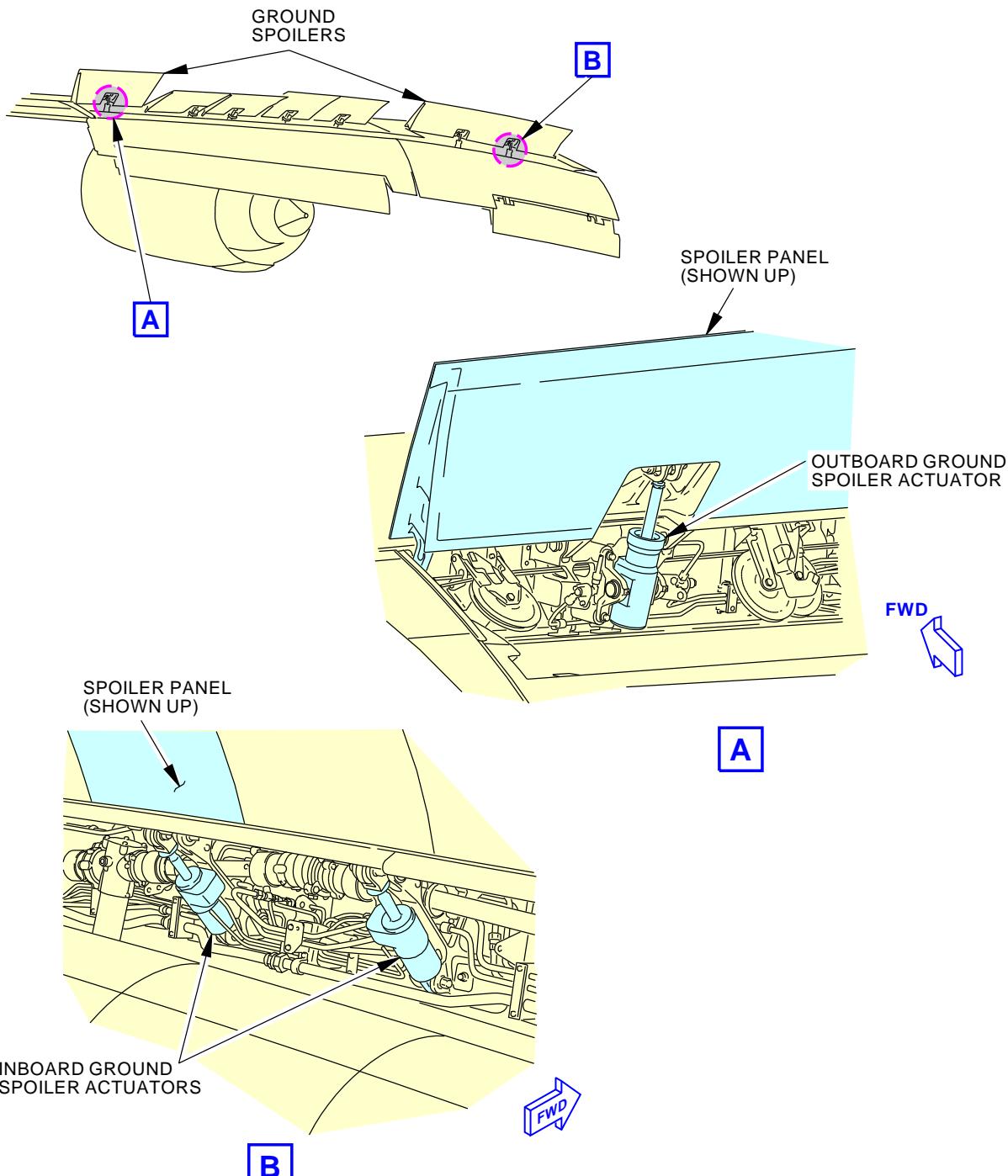
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-215-02-01

Flight Spoiler Actuator Quadrant
Figure 1 (Sheet 2 of 2)

1933103 S0000365997_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING SPOILER ACTUATORS |
| | | D633A109-AKS 27-215-02-01 |

Page 4 of 4
Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE SPOILER MECHANICAL CONTROL PATH | | | BOEING CARD NO. 27-215-03-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA WHEELWELL | VERSION 1.1 | THRESHOLD 5000 FH | REPEAT 5000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS | | | ZONE 134 |
| | | | | | |

Perform a general visual inspection of the spoiler mechanical control path.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-215-03-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-215-03-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-61-00-210-801 | | | | |
| 1. Spoiler Wheel Well Mechanical Components Inspection (Figure 1) | | | | |
| A. General (1) This procedure is a scheduled maintenance task. (2) This task is a general visual inspection of the spoiler mechanical components in the wheel well. | | | | |
| B. Procedure SUBTASK 27-61-00-210-004 (1) Inspect the spoiler mechanical components in the wheel well (Figure 1). (a) Do a general visual inspection of all spoiler mechanical components, including the following: 1) Spoiler mixer 2) Spoiler ratio changer and input rod 3) Spoiler control quadrant shaft 4) Aileron spring cartridge a) Make sure that the drain holes are down. | | | | |
| ———— END OF TASK —— | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-215-03-01 |

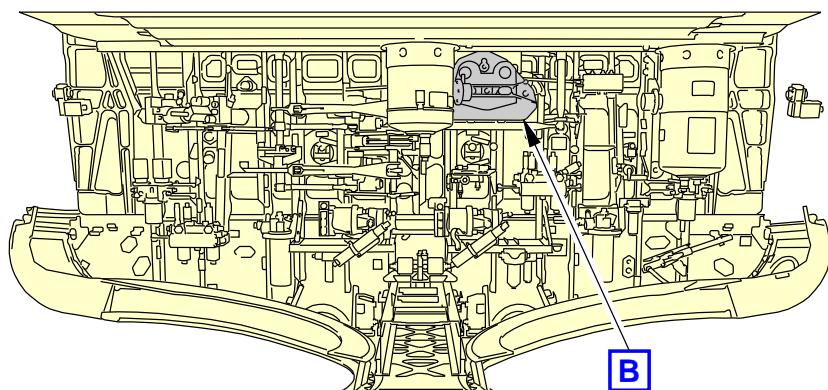
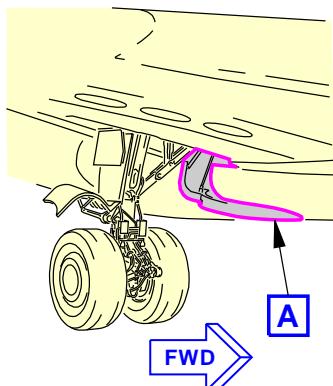
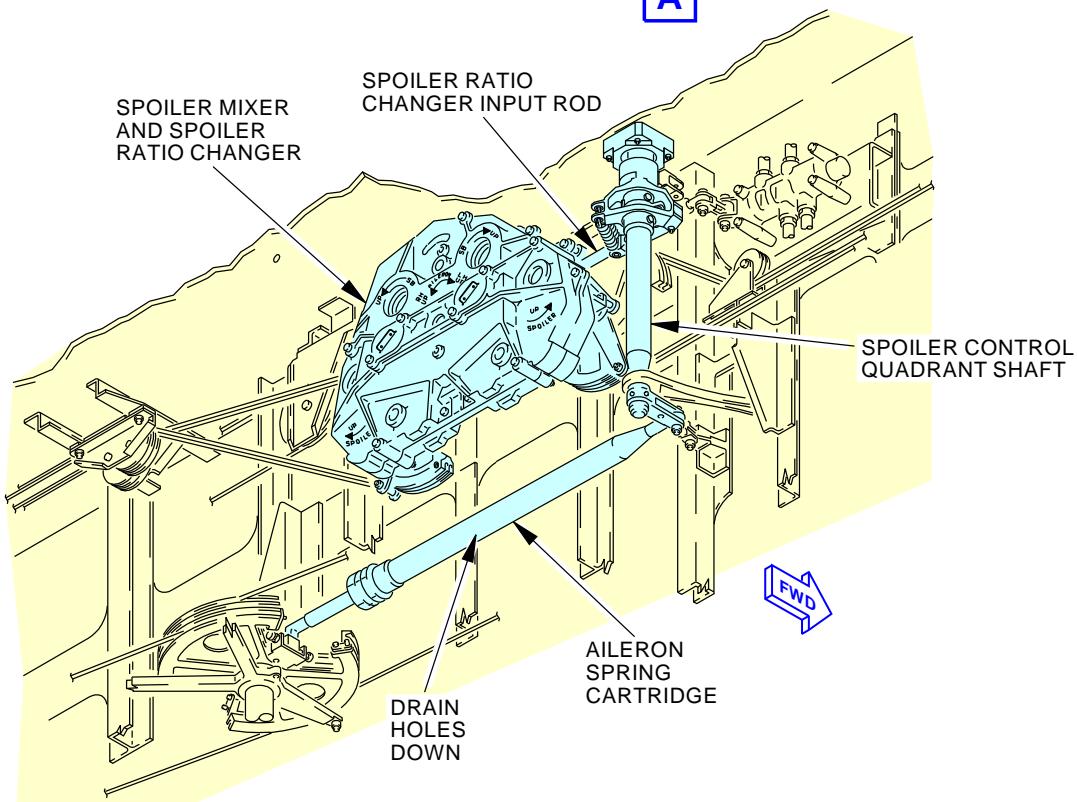
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-215-03-01**MAIN LANDING GEAR WHEEL WELL
(VIEW IN THE FORWARD DIRECTION)****A****MAIN LANDING GEAR WHEEL WELL****B**

1424991 S0000258078_V3

**Spoiler Wheel Well Mechanical Components Inspection
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | SPOILER MECHANICAL CONTROL PATH |
| | | D633A109-AKS 27-215-03-01 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|---|---------------------------------|--------------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE AUTOSLAT SYSTEM | | | BOEING CARD NO. 27-216-00-01 |
| DATE | TASK FUNCTIONAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 | THRESHOLD 3000 FH | REPEAT 3000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS 117A | | | |
| | | | ZONE 117 118 211 212 | | |

Functionally check the autoslat system.

A. References

| <u>Reference</u> | <u>Title</u> |
|----------------------|--|
| AMM 24-22-00-860-813 | Supply External Power (P/B 201) |
| AMM 24-22-00-860-814 | Remove External Power (P/B 201) |
| AMM 29-11-00-860-801 | Hydraulic System A or B Pressurization (P/B 201) |
| AMM 29-11-00-860-805 | Hydraulic System A or B Power Removal (P/B 201) |
| AMM 32-09-00-840-802 | Return the Airplane Systems Back to Their Normal On Ground Condition (P/B 201) |
| AMM 32-09-00-860-801 | Put the Airplane in the Air Mode (P/B 201) |
| AMM 32-09-00-860-802 | Return the Airplane to the Ground Mode (P/B 201) |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM D633A109-AKS 27-216-00-01 | Page 1 of 6 Oct 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-216-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-83-00-710-801 | | | | |
| 1. Leading Edge Autoslat System - Functional Test | | | | |
| (Figure 1) | | | | |
| A. Prepare for the Procedure | | | | |
| NOTE: FOR THE DURATION OF THIS TEST, AIRSPEED MUST NOT BE SIMULATED. | | | | |
| SUBTASK 27-83-00-480-002 | | | | |
| (1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813. | | | | |
| SUBTASK 27-83-00-860-004 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS 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. | | | | |
| WARNING: OBEY THE PROCEDURE THAT PUTS THE AIRPLANE IN THE AIR MODE. IF YOU DO THE PROCEDURE INCORRECTLY, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. | | | | |
| (2) For the hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-83-00-010-001 | | | | |
| (3) To gain access to the electronic equipment center. | | | | |
| Open this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| B. Do a test of the autoslat operation | | | | |
| SUBTASK 27-83-00-860-005 | | | | |
| (1) Open these circuit breakers and install safety tags: | | | | |
| CAPT Electrical System Panel, P18-2 | | | | |
| Row Col Number Name | | | | |
| E 4 C01392 STICK SHAKER LEFT | | | | |
| F/O Electrical System Panel, P6-1 | | | | |
| Row Col Number Name | | | | |
| B 6 C01393 STICK SHAKER RIGHT | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | |
| C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM D633A109-AKS 27-216-00-01 | Page 2 of 6 Jun 15/2015 |
|-------------------------------|----------------------|--|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-216-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-83-00-840-002 | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM THE LEADING EDGE SLATS WHEN RUNNING THIS TEST. THE LEADING EDGE SLATS WILL MOVE. INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN OCCUR. | | | | |
| (2) Make sure there are no personnel or equipment near the leading edge slats. | | | | |
| SUBTASK 27-83-00-820-002 | | | | |
| (3) Turn the Left AOA sensor counterclockwise and the right AOA sensor clockwise to 30 degrees (Figure 1). Do these steps on both SMYDs to determine when the AOA sensor angles show 30 degrees airplane nose up: | | | | |
| (a) Push the ON/OFF switch on the stall management yaw damper (SMYD). | | | | |
| (b) Push the down arrow switch on the SMYD until the display shows GROUND TESTS?. | | | | |
| (c) Push the YES switch. | | | | |
| (d) Push the down arrow switch on the SMYD until the display shows ANALOG INPUTS?. | | | | |
| (e) Push the YES switch. | | | | |
| 1) Make sure the display shows AOA SENSOR. | | | | |
| (f) Push the YES switch. | | | | |
| (g) The display will show AOA and the angle of the AOA sensor. | | | | |
| SUBTASK 27-83-00-860-006 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS 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) Move the flaps to the 1 position. | | | | |
| (a) Make sure that the leading edge slats move to the flaps 1 (mid-extend) position. | | | | |
| SUBTASK 27-83-00-860-007 | | | | |
| (5) Remove the safety tag and close this circuit breaker: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 | | | | |
| SUBTASK 27-83-00-840-003 | | | | |
| WARNING: MAKE SURE YOU DO THE STEPS TO PREPARE THE SYSTEMS FOR AIR MODE CORRECTLY. IF YOU DO NOT FOLLOW THESE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. | | | | |
| (6) Do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM | |
| | | D633A109-AKS 27-216-00-01 | Page 3 of 6 Oct 15/2014 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-216-00-01 |
|--|-------------|---------|------------------|--|
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS 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. | | | | MECH INSP |
| (a) Make sure the slats move to the full extend position. (b) Make sure the LE FLAPS EXT light is on and the LE FLAPS TRANSIT light is off. | | | | |
| SUBTASK 27-83-00-860-009 | | | | |
| (7) Open this circuit breaker and install safety tag: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE MOVED AWAY FROM THE CONTROL SURFACES BEFORE YOU START MOVEMENT. THIS WILL PREVENT INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (a) Make sure the slats move to the flaps 1 (mid-extend) position. | | | | |
| SUBTASK 27-83-00-860-010 | | | | |
| (8) Remove the safety tag and close this circuit breaker: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE MOVED AWAY FROM THE CONTROL SURFACES BEFORE YOU START MOVEMENT. THIS WILL PREVENT INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (a) Make sure the slats move to the full extend position. (b) Make sure the LE FLAPS EXT light is on and the LE FLAPS TRANSIT light is off. | | | | |
| SUBTASK 27-83-00-860-011 | | | | |
| (9) Open this circuit breaker and install safety tag: | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (a) Make sure the slats move to the flaps 1 (mid-extend) position. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM D633A109-AKS 27-216-00-01 | Page 4 of 6 Oct 15/2014 |
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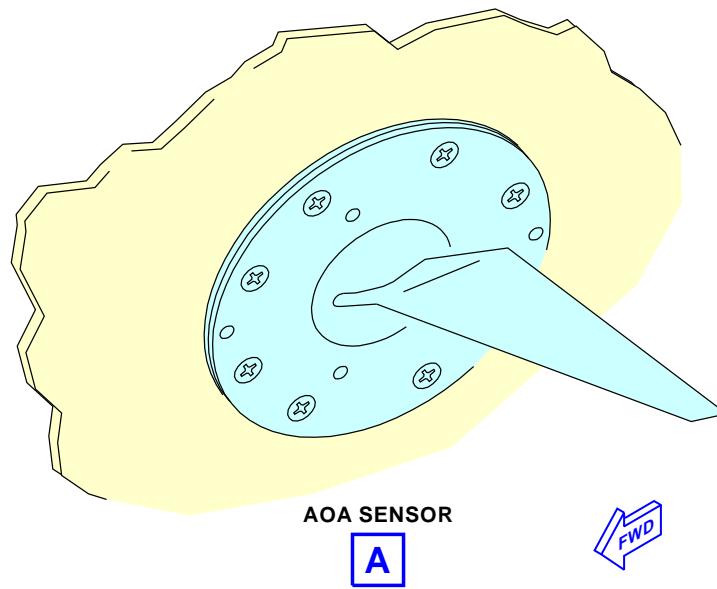
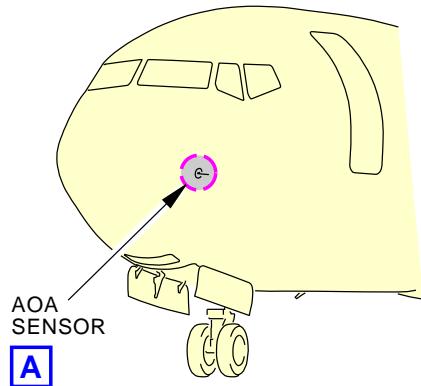
AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-216-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-83-00-820-003 | | | | |
| (10) Turn the Left and right AOA vanes to 0 degrees (Figure 1). | | | | |
| SUBTASK 27-83-00-820-004 | | | | |
| (11) Put the flap lever in the UP position. | | | | |
| SUBTASK 27-83-00-860-012 | | | | |
| (12) Do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802. | | | | |
| C. Return the airplane to its normal condition. | | | | |
| SUBTASK 27-83-00-840-005 | | | | |
| (1) Remove the safety tags and close these circuit breakers: | | | | |
| CAPT Electrical System Panel, P18-2 | | | | |
| Row Col Number Name | | | | |
| E 4 C01392 STICK SHAKER LEFT | | | | |
| F/O Electrical System Panel, P6-1 | | | | |
| Row Col Number Name | | | | |
| B 6 C01393 STICK SHAKER RIGHT | | | | |
| F/O Electrical System Panel, P6-2 | | | | |
| Row Col Number Name | | | | |
| B 14 C01070 FLIGHT CONTROL AUTOSLAT DC 2 | | | | |
| C 14 C01068 FLIGHT CONTROL AUTOSLAT DC 1 | | | | |
| SUBTASK 27-83-00-840-010 | | | | |
| (2) Do this task: Return the Airplane Systems Back to Their Normal On Ground Condition, AMM TASK 32-09-00-840-802. | | | | |
| SUBTASK 27-83-00-840-007 | | | | |
| (3) Push the ON/OFF switch on the SMYD to turn off the SMYD display. | | | | |
| (a) Push the YES switch to verify that you want to turn off the display. | | | | |
| SUBTASK 27-83-00-840-008 | | | | |
| (4) If hydraulic power is no longer necessary, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-83-00-840-009 | | | | |
| (5) If electrical power is no longer necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814. | | | | |
| SUBTASK 27-83-00-940-001 | | | | |
| (6) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 117A Electronic Equipment Access Door | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM |
| | | D633A109-AKS 27-216-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-216-00-01 |

**NOTE:**

LEFT AOA SENSOR IS SHOWN, RIGHT AOA SENSOR IS OPPOSITE.

L51249 S0006571113_V2

**Angle of Attack (AOA) Sensor
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | AUTOSLAT SYSTEM |
| | | D633A109-AKS 27-216-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEADING EDGE UNCOMMANDDED MOTION PROTECTION | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-218-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 5000 FH | REPEAT 5000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY |
| | | ACCESS 117A | | | AIRPLANE ALL ENGINE ALL |
| | | | | | ZONE 211 212 |

Operationally check the leading edge uncommanded motion protection system.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-218-00-01 |

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Oct 15/2015

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-218-00-01 | | | |
|---|----------------------------------|---------|------------------|--|----------------------|------|----------------------------------|
| | | | | MECH INSP | | | |
| TASK 27-81-00-700-804 | | | | | | | |
| 1. Leading Edge Uncommanded Motion Protection Test | | | | | | | |
| <p>A. Prepare for the Test</p> <p>SUBTASK 27-81-00-010-004</p> <p>(1) Open this access panel:</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> </tbody> </table> <p>SUBTASK 27-81-00-860-052</p> <p>(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.</p> <p>SUBTASK 27-81-00-860-053</p> <p>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.</p> <p>(3) Pressurize hydraulic system B. To pressurize the hydraulic system, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.</p> | | | | <u>Number</u> | <u>Name/Location</u> | 117A | Electronic Equipment Access Door |
| <u>Number</u> | <u>Name/Location</u> | | | | | | |
| 117A | Electronic Equipment Access Door | | | | | | |
| <p>B. Leading Edge Uncommanded Motion Protection Test</p> <p>SUBTASK 27-81-00-860-077</p> <p>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 MOVE DURING THIS TEST. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <p>(1) Move the flap control lever to the 1-unit position to extend the leading edge flaps and slats and the trailing edge flaps.</p> <p>SUBTASK 27-81-00-740-003</p> <p>(2) Do this test of the leading edge cruise depressurization valve:</p> <ul style="list-style-type: none"> (a) Move the ALTERNATE FLAPS ARM switch on the P5-3 panel to the ARM position. (b) Use the FSEU to operate the leading edge cruise depressurization valve: <ul style="list-style-type: none"> 1) Push the ON/OFF button on the front panel of the FSEU to turn on the display. <u>NOTE:</u> The display will show EXISTING FAULTS?. 2) Push the down arrow until OTHER FUNCTNS? shows on the display. 3) When OTHER FUNCTNS? shows, press YES. 4) When SET OUTPUT? shows, press YES. 5) When LE DEPR VALVE? shows, press YES. 6) When SET ON? shows, press YES. 7) The FSEU display will show CMD ON/SET OFF? for approximately 75 seconds. (c) Make sure the leading edge flaps and slats do not move. | | | | | | | |

| | | |
|------------------------|---------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE UNCOMMANDDED MOTION PROTECTION |
| | | D633A109-AKS 27-218-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-218-00-01 |
|--|--|---------|------------------|--|
| | | | | MECH INSP |
| | | | | |
| (d) | Wait until the FSEU display shows LE DEPR VALVE?. <u>NOTE:</u> This will take approximately 75 seconds from the time CMD ON/SET OFF? shows on the display. | | | |
| (e) | Move the flap control lever to the UP position. | | | |
| (f) | Make sure the leading edge flaps and slats and the trailing edge flaps do not move to the retracted position. | | | |
| (g) | Push the YES button on the FSEU to display SET ON?. | | | |
| (h) | When SET ON? shows, press YES. | | | |
| (i) | Make sure the leading edge flaps and slats retract and that the trailing edge flaps stay extended. <u>NOTE:</u> The LE FLAPS TRANSIT lights will stay on. | | | |
| (j) | Wait until the FSEU display shows LE DEPR VALVE?. <u>NOTE:</u> This will take approximately 75 seconds. | | | |
| (k) | Make sure the leading edge flaps and slats move to the extend position. | | | |
| (l) | Move the ALTERNATE FLAPS ARM switch to the OFF position. | | | |
| (m) | Make sure the leading edge flaps and slats, and the trailing edge flaps move to the retracted position. | | | |
| SUBTASK 27-81-00-720-002 | | | | |
| (3) | Do this test of the leading edge UCM shutoff valve: (a) Make sure the flap control lever is in the UP detent position. (b) LE DEPR VALVE? shows on the FSEU display, press the DOWN ARROW once to show LE UCM SHUTOFF?. (c) When LE UCM SHUTOFF? shows, press YES. (d) When SET ON? shows, press YES and move the flap control lever to the 1-unit detent position within 5 seconds. <u>NOTE:</u> If you do not move the lever within 5 seconds, the test will not work. (e) The FSEU display will show CMD ON/SET OFF? for approximately 75 seconds. 1) Make sure the leading edge flaps and slats stay in the UP position and that the trailing edge flaps move to the 1-unit position. <u>NOTE:</u> The LE FLAPS TRANSIT light on the center panel P2 will come on. (f) Make sure all of the LE DEVICES, FLAPS and SLAT indications on the overhead panel P5 stay off. (g) Wait until the FSEU display shows LE UCM SHUTOFF?. <u>NOTE:</u> This will take approximately 75 seconds. (h) Make sure the leading edge flaps and slats move to the extend position. | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-81-00-860-078 | | | | |
| (1) | Push the ON/OFF button on the front panel of the FSEU to turn the display off. | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEADING EDGE UNCOMMANDDED MOTION PROTECTION | |
| | | D633A109-AKS 27-218-00-01 | Page 3 of 4 Feb 15/2015 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-218-00-01 | | | | |
|---|----------------------------------|---------|------------------|--|----------------------|------|----------------------------------|--|
| | | | | MECH INSP | | | | |
| SUBTASK 27-81-00-860-079 | | | | | | | | |
| (2) Move the flap control lever to the UP position to retract the flaps and slats. | | | | | | | | |
| SUBTASK 27-81-00-410-004 | | | | | | | | |
| (3) Close 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> | | | | <u>Number</u> | <u>Name/Location</u> | 117A | Electronic Equipment Access Door | |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | |
| 117A | Electronic Equipment Access Door | | | | | | | |
| SUBTASK 27-81-00-860-055 | | | | | | | | |
| (4) To remove pressure from hydraulic system B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | | | | | |
| — END OF TASK — | | | | | | | | |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-220-01-01 |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 1.2 | THRESHOLD 1250 FC 8 MO | REPEAT 1250 FC 8 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | NOTE | | | ENGINE ALL |
| | | ACCESS 521CB 521FB 521JB 521MB 521QB 521TB 521WB 521ZB | | | ZONE 522 523 524 525 |
| | | NOTE | | | |

Lubricate the left wing leading edge slat rollers.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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 57-41-02-000-801 | Leading Edge Access Panel Removal (P/B 201) |
| AMM 57-41-02-400-801 | Leading Edge Access Panel Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 12-22-71-600-801 | | | | |
| 1. Leading Edge Slat Main Track Rollers Lubrication | | | | |
| (Figure 1) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-71-200-001 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep the housing (can) assemblies of the slat main tracks clean and free of all unwanted objects (FOD), at all time. | | | | |
| SUBTASK 12-22-71-860-001 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS 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. | | | | |
| (2) Pressurize hydraulic system B. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-014 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. | | | | |
| (3) Move the flap control lever to the 30-unit detent to fully extend the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-003 | | | | |
| (4) Remove hydraulic pressure. Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 12-22-71-480-001 | | | | |
| WARNING: MAKE SURE TO INSTALL THE LEADING EDGE FLAP AND SLAT ACTUATORS LOCKOUT SET TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS AND SLATS. THE LEADING EDGE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Leading Edge Flap and Slat Locks Installation, AMM TASK 27-81-00-480-801 | | | | |
| SUBTASK 12-22-71-010-007 | | | | |
| (6) Remove the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Removal, AMM TASK 57-41-02-000-801. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION | |
| | | D633A109-AKS 27-220-01-01 | Page 2 of 6 Oct 15/2015 |

AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-01-01 |
|---|---|---|----------------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-71-010-001 | | | | |
| (7) For the left wing, remove these access panels: | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | |
| SUBTASK 12-22-71-010-002 | | | | |
| (8) For the right wing, remove these access panels: | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | |
| B. Leading Edge Slat Main Track Rollers Lubrication | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-71-640-003 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 1 Leading Edge Slat Main Track Rollers Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Main track roller bearings | grease, D00633 | Zerk | 32 |
| SUBTASK 12-22-71-640-001 | | | | |
| (2) Lubricate the main track rollers on the leading edge slats with grease, D00633. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-71-200-002 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep the housing (can) assemblies of the slat main tracks clean and free of all unwanted objects (FOD), at all time. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION | | |
| | | D633A109-AKS 27-220-01-01 | Page 3 of 6 Feb 15/2015 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-01-01 |
|---|---|---|----------------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-71-410-009 | | | | |
| (2) Install the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Installation, AMM TASK 57-41-02-400-801. | | | | |
| SUBTASK 12-22-71-410-005 | | | | |
| (3) For the left wing, install these access panels: | | | | |
| Number Name/Location | | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | |
| SUBTASK 12-22-71-410-006 | | | | |
| (4) For the right wing, install these access panels: | | | | |
| Number Name/Location | | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | |
| SUBTASK 12-22-71-080-001 | | | | |
| (5) Do this task: Leading Edge Flap and Slat Locks Removal, AMM TASK 27-81-00-080-801. | | | | |
| SUBTASK 12-22-71-860-004 | | | | |
| 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. | | | | |
| (6) Pressurize hydraulic system B. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-005 | | | | |
| (7) Move the flap control lever to the UP position to fully retract the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-006 | | | | |
| (8) Remove hydraulic pressure. 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 | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION | | |
| | | D633A109-AKS 27-220-01-01 | Page 4 of 6 Oct 15/2015 | |

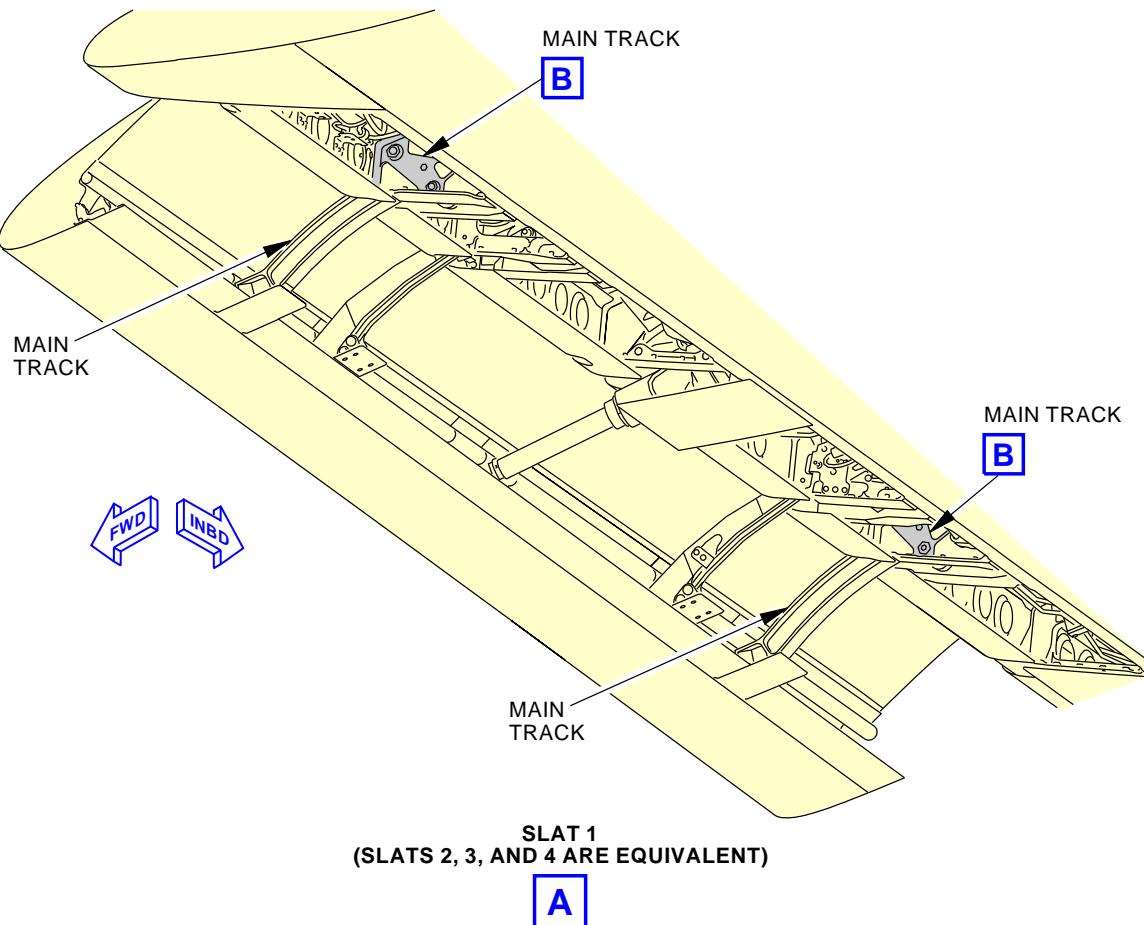
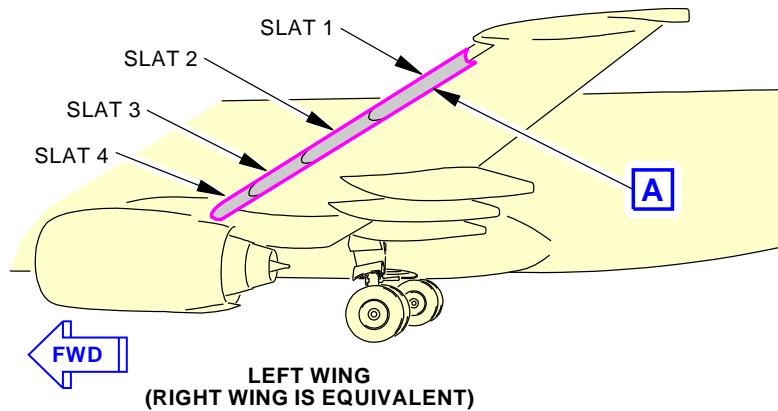
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-220-01-01

G15565 S0006561631_V2

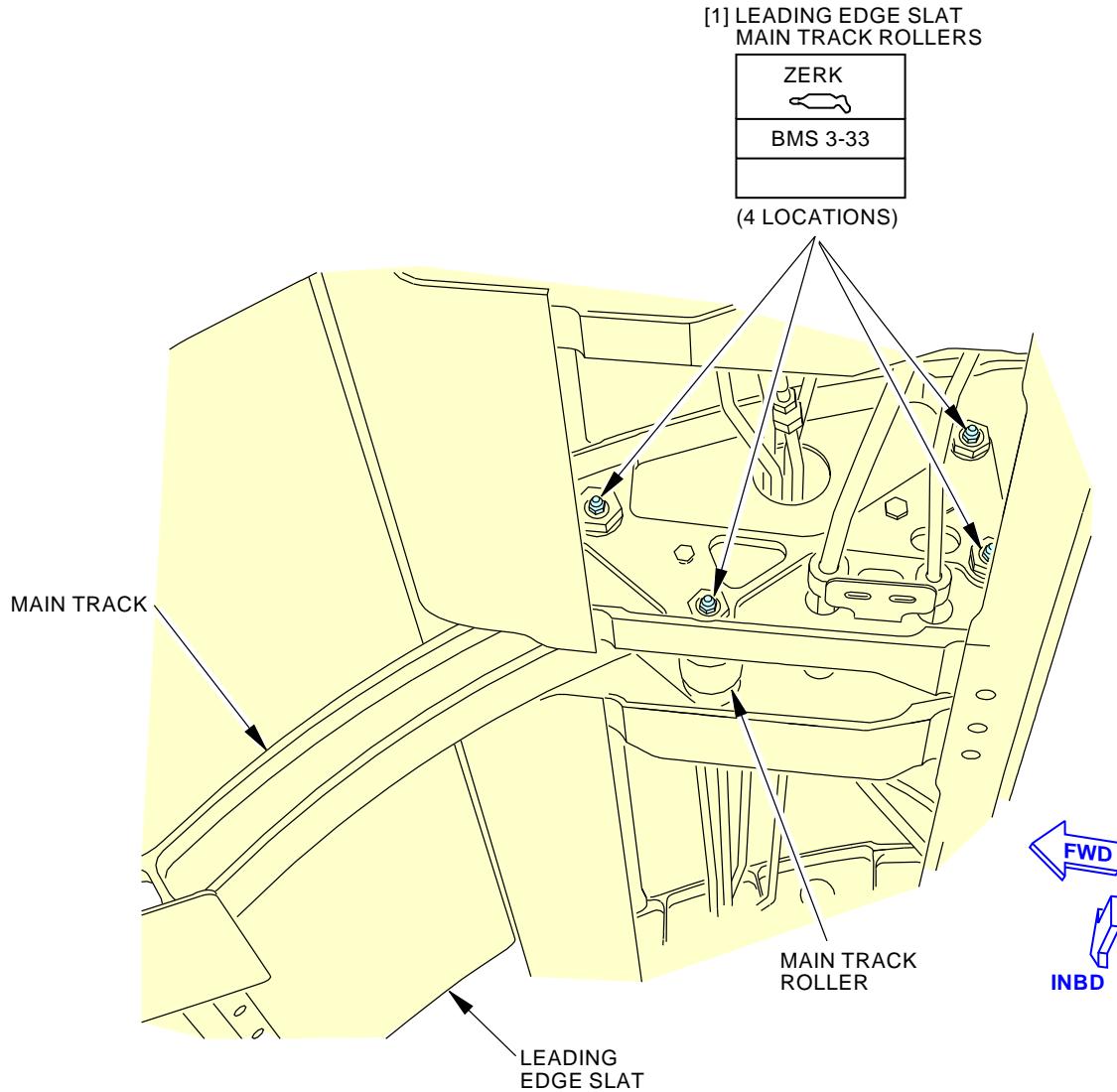
**Leading Edge Slat Main Track Rollers Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-01-01 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-220-01-01 |



**INBOARD MAIN TRACK
(OUTBOARD MAIN TRACK IS OPPOSITE)
(SLAT 1 IS SHOWN, SLATS 2, 3, AND 4 ARE EQUIVALENT)**

4 POINTS

B

G15574 S0006561632_V2

**Leading Edge Slat Main Track Rollers Servicing
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|------------------------------|---------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-220-02-01 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 1.2 NOTE | THRESHOLD 1250 FC 8 MO | REPEAT 1250 FC 8 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 621CB 621FB 621HB 621LB 621PB 621SB 621VB 621YB NOTE | | | ENGINE ALL |
| | | | | | ZONE 622 623 624 625 |

Lubricate the right wing leading edge slat rollers.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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 57-41-02-000-801 | Leading Edge Access Panel Removal (P/B 201) |
| AMM 57-41-02-400-801 | Leading Edge Access Panel Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 12-22-71-600-801 | | | | |
| 1. Leading Edge Slat Main Track Rollers Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-71-200-001 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep the housing (can) assemblies of the slat main tracks clean and free of all unwanted objects (FOD), at all time. | | | | |
| SUBTASK 12-22-71-860-001 | | | | |
| WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS 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. | | | | |
| (2) Pressurize hydraulic system B. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-014 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. | | | | |
| (3) Move the flap control lever to the 30-unit detent to fully extend the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-003 | | | | |
| (4) Remove hydraulic pressure. Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 12-22-71-480-001 | | | | |
| WARNING: MAKE SURE TO INSTALL THE LEADING EDGE FLAP AND SLAT ACTUATORS LOCKOUT SET TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS AND SLATS. THE LEADING EDGE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: .Leading Edge Flap and Slat Locks Installation, AMM TASK 27-81-00-480-801 | | | | |
| SUBTASK 12-22-71-010-007 | | | | |
| (6) Remove the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Removal, AMM TASK 57-41-02-000-801. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION | |
| | | D633A109-AKS 27-220-02-01 | Page 2 of 6 Oct 15/2015 |



| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-02-01 |
|---|---|----------------------|--|---------------------------------|
| | | | | MECH INSP |
| SUBTASK 12-22-71-010-001 | | | | |
| (7) For the left wing, remove these access panels: | | | | |
| Number | Name/Location | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | |
| SUBTASK 12-22-71-010-002 | | | | |
| (8) For the right wing, remove these access panels: | | | | |
| Number | Name/Location | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | |
| B. Leading Edge Slat Main Track Rollers Lubrication | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-71-640-003 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 1 Leading Edge Slat Main Track Rollers Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Main track roller bearings | grease, D00633 | Zerk | 32 |
| SUBTASK 12-22-71-640-001 | | | | |
| (2) Lubricate the main track rollers on the leading edge slats with grease, D00633. | | | | |
| C. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 12-22-71-200-002 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep the housing (can) assemblies of the slat main tracks clean and free of all unwanted objects (FOD), at all time. | | | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION | |
| | | | D633A109-AKS 27-220-02-01 | |

AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-220-02-01 | | | | | | | | | | | | | | | | | | |
|---|---|--|----------------------------|--|---------------|----------------------|-------|--|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-410-009 | | | | | | | | | | | | | | | | | | | | | | |
| (2) Install the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Installation, AMM TASK 57-41-02-400-801. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-410-005 | | | | | | | | | | | | | | | | | | | | | | |
| (3) For the left wing, install these access panels: | | | | | | | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th><th><u>Name/Location</u></th></tr> </thead> <tbody> <tr><td>521CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr> <tr><td>521FB</td><td>Lower Leading Edge Access Panel - Slat Station 116.32</td></tr> <tr><td>521JB</td><td>Lower Leading Edge Access Panel - Slat Station 170.20</td></tr> <tr><td>521MB</td><td>Lower Leading Edge Access Panel - Slat Station 234.65</td></tr> <tr><td>521QB</td><td>Lower Leading Edge Access Panel - Slat Station 289.17</td></tr> <tr><td>521TB</td><td>Lower Leading Edge Access Panel - Slat Station 356.14</td></tr> <tr><td>521WB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr> <tr><td>521ZB</td><td>Lower Leading Edge Access Panel - Slat Station 488.05</td></tr> </tbody> </table> | | | | | <u>Number</u> | <u>Name/Location</u> | 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | | | | | | | | | | | | | | | | | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | | | | | | | | | | | | | | | | | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | | | | | | | | | | | | | | | | | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | | | | | | | | | | | | | | | | | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | | | | | | | | | | | | | | | | | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-410-006 | | | | | | | | | | | | | | | | | | | | | | |
| (4) For the right wing, install these access panels: | | | | | | | | | | | | | | | | | | | | | | |
| <table> <thead> <tr> <th><u>Number</u></th><th><u>Name/Location</u></th></tr> </thead> <tbody> <tr><td>621CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr> <tr><td>621FB</td><td>Lower Leading Edge Access Panel - Slat Station 112.52</td></tr> <tr><td>621HB</td><td>Lower Leading Edge Access Panel - Slat Station 170.21</td></tr> <tr><td>621LB</td><td>Lower Leading Edge Access Panel - Slat Station 234.59</td></tr> <tr><td>621PB</td><td>Lower Leading Edge Access Panel - Slat Station 289.18</td></tr> <tr><td>621SB</td><td>Lower Leading Edge Access Panel - Slat Station 356.15</td></tr> <tr><td>621VB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr> <tr><td>621YB</td><td>Lower Leading Edge Access Panel - Slat Station 488.04</td></tr> </tbody> </table> | | | | | <u>Number</u> | <u>Name/Location</u> | 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 |
| <u>Number</u> | <u>Name/Location</u> | | | | | | | | | | | | | | | | | | | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | | | | | | | | | | | | | | | | | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | | | | | | | | | | | | | | | | | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | | | | | | | | | | | | | | | | | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | | | | | | | | | | | | | | | | | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | | | | | | | | | | | | | | | | | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-080-001 | | | | | | | | | | | | | | | | | | | | | | |
| (5) Do this task: Leading Edge Flap and Slat Locks Removal, AMM TASK 27-81-00-080-801. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-860-004 | | | | | | | | | | | | | | | | | | | | | | |
| <p><u>WARNING:</u> 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.</p> | | | | | | | | | | | | | | | | | | | | | | |
| (6) Pressurize hydraulic system B. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-860-005 | | | | | | | | | | | | | | | | | | | | | | |
| (7) Move the flap control lever to the UP position to fully retract the leading edge slats. | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 12-22-71-860-006 | | | | | | | | | | | | | | | | | | | | | | |
| (8) Remove hydraulic pressure. 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 | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION | | | | | | | | | | | | | | | | | | | | |
| | | D633A109-AKS 27-220-02-01 | Page 4 of 6 Oct 15/2015 | | | | | | | | | | | | | | | | | | | |

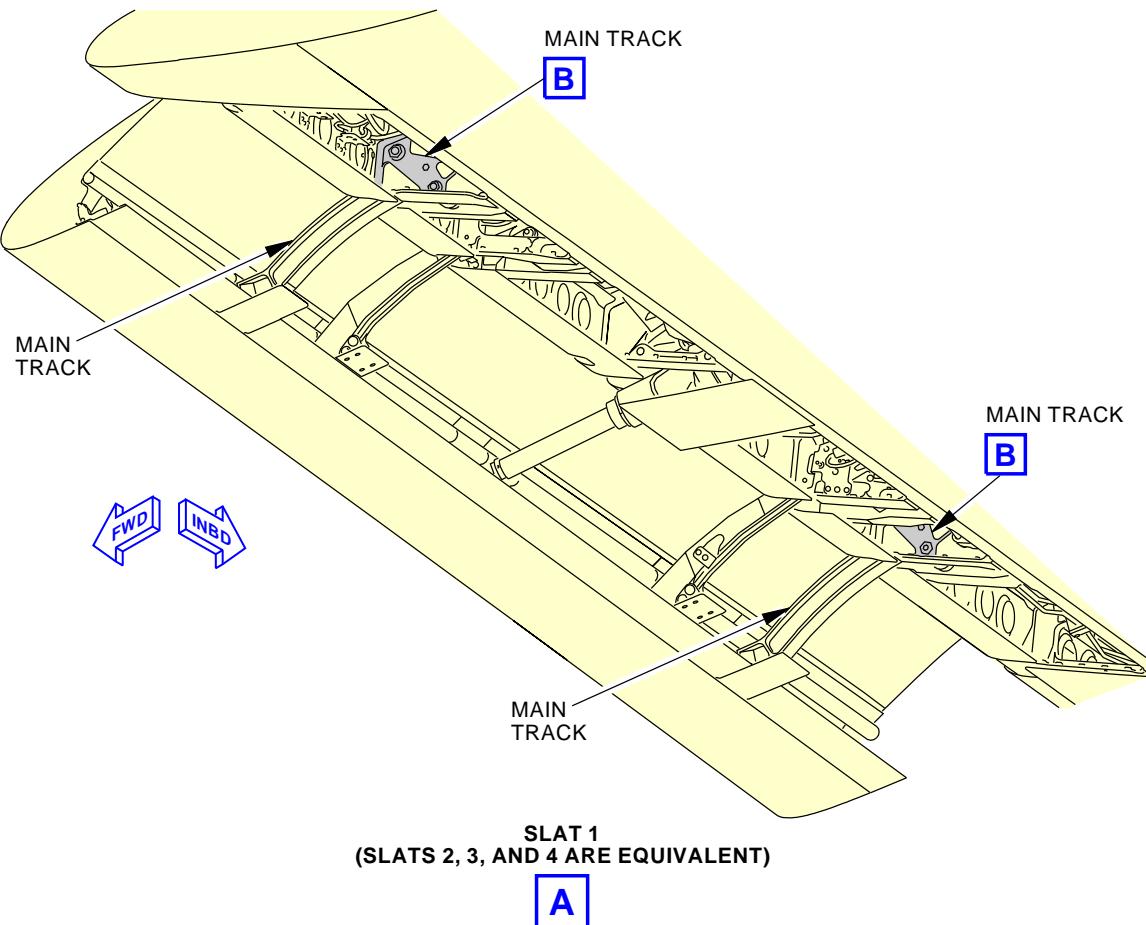
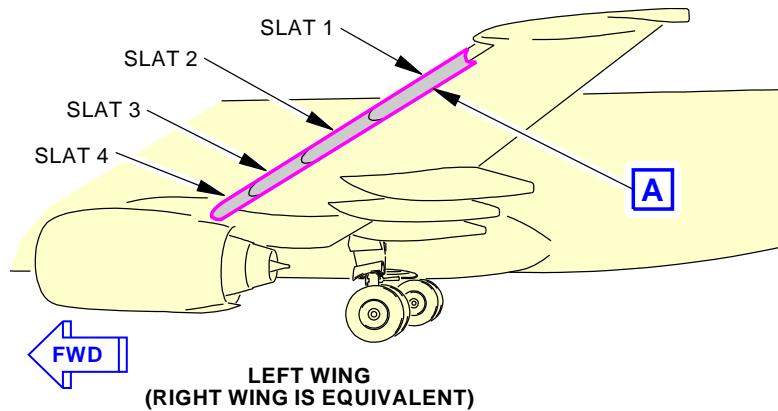
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-220-02-01

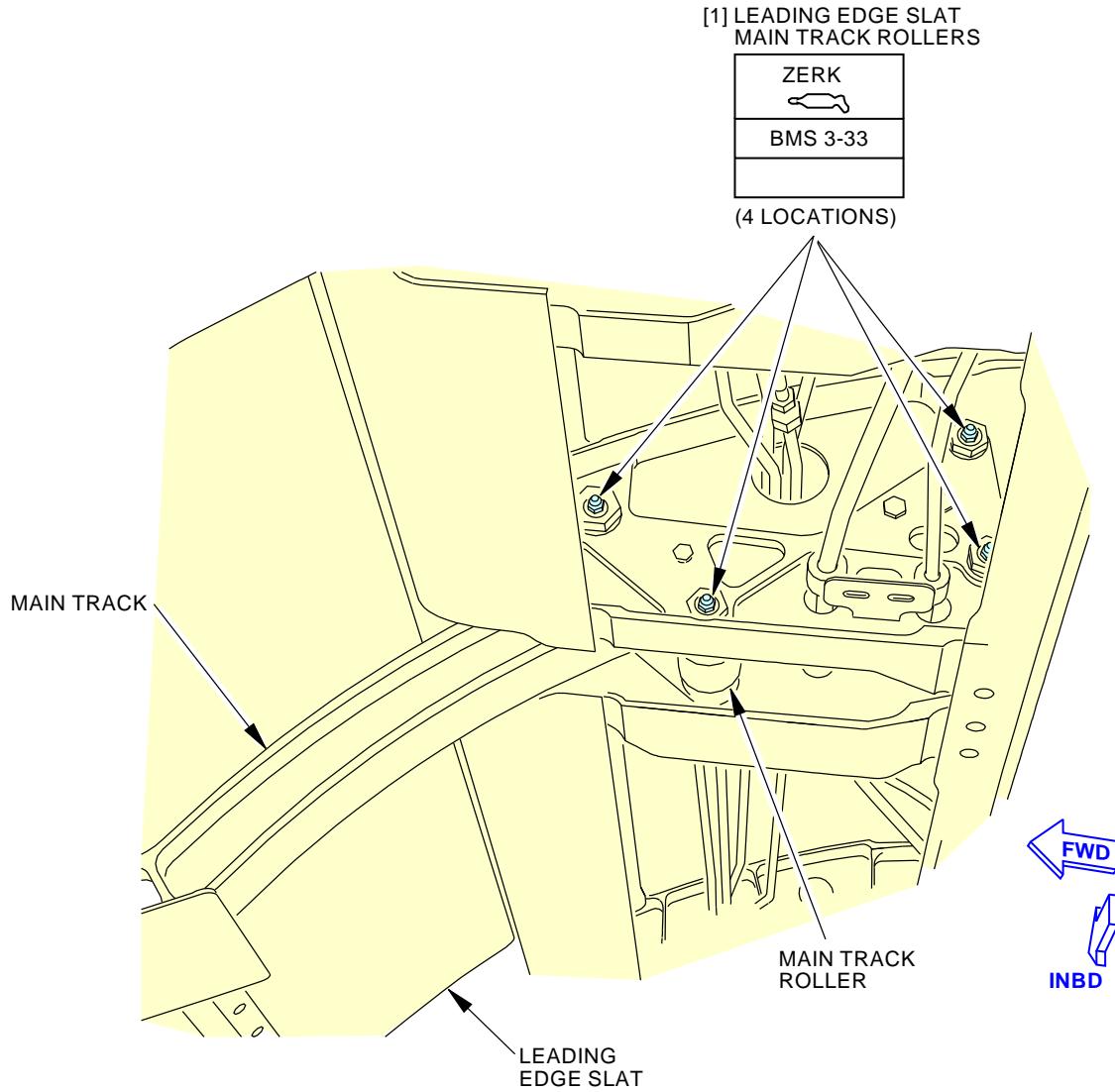
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**Leading Edge Slat Main Track Rollers Servicing
Figure 1 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-220-02-01 |



INBOARD MAIN TRACK
(OUTBOARD MAIN TRACK IS OPPOSITE)
(SLAT 1 IS SHOWN, SLATS 2, 3, AND 4 ARE EQUIVALENT)

4 POINTS

B

G15574 S0006561632_V2

Leading Edge Slat Main Track Rollers Servicing
Figure 1 (Sheet 2 of 2)

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT ROLLER LUBRICATION |
| | | D633A109-AKS 27-220-02-01 |

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TASK CARDS

| | | | | | |
|-----------------|-------------------------------|--|-------------------------------|----------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING LEADING EDGE SLAT TRACKS | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-222-01-01 |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 1.2 NOTE | THRESHOLD 2500 FC 16 MO | REPEAT 2500 FC 16 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 521CB 521FB 521JB 521MB 521QB 521TB 521WB 521ZB NOTE | | | ENGINE ALL |
| | | | | | ZONE 522 523 524 525 |

Lubricate the left wing leading edge slat tracks.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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 57-41-02-000-801 | Leading Edge Access Panel Removal (P/B 201) |
| AMM 57-41-02-400-801 | Leading Edge Access Panel Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-01-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 12-22-71-640-801 | | | | |
| 1. Leading Edge Main and Auxiliary Tracks Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-71-200-003 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time. | | | | |
| SUBTASK 12-22-71-860-007 | | | | |
| 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. | | | | |
| (2) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-013 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. | | | | |
| (3) Move the flap control lever to the 30-unit detent to fully extend the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-009 | | | | |
| (4) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 12-22-71-480-002 | | | | |
| WARNING: MAKE SURE TO INSTALL THE LEADING EDGE FLAP AND SLAT ACTUATORS LOCKOUT SET TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS AND SLATS. THE LEADING EDGE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Leading Edge Flap and Slat Locks Installation, AMM TASK 27-81-00-480-801. | | | | |
| SUBTASK 12-22-71-010-008 | | | | |
| (6) Remove the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Removal, AMM TASK 57-41-02-000-801. | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS | |
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AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-01-01 |
|--|---|----------------------|---|--|
| | | | | MECH INSP |
| SUBTASK 12-22-71-010-005 | | | | |
| (7) For the left wing, remove these access panels: | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | |
| SUBTASK 12-22-71-010-006 | | | | |
| (8) For the right wing, remove these access panels: | | | | |
| <u>Number</u> | <u>Name/Location</u> | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | |
| B. Leading Edge Main and Auxiliary Tracks Lubrication | | | | |
| (Table 1) | | | | |
| SUBTASK 12-22-71-640-004 | | | | |
| (1) This table supplies data for the subsequent lubrication step: | | | | |
| Table 1 Leading Edge Main and Auxiliary Tracks Servicing | | | | |
| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
| 1 | Main track | grease, D00633 | Hand | 8 |
| 2 | Auxiliary track | grease, D00633 | Hand | 8 |
| SUBTASK 12-22-71-640-002 | | | | |
| (2) Lubricate the rub strip (side) surfaces of the main tracks [1] and the wear paths of the auxiliary tracks and the rub strip (side) surfaces of the auxiliary tracks [2] with grease, D00633. | | | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS | |
| | | | D633A109-AKS 27-222-01-01 | Page 3 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-01-01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|------------------|--|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|---------------|----------------------|-------|--|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|------|------|
| <p>C. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 12-22-71-200-004</p> <p>WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.</p> <p>(1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.</p> <p>SUBTASK 12-22-71-410-010</p> <p>(2) Install the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Installation, AMM TASK 57-41-02-400-801.</p> <p>SUBTASK 12-22-71-410-007</p> <p>(3) For the left wing, install these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>521CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr><tr><td>521FB</td><td>Lower Leading Edge Access Panel - Slat Station 116.32</td></tr><tr><td>521JB</td><td>Lower Leading Edge Access Panel - Slat Station 170.20</td></tr><tr><td>521MB</td><td>Lower Leading Edge Access Panel - Slat Station 234.65</td></tr><tr><td>521QB</td><td>Lower Leading Edge Access Panel - Slat Station 289.17</td></tr><tr><td>521TB</td><td>Lower Leading Edge Access Panel - Slat Station 356.14</td></tr><tr><td>521WB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr><tr><td>521ZB</td><td>Lower Leading Edge Access Panel - Slat Station 488.05</td></tr></tbody></table> <p>SUBTASK 12-22-71-410-008</p> <p>(4) For the right wing, install these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>621CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr><tr><td>621FB</td><td>Lower Leading Edge Access Panel - Slat Station 112.52</td></tr><tr><td>621HB</td><td>Lower Leading Edge Access Panel - Slat Station 170.21</td></tr><tr><td>621LB</td><td>Lower Leading Edge Access Panel - Slat Station 234.59</td></tr><tr><td>621PB</td><td>Lower Leading Edge Access Panel - Slat Station 289.18</td></tr><tr><td>621SB</td><td>Lower Leading Edge Access Panel - Slat Station 356.15</td></tr><tr><td>621VB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr><tr><td>621YB</td><td>Lower Leading Edge Access Panel - Slat Station 488.04</td></tr></tbody></table> <p>SUBTASK 12-22-71-080-002</p> <p>(5) Do this task: Leading Edge Flap and Slat Locks Removal, AMM TASK 27-81-00-080-801.</p> | Number | Name/Location | 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | Number | Name/Location | 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | MECH | INSP |
| Number | Name/Location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number | Name/Location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS | |
| | | D633A109-AKS 27-222-01-01 | Page 4 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-01-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-71-860-010 | | | | |
| 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. | | | | |
| (6) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-011 | | | | |
| (7) Move the flap control lever to the UP position to fully retract the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-012 | | | | |
| (8) 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 | LEFT WING LEADING EDGE SLAT TRACKS | |
| | | D633A109-AKS 27-222-01-01 | Page 5 of 7 Oct 15/2015 |

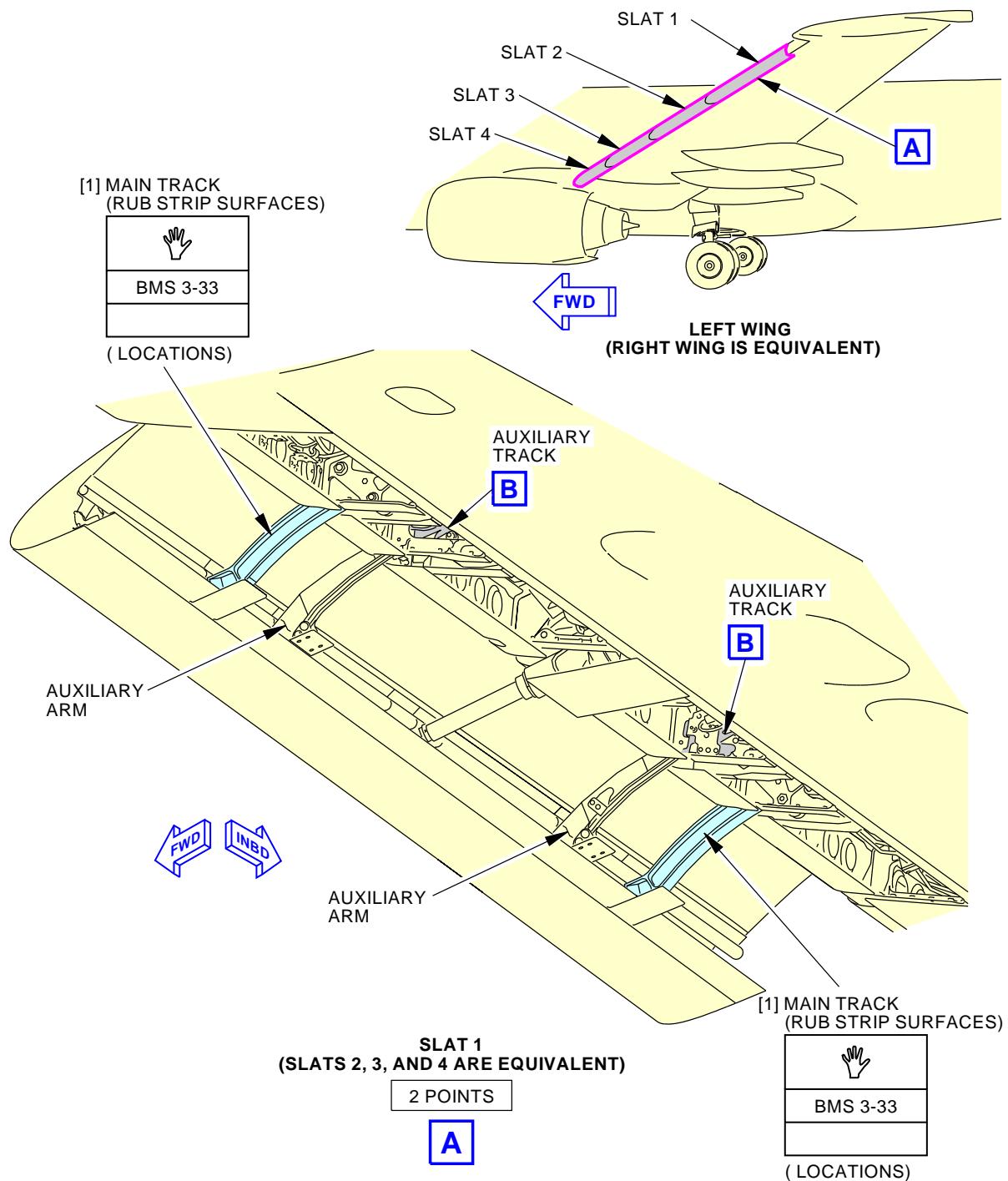
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-222-01-01

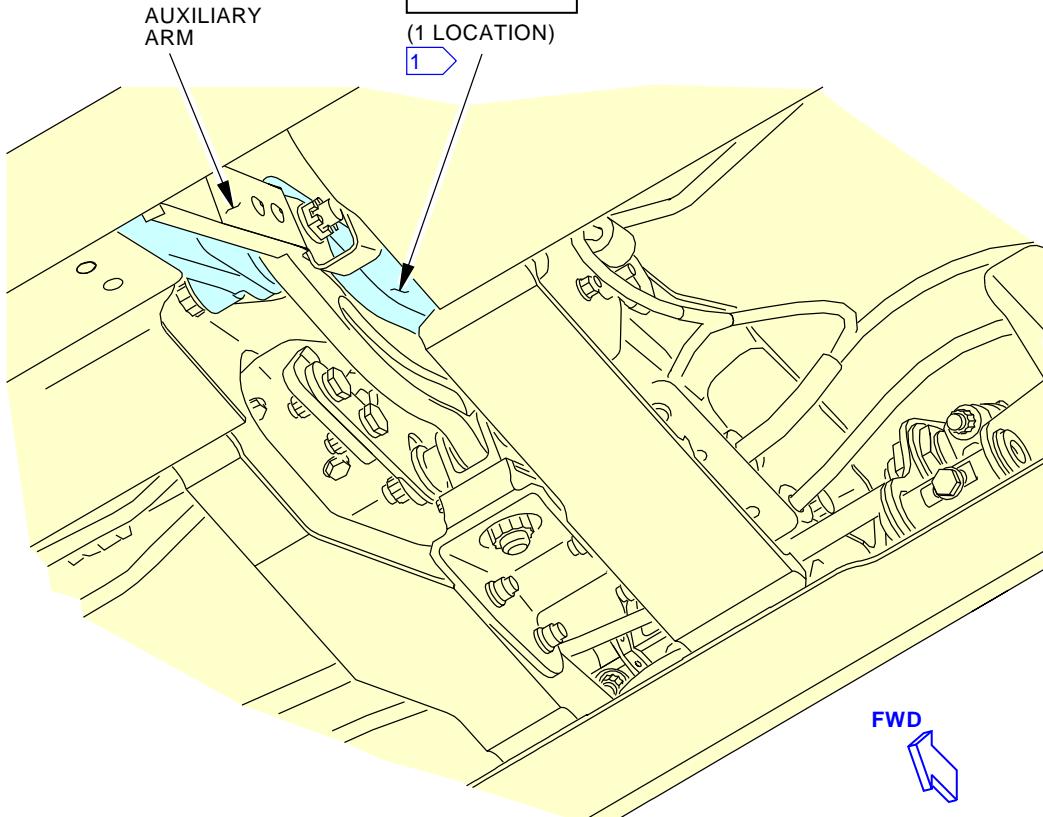
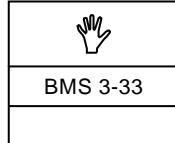
G16757 S0006561635_V3

Leading Edge Main and Auxiliary Tracks Servicing
Figure 1 (Sheet 1 of 2)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

[2] AUXILIARY TRACK**INBOARD AUXILIARY TRACK
(OUTBOARD AUXILIARY TRACK IS OPPOSITE)**

1 POINT



- 1** APPLY GREASE TO THE WEAR PATHS ON THE AUXILIARY TRACKS AND ON THE RUB STRIP SURFACES.

G32963 S0006561636_V3

**Leading Edge Main and Auxiliary Tracks Servicing
Figure 1 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-01-01 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|--|-------------------------------|----------------------------|---|
| AIRLINE CARD NO | | TITLE RIGHT WING LEADING EDGE SLAT TRACKS | | | BOEING CARD NO. |
| DATE | TASK LUBRICATE | | | | 27-222-02-01 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 1.2 NOTE | THRESHOLD 2500 FC 16 MO | REPEAT 2500 FC 16 MO | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 621CB 621FB 621HB 621LB 621PB 621SB 621VB 621YB NOTE | | | ENGINE ALL |
| | | | | | ZONE 622 623 624 625 |

Lubricate the right wing leading edge slat tracks.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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 57-41-02-000-801 | Leading Edge Access Panel Removal (P/B 201) |
| AMM 57-41-02-400-801 | Leading Edge Access Panel Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------------|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-02-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 12-22-71-640-801 | | | | |
| 1. Leading Edge Main and Auxiliary Tracks Lubrication (Figure 1) | | | | |
| A. Prepare for the Lubrication | | | | |
| SUBTASK 12-22-71-200-003 | | | | |
| WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. | | | | |
| (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time. | | | | |
| SUBTASK 12-22-71-860-007 | | | | |
| 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. | | | | |
| (2) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-013 | | | | |
| WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. | | | | |
| (3) Move the flap control lever to the 30-unit detent to fully extend the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-009 | | | | |
| (4) Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 12-22-71-480-002 | | | | |
| WARNING: MAKE SURE TO INSTALL THE LEADING EDGE FLAP AND SLAT ACTUATORS LOCKOUT SET TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS AND SLATS. THE LEADING EDGE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (5) Do this task: Leading Edge Flap and Slat Locks Installation, AMM TASK 27-81-00-480-801. | | | | |
| SUBTASK 12-22-71-010-008 | | | | |
| (6) Remove the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Removal, AMM TASK 57-41-02-000-801. | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT TRACKS | |
| | | D633A109-AKS 27-222-02-01 | Page 2 of 7 Oct 15/2015 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-02-01 |
|------|-------------|---------|------------------|--|

SUBTASK 12-22-71-010-005

- (7) For the left wing, remove these access panels:

Number Name/Location

| | |
|-------|---|
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 |

SUBTASK 12-22-71-010-006

- (8) For the right wing, remove these access panels:

Number Name/Location

| | |
|-------|---|
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 |

B. Leading Edge Main and Auxiliary Tracks Lubrication

(Table 1)

SUBTASK 12-22-71-640-004

- (1) This table supplies data for the subsequent lubrication step:

Table 1 Leading Edge Main and Auxiliary Tracks Servicing

| Item No. | Nomenclature | Lubricant | Method of Application | Number of Locations |
|----------|-----------------|----------------|-----------------------|---------------------|
| 1 | Main track | grease, D00633 | Hand | 8 |
| 2 | Auxiliary track | grease, D00633 | Hand | 8 |

SUBTASK 12-22-71-640-002

- (2) Lubricate the rub strip (side) surfaces of the main tracks [1] and the wear paths of the auxiliary tracks and the rub strip (side) surfaces of the auxiliary tracks [2] with grease, D00633.

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-02-01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|------------------|--|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|---------------|----------------------|-------|--|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|------|------|
| <p>C. Put the Airplane Back to Its Usual Condition</p> <p>SUBTASK 12-22-71-200-004</p> <p>WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.</p> <p>(1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.</p> <p>SUBTASK 12-22-71-410-010</p> <p>(2) Install the lower leading edge access panels (on the left and right wing) per Leading Edge Access Panel Installation, AMM TASK 57-41-02-400-801.</p> <p>SUBTASK 12-22-71-410-007</p> <p>(3) For the left wing, install these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>521CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr><tr><td>521FB</td><td>Lower Leading Edge Access Panel - Slat Station 116.32</td></tr><tr><td>521JB</td><td>Lower Leading Edge Access Panel - Slat Station 170.20</td></tr><tr><td>521MB</td><td>Lower Leading Edge Access Panel - Slat Station 234.65</td></tr><tr><td>521QB</td><td>Lower Leading Edge Access Panel - Slat Station 289.17</td></tr><tr><td>521TB</td><td>Lower Leading Edge Access Panel - Slat Station 356.14</td></tr><tr><td>521WB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr><tr><td>521ZB</td><td>Lower Leading Edge Access Panel - Slat Station 488.05</td></tr></tbody></table> <p>SUBTASK 12-22-71-410-008</p> <p>(4) For the right wing, install these access panels:</p> <table><thead><tr><th>Number</th><th>Name/Location</th></tr></thead><tbody><tr><td>621CB</td><td>Lower Leading Edge Access Panel - Slat Station 53.95</td></tr><tr><td>621FB</td><td>Lower Leading Edge Access Panel - Slat Station 112.52</td></tr><tr><td>621HB</td><td>Lower Leading Edge Access Panel - Slat Station 170.21</td></tr><tr><td>621LB</td><td>Lower Leading Edge Access Panel - Slat Station 234.59</td></tr><tr><td>621PB</td><td>Lower Leading Edge Access Panel - Slat Station 289.18</td></tr><tr><td>621SB</td><td>Lower Leading Edge Access Panel - Slat Station 356.15</td></tr><tr><td>621VB</td><td>Lower Leading Edge Access Panel - Slat Station 415.79</td></tr><tr><td>621YB</td><td>Lower Leading Edge Access Panel - Slat Station 488.04</td></tr></tbody></table> <p>SUBTASK 12-22-71-080-002</p> <p>(5) Do this task: Leading Edge Flap and Slat Locks Removal, AMM TASK 27-81-00-080-801.</p> | Number | Name/Location | 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | Number | Name/Location | 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | MECH | INSP |
| Number | Name/Location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521FB | Lower Leading Edge Access Panel - Slat Station 116.32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521JB | Lower Leading Edge Access Panel - Slat Station 170.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521MB | Lower Leading Edge Access Panel - Slat Station 234.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521QB | Lower Leading Edge Access Panel - Slat Station 289.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521TB | Lower Leading Edge Access Panel - Slat Station 356.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521WB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 521ZB | Lower Leading Edge Access Panel - Slat Station 488.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number | Name/Location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621CB | Lower Leading Edge Access Panel - Slat Station 53.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621FB | Lower Leading Edge Access Panel - Slat Station 112.52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621HB | Lower Leading Edge Access Panel - Slat Station 170.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621LB | Lower Leading Edge Access Panel - Slat Station 234.59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621PB | Lower Leading Edge Access Panel - Slat Station 289.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621SB | Lower Leading Edge Access Panel - Slat Station 356.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621VB | Lower Leading Edge Access Panel - Slat Station 415.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 621YB | Lower Leading Edge Access Panel - Slat Station 488.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT TRACKS | |
| | | D633A109-AKS 27-222-02-01 | Page 4 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-222-02-01 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 12-22-71-860-010 | | | | |
| 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. | | | | |
| (6) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 12-22-71-860-011 | | | | |
| (7) Move the flap control lever to the UP position to fully retract the leading edge slats. | | | | |
| SUBTASK 12-22-71-860-012 | | | | |
| (8) 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 | RIGHT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-02-01 |

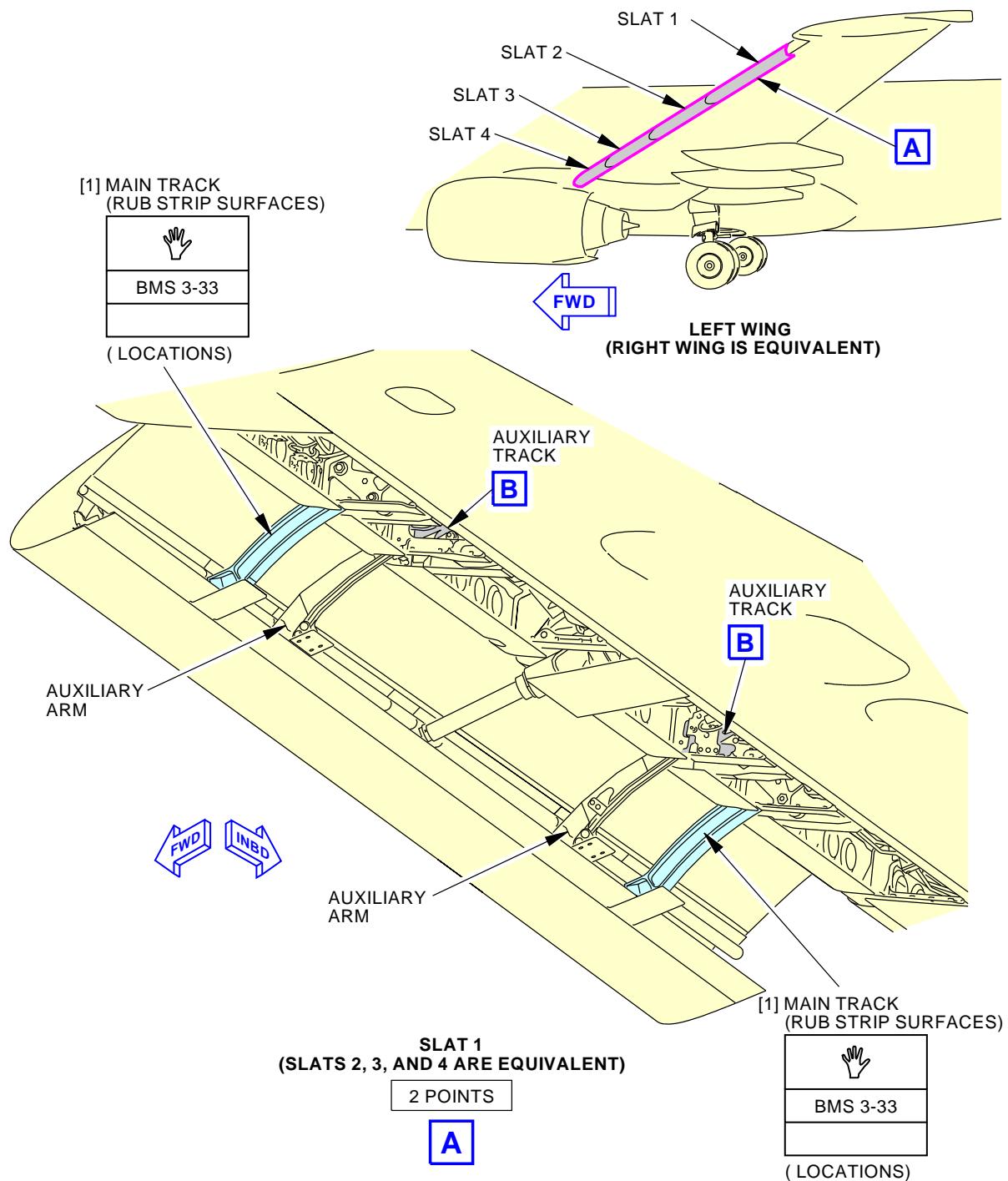
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-222-02-01

Leading Edge Main and Auxiliary Tracks Servicing
Figure 1 (Sheet 1 of 2)

G16757 S0006561635_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE SLAT TRACKS |
| | | D633A109-AKS 27-222-02-01 |

Page 6 of 7
Jun 15/2015

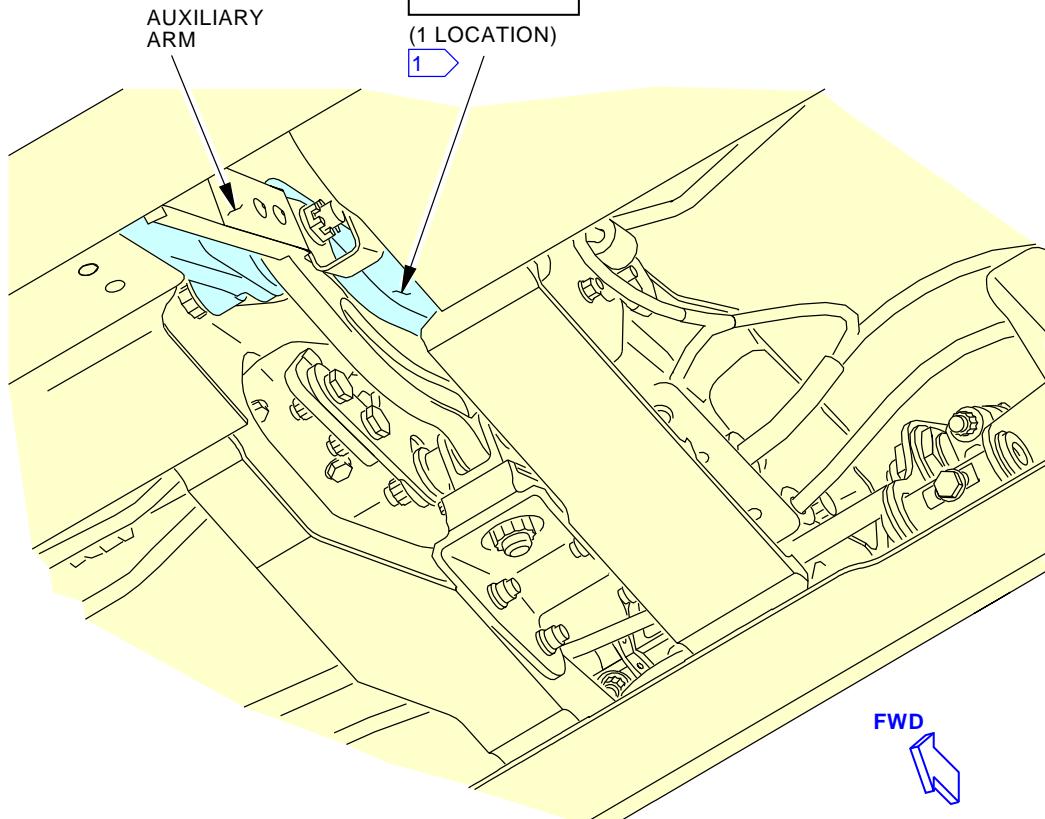
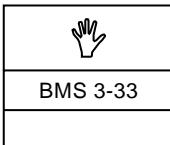
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-222-02-01**[2] AUXILIARY TRACK****INBOARD AUXILIARY TRACK
(OUTBOARD AUXILIARY TRACK IS OPPOSITE)**

1 POINT



- 1** APPLY GREASE TO THE WEAR PATHS ON THE AUXILIARY TRACKS AND ON THE RUB STRIP SURFACES.

G32963 S0006561636_V3

**Leading Edge Main and Auxiliary Tracks Servicing
Figure 1 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING LEADING EDGE SLAT TRACKS****D633A109-AKS
27-222-02-01****Page 7 of 7
Jun 15/2015**

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE STANDBY HYDRAULIC SYSTEM LEADING EDGE UNCOMMANDDED MOTION | | | BOEING CARD NO. |
| DATE | TASK OPERATIONAL | | | | 27-224-00-01 |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 1250 FH | REPEAT 1250 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 211 212 |
| | | | | | |

Operationally check the leading edge devices uncommanded motion protection using the standby hydraulic system.

A. References

| Reference | Title |
|----------------------|--|
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| AMM 29-11-00-860-801 | 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) |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY HYDRAULIC SYSTEM LEADING EDGE UNCOMMANDDED MOTION | |
| | | D633A109-AKS 27-224-00-01 | Page 1 of 4 Oct 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-224-00-01 | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|---------------|--------------------------------------|--|------------|------------|---------------|-------------|---|---|--------|--------------------------|---|---|--------|--------------------------|---|----|--------|--------------------------------------|---|----|--------|-------------------------------------|---|----|--------|-------------------------------------|
| | | | | MECH INSP | | | | | | | | | | | | | | | | | | | | | | | | |
| TASK 27-81-00-710-802 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Standby Hydraulic System Leading Edge Uncommanded Motion Test (Figure 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Prepare for the test | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-81-00-860-073 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-81-00-860-074 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WARNING: BE CAREFUL WHEN YOU ACCESS CIRCUIT BREAKERS INSIDE THE P91 AND P92 PANELS AND POWER IS SUPPLIED TO THE PANELS. THERE IS A POTENTIAL FOR ELECTRIC SHOCK HAZARD. POSSIBLE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Make sure that these circuit breakers are closed: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F/O Electrical System Panel, P6-2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>A</td><td>8</td><td>C00211</td><td>FLIGHT CONTROL FSEU DC 1</td></tr><tr><td>A</td><td>9</td><td>C01468</td><td>FLIGHT CONTROL FSEU DC 2</td></tr><tr><td>A</td><td>11</td><td>C01443</td><td>FC TE FLAP POS/SKEW SNSR & IND RIGHT</td></tr><tr><td>A</td><td>12</td><td>C00213</td><td>FC TE FLAP POS/SKEW SNSR & IND LEFT</td></tr><tr><td>C</td><td>11</td><td>C00362</td><td>FLIGHT CONT SHUTOFF VALVES STBY RUD</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | A | 8 | C00211 | FLIGHT CONTROL FSEU DC 1 | A | 9 | C01468 | FLIGHT CONTROL FSEU DC 2 | A | 11 | C01443 | FC TE FLAP POS/SKEW SNSR & IND RIGHT | A | 12 | C00213 | FC TE FLAP POS/SKEW SNSR & IND LEFT | C | 11 | C00362 | FLIGHT CONT SHUTOFF VALVES STBY RUD |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 8 | C00211 | FLIGHT CONTROL FSEU DC 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 9 | C01468 | FLIGHT CONTROL FSEU DC 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 11 | C01443 | FC TE FLAP POS/SKEW SNSR & IND RIGHT | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 12 | C00213 | FC TE FLAP POS/SKEW SNSR & IND LEFT | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 11 | C00362 | FLIGHT CONT SHUTOFF VALVES STBY RUD | | | | | | | | | | | | | | | | | | | | | | | | | |
| Power Distribution Panel Number 2, P92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th><u>Row</u></th><th><u>Col</u></th><th><u>Number</u></th><th><u>Name</u></th></tr></thead><tbody><tr><td>F</td><td>2</td><td>C01449</td><td>STANDBY HYDRAULIC PUMP</td></tr></tbody></table> | | | | | <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | | | | | | | | |
| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | 2 | C01449 | STANDBY HYDRAULIC PUMP | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-81-00-860-080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) Make sure the leading edge flaps and slats and the trailing edge flaps are in the retracted position: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Move the flap control lever to the UP position to move the leading edge flaps and slats and the trailing edge flaps to the retracted position. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. Standby Hydraulic System Leading Edge Uncommanded Motion Test | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTASK 27-81-00-720-003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) Pressurize the standby hydraulic system: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY HYDRAULIC SYSTEM LEADING EDGE UNCOMMANDDED MOTION | D633A109-AKS 27-224-00-01 | Page 2 of 4 Jun 15/2016 |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-224-00-01 |
|--|-------------|---------|------------------|--|
| (a) Set the ALTERNATE FLAPS on the forward overhead panel P5 to the ARM position. <u>NOTE:</u> This will start the standby hydraulic pump. (b) Make sure the STANDBY HYD LOW PRESSURE light on the P5 panel comes on and quickly goes out. <u>NOTE:</u> This makes sure that the standby system is pressurized. | MECH | INSP | | |

SUBTASK 27-81-00-210-004

- (2) Observe the leading edges on both the left and right wings:
(a) Make sure that the leading edges do not move when you pressurize the standby hydraulic system.
NOTE: The leading edge flaps can slowly extend because of gravity.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 27-81-00-860-075

- (1) Move the ALTERNATE FLAPS ARM switch on the forward overhead panel to the OFF position.
NOTE: This will turn off the standby hydraulic system.

SUBTASK 27-81-00-860-076

- (2) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

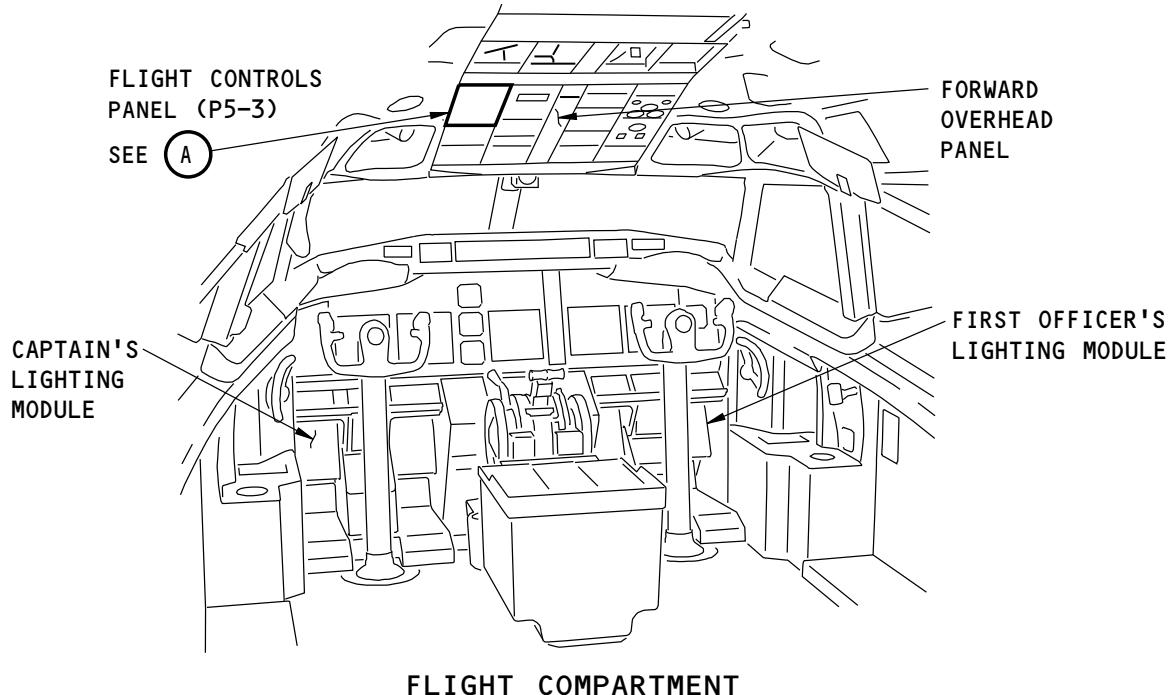
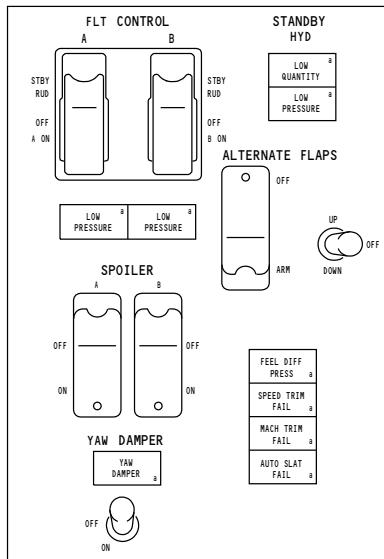
— END OF TASK —

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY HYDRAULIC SYSTEM LEADING EDGE UNCOMMENDED MOTION |
| | | D633A109-AKS 27-224-00-01 |

Page 3 of 4
Jun 15/2015

AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-224-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**FLIGHT COMPARTMENT****FLIGHT CONTROLS PANEL (P5-3)****Flight Control Switches
Figure 1**

G27982 S0006570991_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | STANDBY HYDRAULIC SYSTEM LEADING EDGE UNCOMMANDDED MOTION |
| | | D633A109-AKS 27-224-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM | | | BOEING CARD NO. 27-225-01-01 |
| DATE | TASK INSPECTION - GEN VISUAL | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | APPLICABILITY |
| STATION | SKILL AIRPL | | | | AIRPLANE ENGINE ALL ALL |
| | | ACCESS NOTE | | | ZONE 512 513 522 523 524 525 |

Perform a general visual inspection of the left wing leading edge flap and slat actuators and left wing leading edge flap and slat actuation mechanisms.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-01-01 |

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. 27-225-01-01 |
|---|----------------------|---|--|--|
| TASK 27-81-00-210-801 | | | | MECH INSP |
| 1. Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection | | | | |
| A. General | | | | |
| (1) This procedure is a scheduled maintenance task. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-81-00-010-005 | | | | |
| (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. | | | | |
| SUBTASK 27-81-00-210-003 | | | | |
| (2) For the left wing inspection: | | | | |
| (a) Do a general visual inspection of the left wing leading edge flap and slat actuators and the leading edge flap and slat actuation mechanism (main and auxiliary tracks and rollers). | | | | |
| SUBTASK 27-81-00-210-006 | | | | |
| (3) For the right wing inspection: | | | | |
| (a) Do a general visual inspection of the right wing leading edge flap and slat actuators and the leading edge flap and slat actuation mechanism (main and auxiliary tracks and rollers). | | | | |
| SUBTASK 27-81-00-010-006 | | | | |
| (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 | LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM | | |
| | | D633A109-AKS 27-225-01-01 | Page 2 of 6 Jun 15/2016 | |

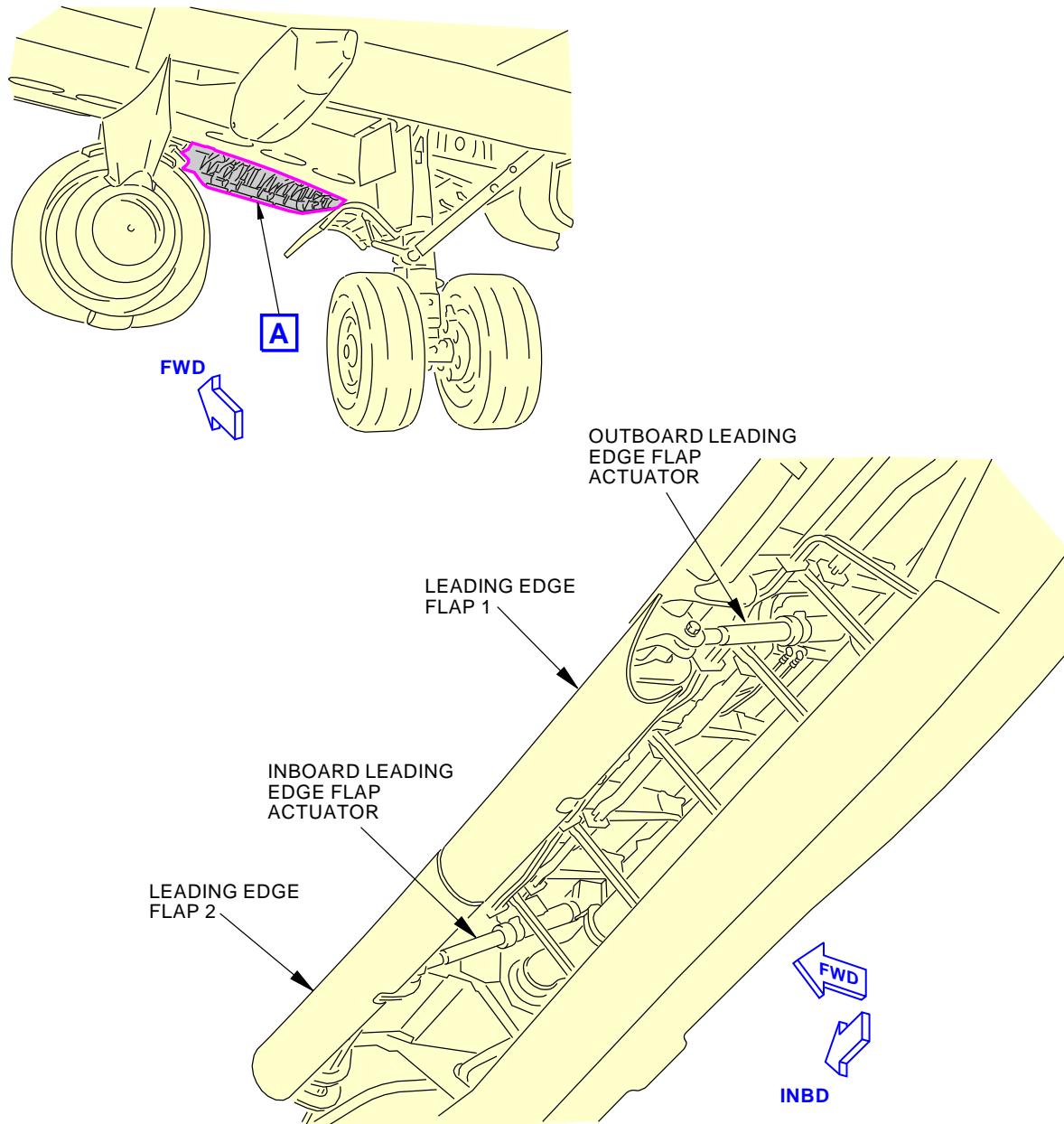
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-225-01-01

**LEFT LEADING EDGE FLAPS 1 AND 2
(RIGHT LEADING EDGE FLAPS 3 AND 4 ARE OPPOSITE)**

A

2246100 S0000503324_V2

**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 1 of 4)**

EFFECTIVITY
AKS ALLSOURCE
MRB**LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS
AND ACTUATION MECHANISM****D633A109-AKS
27-225-01-01****Page 3 of 6
Jun 15/2016**

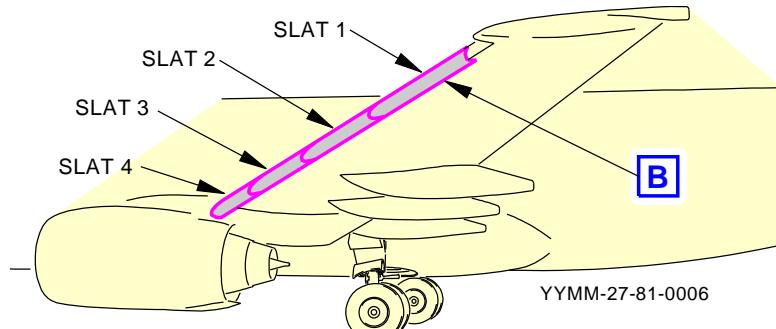
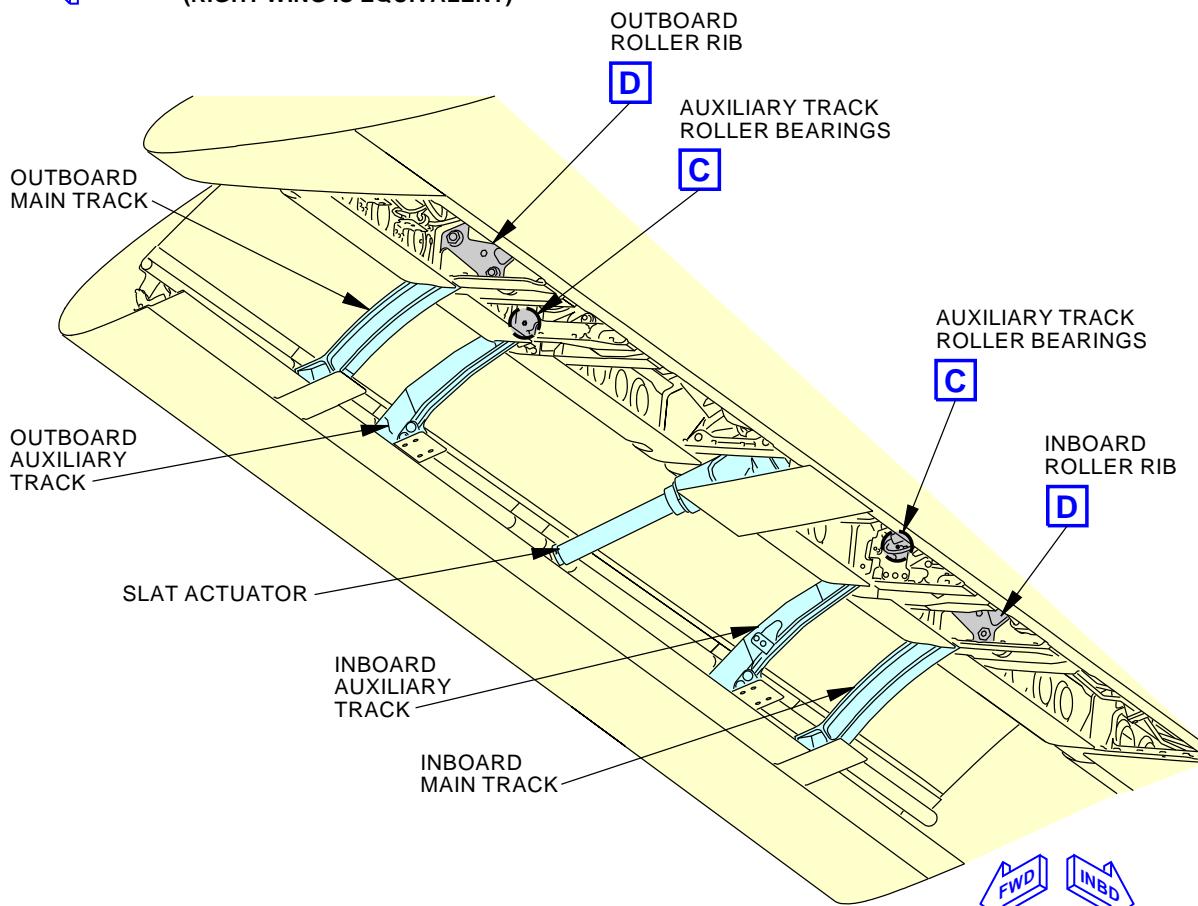
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-225-01-01**LEFT WING**
(RIGHT WING IS EQUIVALENT)**SLAT 1**
(SLATS 2, 3, AND 4 ARE EQUIVALENT)

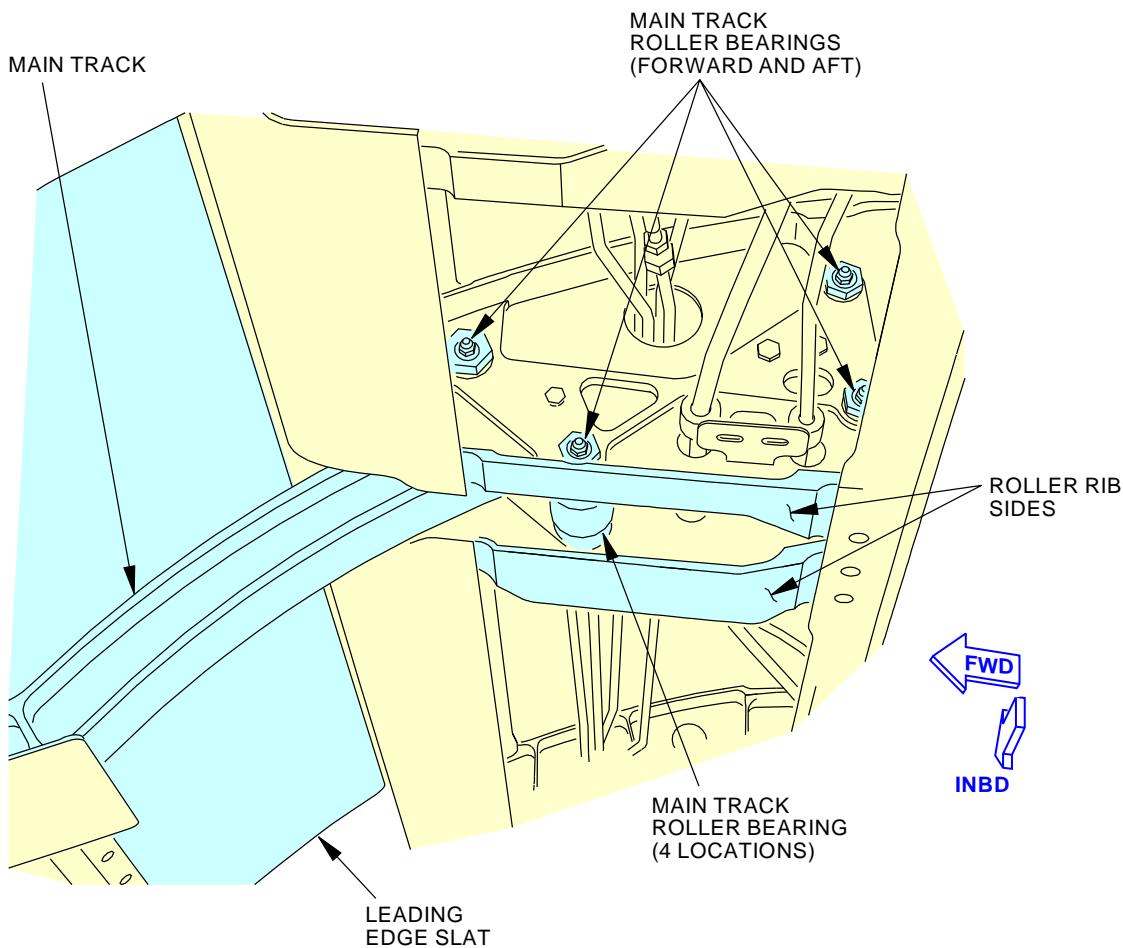
2246252 S0000503325_V2

Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 2 of 4)

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-225-01-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**INBOARD MAIN TRACK
(OUTBOARD MAIN TRACK IS OPPOSITE)
(SLAT 1 IS SHOWN, SLATS 2, 3, AND 4 ARE EQUIVALENT)**

D

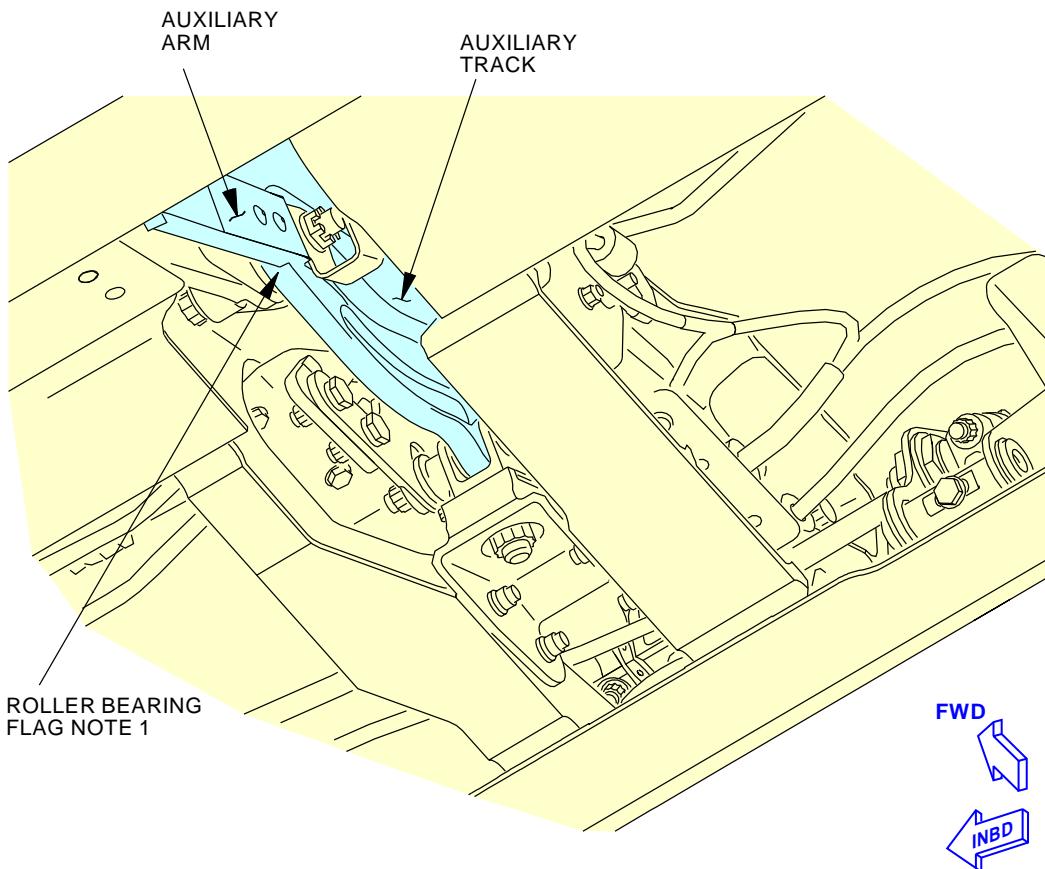
2246311 S0000503326_V2

**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-01-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-225-01-01 |



1 INSTALLED BETWEEN THE ARM AND TRACK CONNECTION.

2246317 S0000503327_V2

**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | LEFT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-01-01 |

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Jun 15/2016

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - GEN VISUAL | | | | 27-225-02-01 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 | THRESHOLD 6000 FH | REPEAT 6000 FH | RELATED CARD |
| STATION | SKILL AIRPL | | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS NOTE | | | ZONE 612 613 622 623 624 625 |

Perform a general visual inspection of the right wing leading edge flap and slat actuators and right wing leading edge flap and slat actuation mechanisms.

ACCESS NOTE: Leading edges extended.

A. References

| Reference | Title |
|----------------------|---|
| 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) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-02-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-225-02-01 |
|---|----------------------|--|--|--|
| TASK 27-81-00-210-801 | | | | MECH INSP |
| 1. Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection | | | | |
| A. General | | | | |
| (1) This procedure is a scheduled maintenance task. | | | | |
| B. Procedure | | | | |
| SUBTASK 27-81-00-010-005 | | | | |
| (1) Do this task: Leading Edge Flaps and Slats Extension, AMM TASK 27-81-00-860-803. | | | | |
| SUBTASK 27-81-00-210-003 | | | | |
| (2) For the left wing inspection: | | | | |
| (a) Do a general visual inspection of the left wing leading edge flap and slat actuators and the leading edge flap and slat actuation mechanism (main and auxiliary tracks and rollers). | | | | |
| SUBTASK 27-81-00-210-006 | | | | |
| (3) For the right wing inspection: | | | | |
| (a) Do a general visual inspection of the right wing leading edge flap and slat actuators and the leading edge flap and slat actuation mechanism (main and auxiliary tracks and rollers). | | | | |
| SUBTASK 27-81-00-010-006 | | | | |
| (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 | RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM | | |
| | | D633A109-AKS 27-225-02-01 | Page 2 of 6 Jun 15/2016 | |

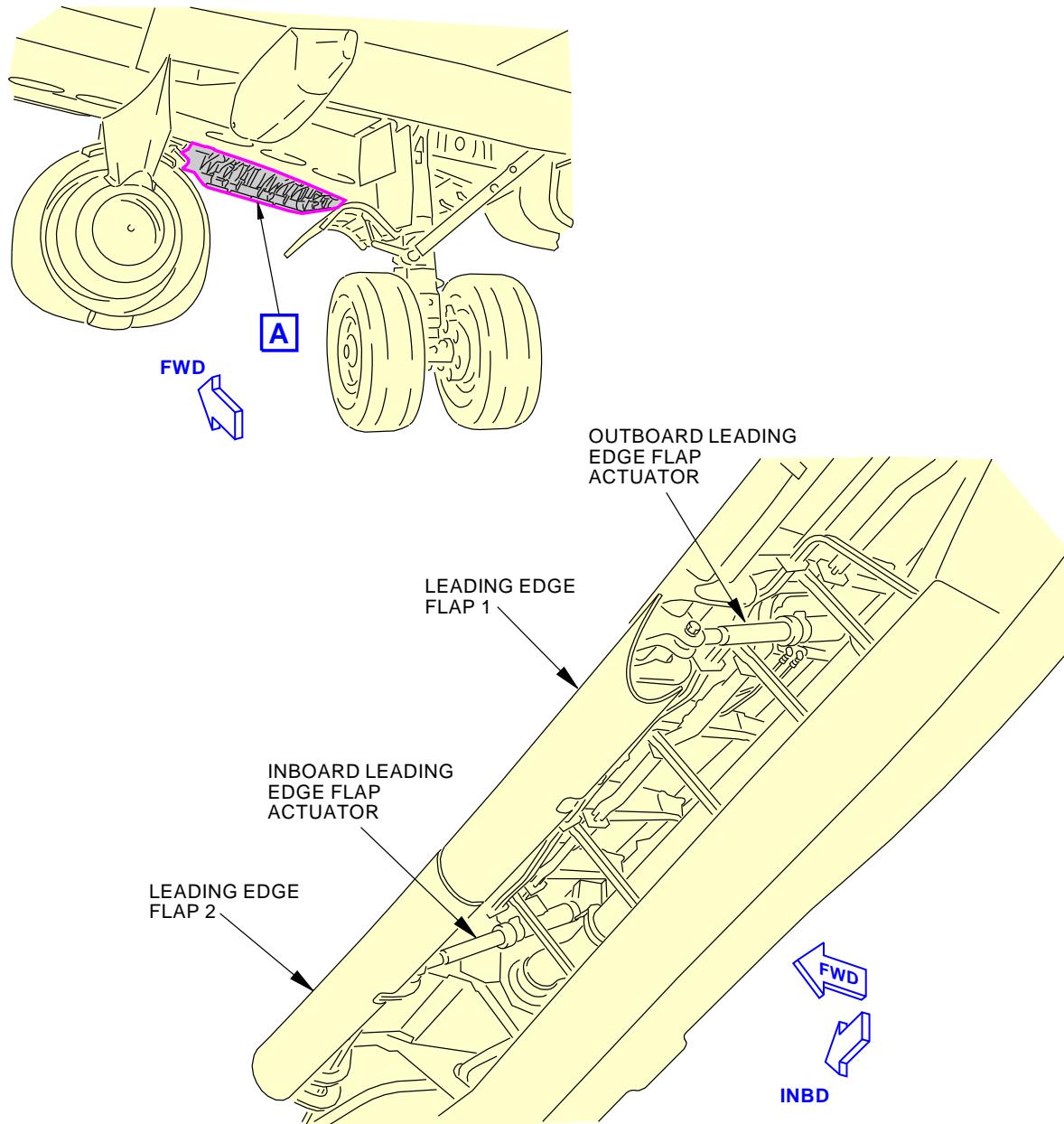
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-225-02-01

**LEFT LEADING EDGE FLAPS 1 AND 2
(RIGHT LEADING EDGE FLAPS 3 AND 4 ARE OPPOSITE)**

A

2246100 S0000503324_V2

**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 1 of 4)**

EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS
AND ACTUATION MECHANISM****D633A109-AKS
27-225-02-01****Page 3 of 6
Jun 15/2016**

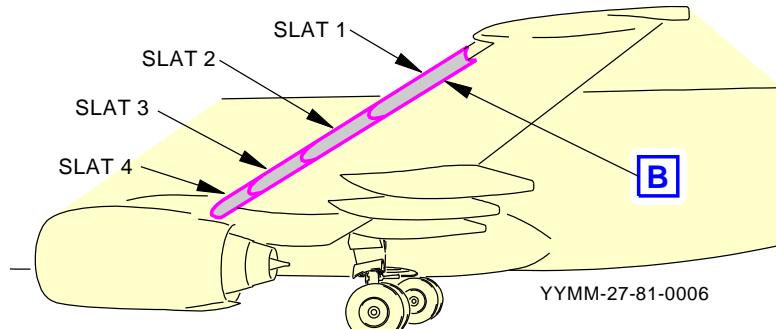
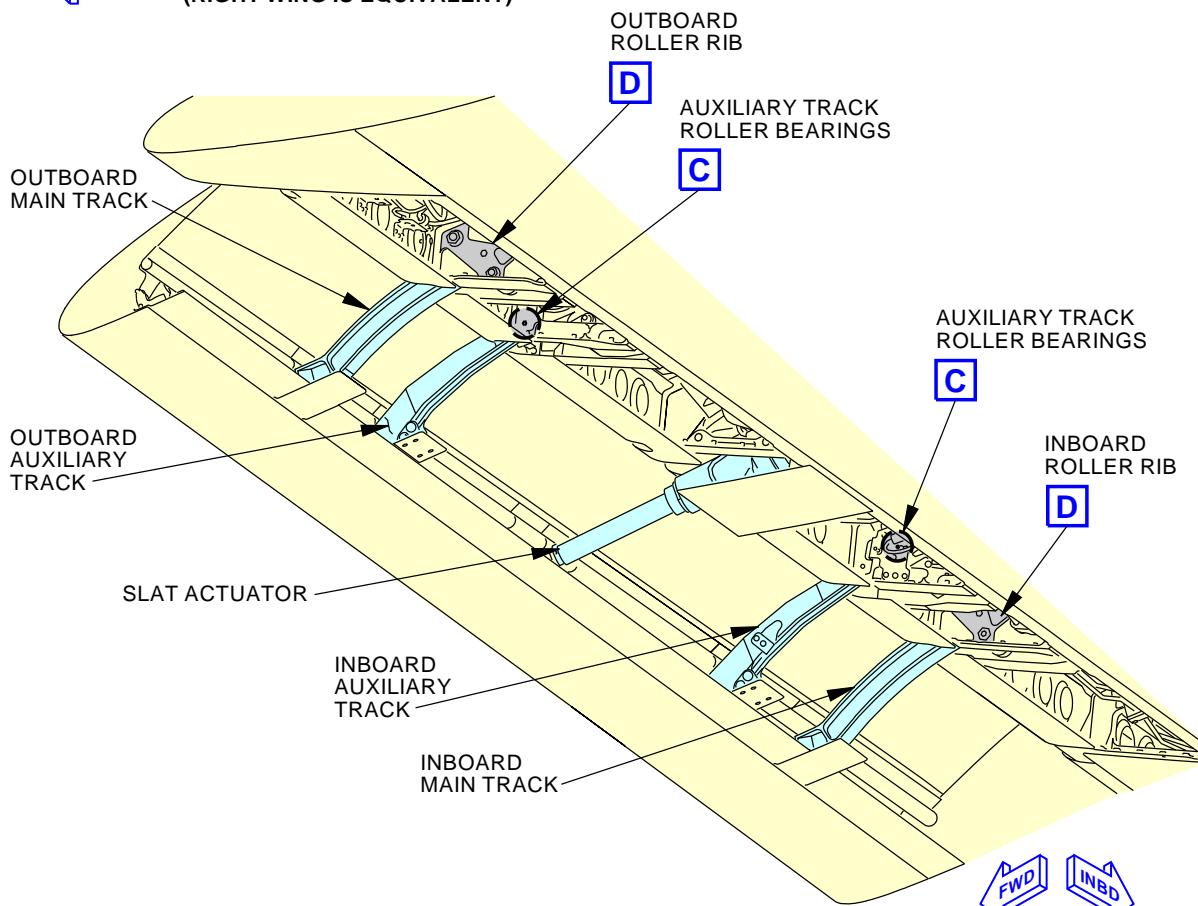
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

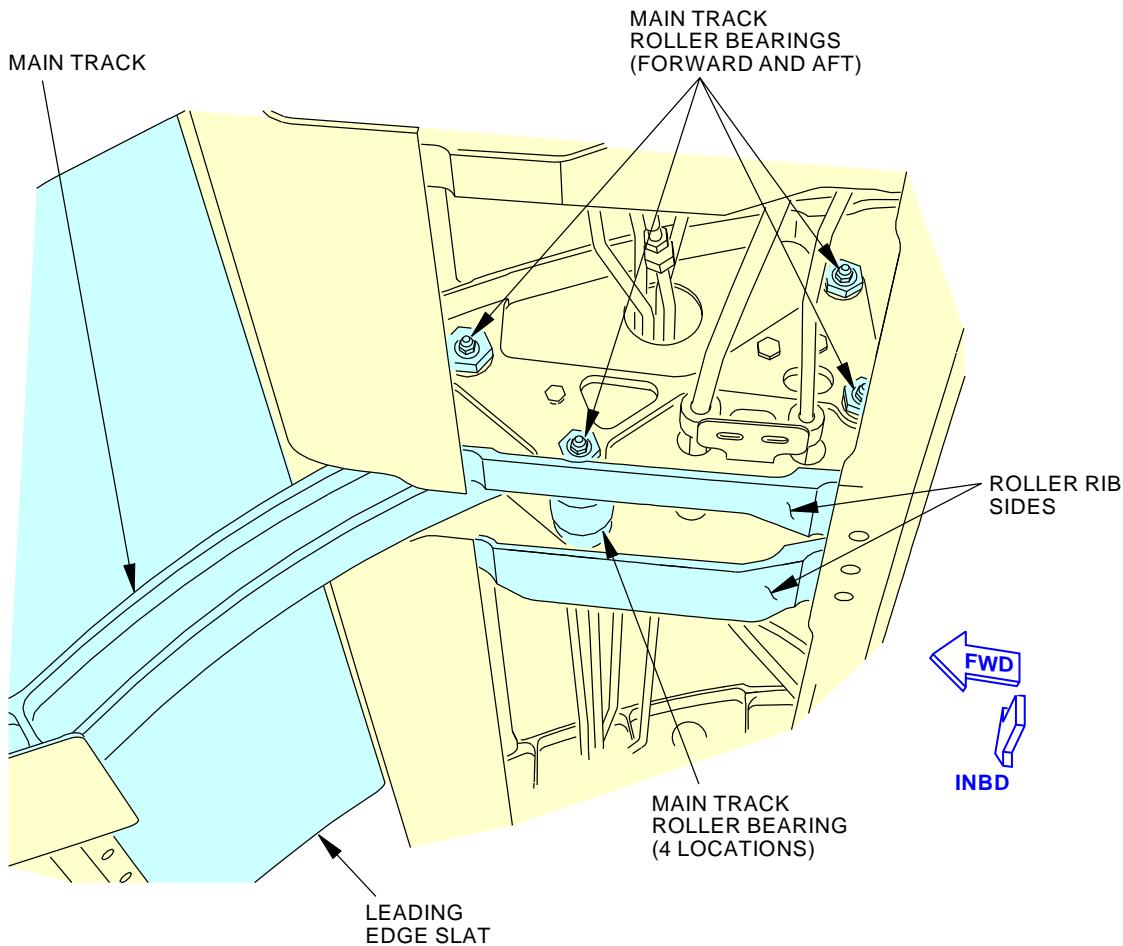
BOEING CARD NO.
27-225-02-01**LEFT WING**
(RIGHT WING IS EQUIVALENT)**SLAT 1**
(SLATS 2, 3, AND 4 ARE EQUIVALENT)

2246252 S0000503325_V2

Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 2 of 4)EFFECTIVITY
AKS ALLSOURCE
MRB**RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS
AND ACTUATION MECHANISM****D633A109-AKS**
27-225-02-01**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. 27-225-02-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**INBOARD MAIN TRACK
(OUTBOARD MAIN TRACK IS OPPOSITE)
(SLAT 1 IS SHOWN, SLATS 2, 3, AND 4 ARE EQUIVALENT)**

D

2246311 S0000503326_V2

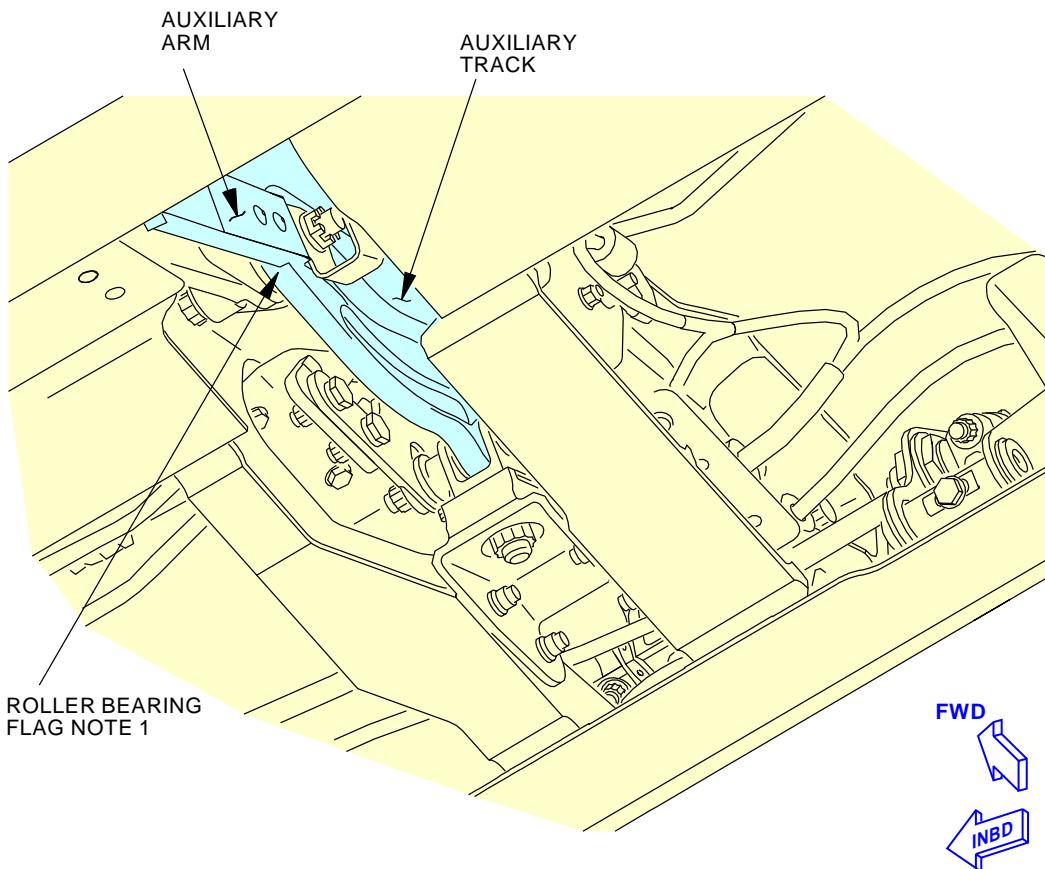
**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-02-01 |

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. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-225-02-01 |



1 INSTALLED BETWEEN THE ARM AND TRACK CONNECTION.

2246317 S0000503327_V2

**Leading Edge Flap and Slat Actuators and Actuation Mechanism Inspection
Figure 1 (Sheet 4 of 4)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | RIGHT WING LEADING EDGE FLAP AND SLAT ACTUATORS AND ACTUATION MECHANISM |
| | | D633A109-AKS 27-225-02-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-226-00-01 |
| TAIL NUMBER | WORK AREA L MAIN W/W | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 NOTE | 24 MO | 24 MO | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 133 |

Perform a detail visual inspection of the control cables within the left main landing gear wheel well for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located in the left MLG wheel well:

- A. Aileron control cables
- B. Spoiler control cables
- C. Speed brake control cables

Note: The control cables must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-01 |
|---|----------------------|--|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL | | |
| | | D633A109-AKS | | |
| | | 27-226-00-01 | | |
| | | Page 2 of 7 Feb 15/2016 | | |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-01 |
|------|-------------|---------|------------------|--|

SUBTASK 20-20-31-210-011

- (3) Inspect the carbon steel control cable lubrication.

- (a) Make sure there is sufficient lubrication on the control cable.
- (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

NOTE: Do not apply the grease or oil to the stainless steel (CRES) control cables.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-01 |

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Feb 15/2016

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL | |
| | | D633A109-AKS 27-226-00-01 | Page 4 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-01 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

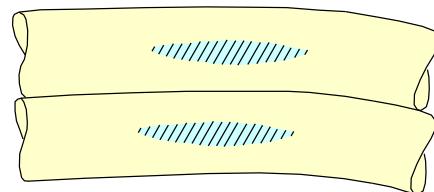
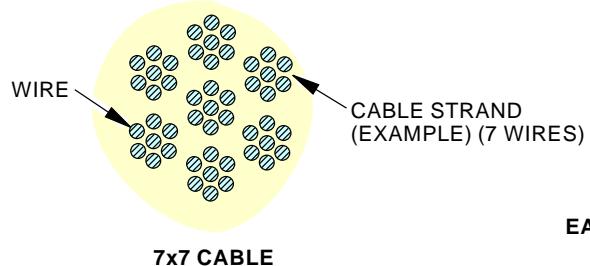
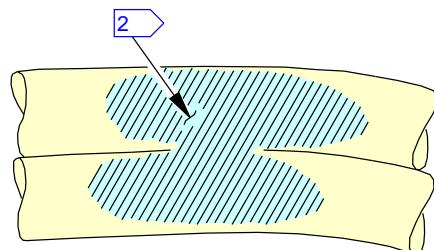
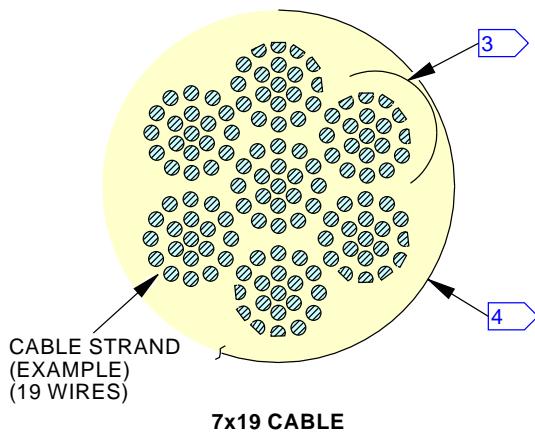
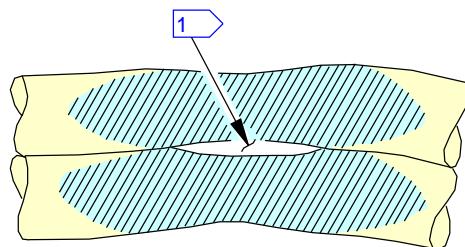
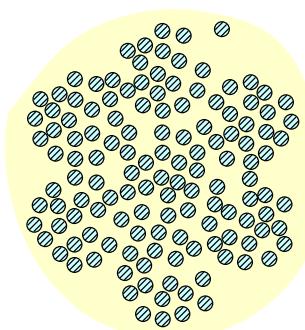
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-01 |

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Feb 15/2016

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE **2**.**4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

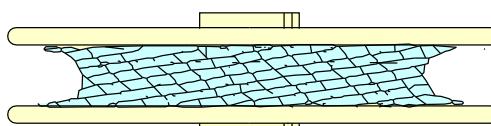
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

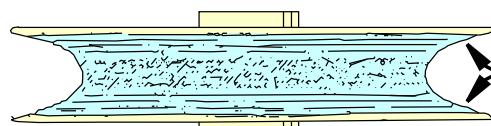
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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-01 |

AKS737-600/700/800/900
TASK CARDS

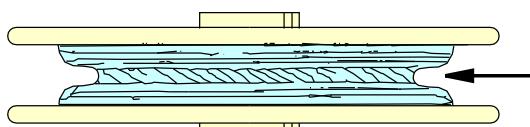
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-226-00-01 |



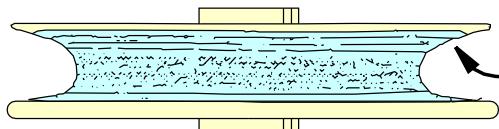
CABLE TENSION TOO HIGH



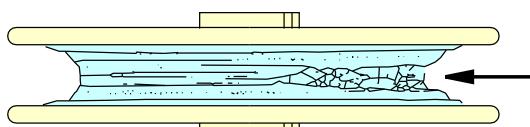
PULLEY NOT ALIGNED CORRECTLY



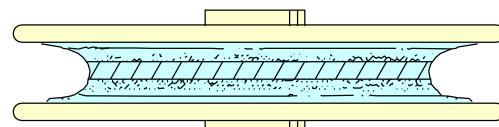
PULLEY GROOVE WITH EXCESSIVE WEAR



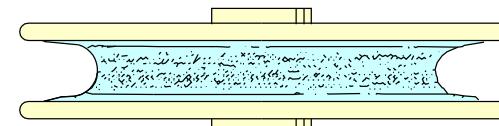
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-01 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|--------------------------------------|--|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL | | | BOEING CARD NO. 27-226-00-02 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD W-32-440-00-03 |
| TAIL NUMBER | WORK AREA R MAIN W/W | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 NOTE | 24 MO | 24 MO | AIRPLANE ALL ENGINE ALL |
| | | ACCESS | | | ZONE 134 |
| | | | | | |

Perform a detail visual inspection of the control cables within the right main landing gear wheel well for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the right MLG wheel well:

- A. Aileron Cables
- B. Flap control cables
- C. Spoiler control cables
- D. Speed brake control cables

Note: The control cables must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

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Jun 15/2015**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-02 |
|---|----------------------|---|----------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL | | |
| | | D633A109-AKS 27-226-00-02 | Page 2 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-02 |
|------|-------------|---------|------------------|--|

SUBTASK 20-20-31-210-011

- (3) Inspect the carbon steel control cable lubrication.
- (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.
- NOTE: Do not apply the grease or oil to the stainless steel (CRES) control cables.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

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AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-802

MECH

INSP

2. Inspection of the Control Cable Fittings**A. Procedure**

SUBTASK 20-20-31-200-007

- (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.).
 - (a) Install any missing parts.

SUBTASK 20-20-31-200-008

- (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.
 - (a) Replace the cable assembly if cracks or corrosion are found.

SUBTASK 20-20-31-200-009

- (3) Perform a detailed visual inspection of the unswaged portion of the end fitting.
 - (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees.

SUBTASK 20-20-31-200-010

- (4) Perform a detailed visual inspection of the turnbuckle.
 - (a) Replace the turnbuckle if a crack is visible or if corrosion is present.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

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Feb 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

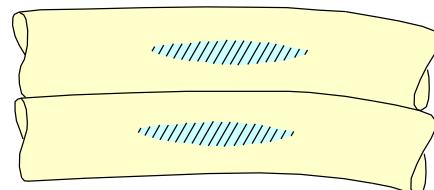
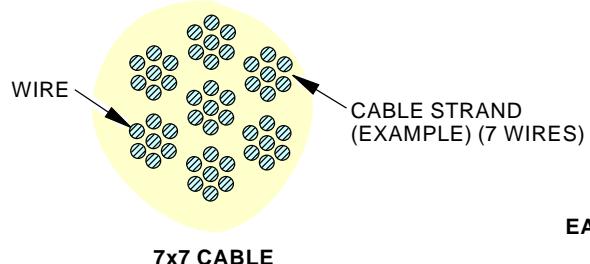
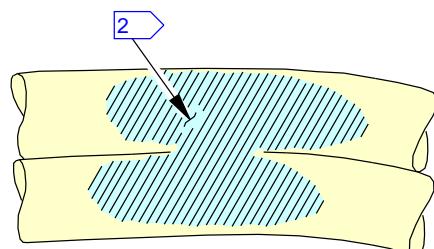
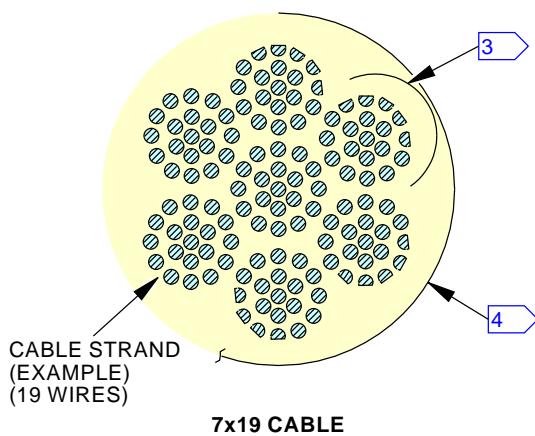
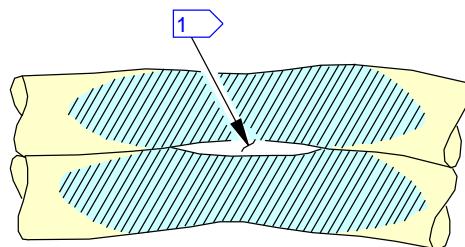
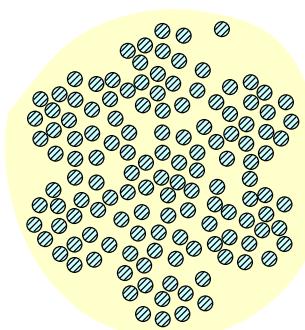
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

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AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE **2**.**4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

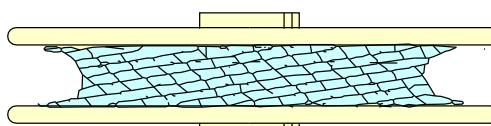
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

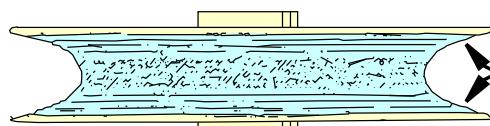
| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

AKS737-600/700/800/900
TASK CARDS

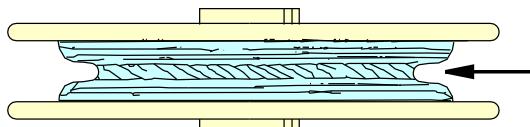
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|------|-------------|---------|------------------|-----------------|
| | | | | 27-226-00-02 |



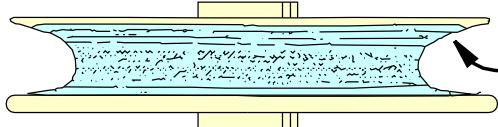
CABLE TENSION TOO HIGH



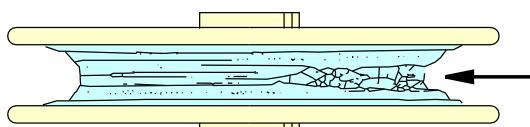
PULLEY NOT ALIGNED CORRECTLY



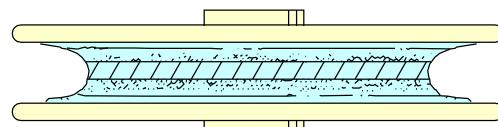
PULLEY GROOVE WITH EXCESSIVE WEAR



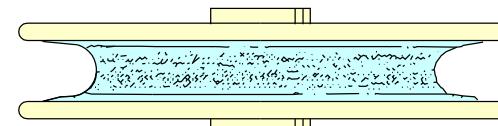
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

Pulley Wear Patterns
Figure 2

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - RIGHT MAIN GEAR WELL |
| | | D633A109-AKS 27-226-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|--------------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE CONTROL CABLES - LEFT WING AFT SPAR | | | BOEING CARD NO. 27-226-00-03 |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 24 MO | 24 MO | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 551CT 551DB 571BB | | | ZONE 210 550 561 571 |
| | | NOTE | | | |

Perform a detail visual inspection of the control cables within the left wing aft spar area for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the left wing aft spar area:

A. Aileron control cables

B. Wing spoiler control cables

Note: The control cables must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Extend Flaps

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR |
| | | D633A109-AKS 27-226-00-03 |

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Jun 15/2015**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR | |
| | | D633A109-AKS 27-226-00-03 | Page 2 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 |
|--------------------------|--|---------|------------------|--|
| SUBTASK 20-20-31-210-011 | (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. ———— END OF TASK ——— | | MECH | INSP |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR |
| | | D633A109-AKS 27-226-00-03 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR | |
| | | D633A109-AKS 27-226-00-03 | Page 4 of 7 Feb 15/2015 |

AKS



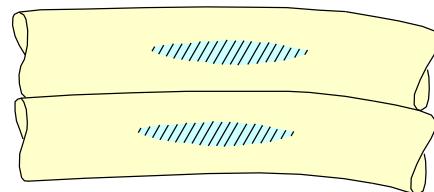
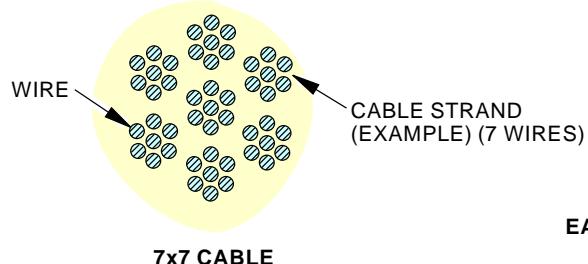
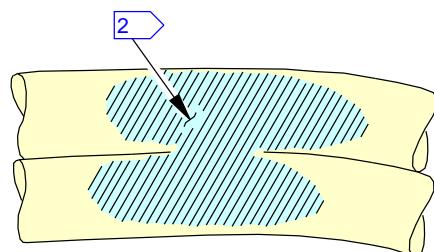
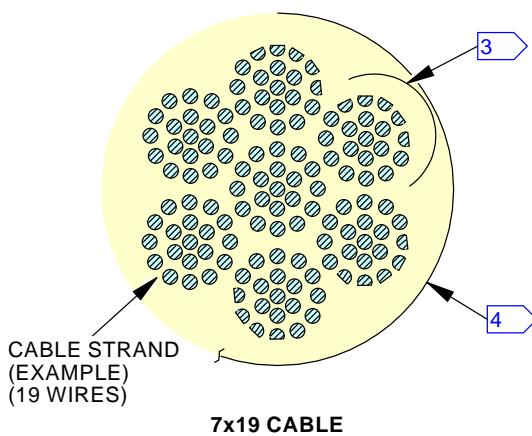
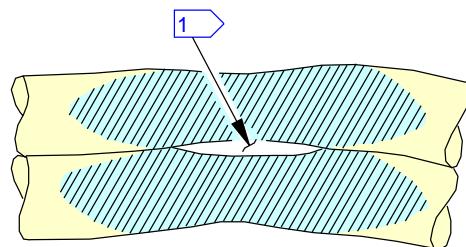
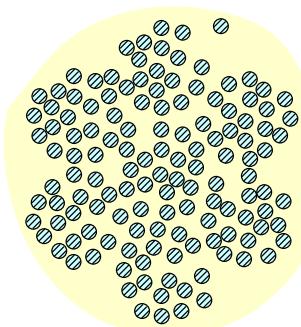
737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 | MECH | INSP |
|---------------------------------|---|---------|------------------|--|------|------|
| | | | | | | |
| TASK 20-20-31-200-805 | | | | | | |
| 3. Inspection of Pulleys | | | | | | |
| A. Procedure | | | | | | |
| | SUBTASK 20-20-31-200-011 | | | | | |
| | (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. | | | | | |
| | (a) Replace pulleys which are not free to rotate. | | | | | |
| | SUBTASK 20-20-31-200-012 | | | | | |
| | (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2). | | | | | |
| | (a) Replace pulleys which are not in a normal condition. | | | | | |
| | ———— END OF TASK ———— | | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR |
| | | D633A109-AKS 27-226-00-03 |

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE **2**.**4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

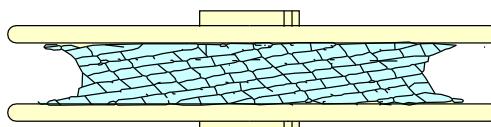
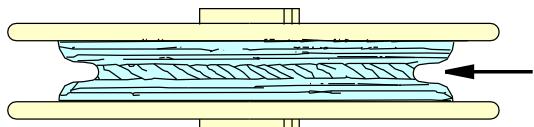
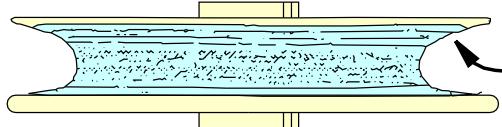
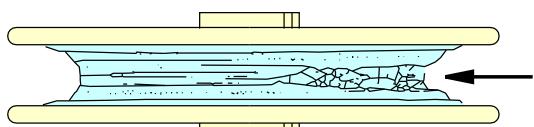
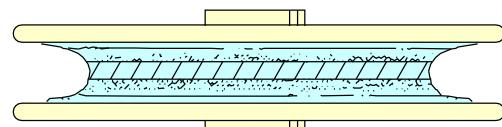
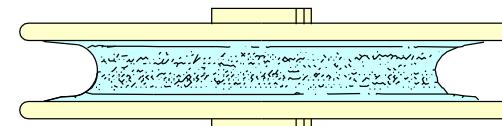
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Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR |
| | | D633A109-AKS 27-226-00-03 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-03 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**CABLE TENSION TOO HIGH****PULLEY NOT ALIGNED CORRECTLY****PULLEY GROOVE WITH EXCESSIVE WEAR****CABLE NOT ALIGNED CORRECTLY****PULLEY WILL NOT TURN****NORMAL CONDITION****NORMAL CONDITION****Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - LEFT WING AFT SPAR |
| | | D633A109-AKS 27-226-00-03 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE CONTROL CABLES - RIGHT WING AFT SPAR AREA | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-226-00-04 |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 | THRESHOLD 4000 FC | REPEAT 4000 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 24 MO | 24 MO | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 651CT 651DB 671BB | | | ZONE 210 650 661 671 |
| | | NOTE | | | |

Perform a detail visual inspection of the control cables within the right wing aft spar area for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the right wing aft spar area:

A. Aileron control cables

B. Wing spoiler control cables

Note: The control cables must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Extend Flaps

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA |
| | | D633A109-AKS 27-226-00-04 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-04 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA | |
| | | D633A109-AKS 27-226-00-04 | Page 2 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-04 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

SUBTASK 20-20-31-210-011

- (3) Inspect the carbon steel control cable lubrication.

- (a) Make sure there is sufficient lubrication on the control cable.
- (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

NOTE: Do not apply the grease or oil to the stainless steel (CRES) control cables.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA |
|-------------------------------|----------------------|--|

**D633A109-AKS
27-226-00-04**

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Feb 15/2016**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-04 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA | |
| | | D633A109-AKS 27-226-00-04 | Page 4 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-04 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

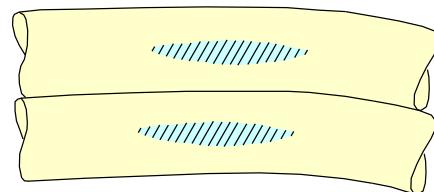
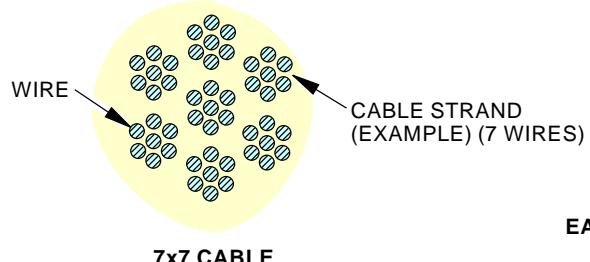
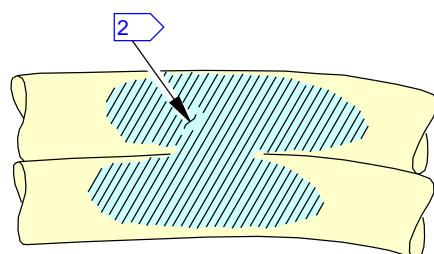
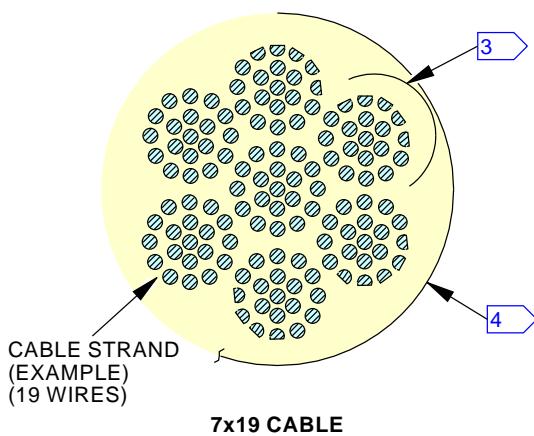
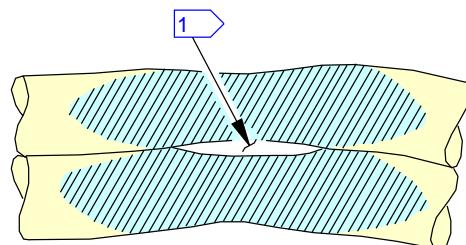
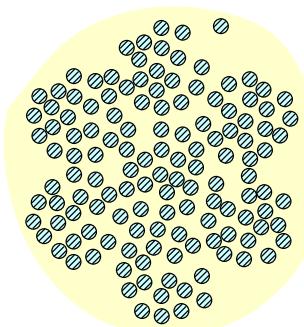
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA |
| | | D633A109-AKS 27-226-00-04 |

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Feb 15/2016

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-226-00-04 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

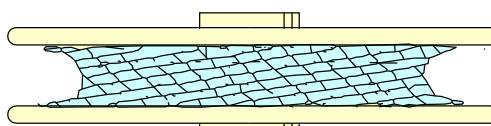
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

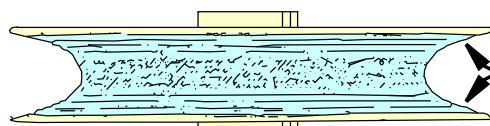
| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA |
| | | D633A109-AKS 27-226-00-04 |

AKS737-600/700/800/900
TASK CARDS

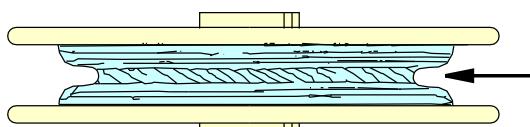
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-226-00-04 |



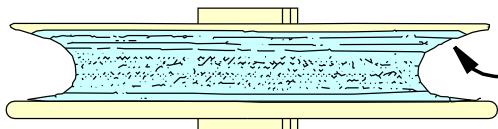
CABLE TENSION TOO HIGH



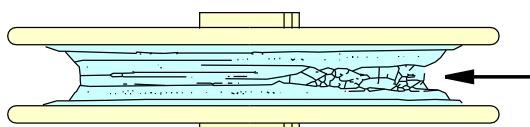
PULLEY NOT ALIGNED CORRECTLY



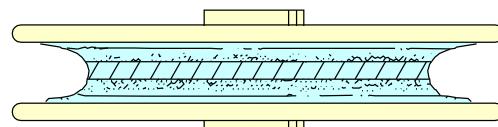
PULLEY GROOVE WITH EXCESSIVE WEAR



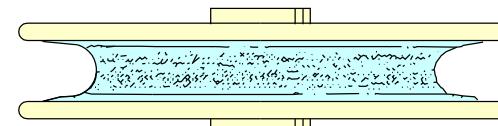
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

Pulley Wear Patterns
Figure 2

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - RIGHT WING AFT SPAR AREA |
| | | D633A109-AKS 27-226-00-04 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-------------------------------------|----------------------------------|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-01 |
| TAIL NUMBER | WORK AREA LWR FUSELAGE | VERSION 1.1 1.2 | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | NOTE | | | |
| | | ACCESS NOTE | | | ZONE 137 138 |
| | | | | | |

Perform a detail visual inspection of all internal portions of the flight control cables above the MLG wheel well from B.S. 663.75 to B.S. 727 for broken wires, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Passenger cabin floor panels between B.S. 663.75 and B.S. 727

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL |
| | | D633A109-AKS 27-228-00-01 |

Page 1 of 7
Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-01 |
|---|----------------------|--|----------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL | | |
| | | D633A109-AKS 27-228-00-01 | Page 2 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-01 |
|--|----------------------|--|--|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL | | |
| | | D633A109-AKS 27-228-00-01 | Page 3 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-01 |
|--|----------------------|--|------------------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL | | |
| | | D633A109-AKS 27-228-00-01 | Page 4 of 7 Feb 15/2015 | |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-01 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

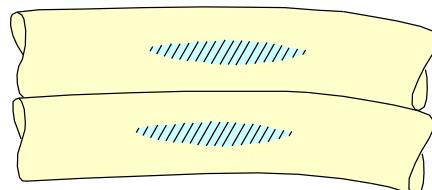
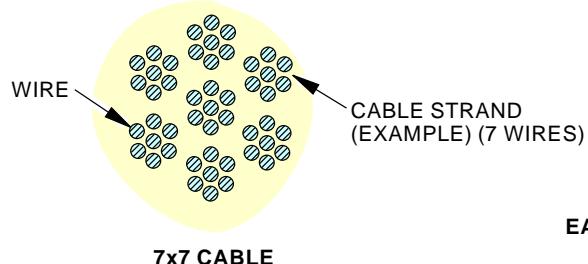
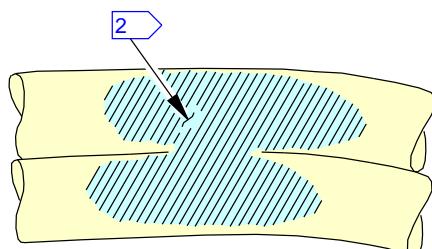
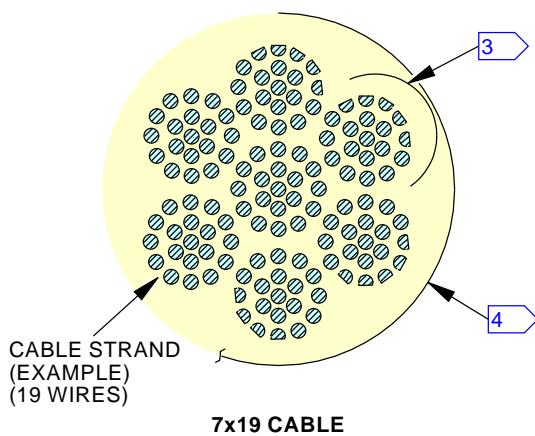
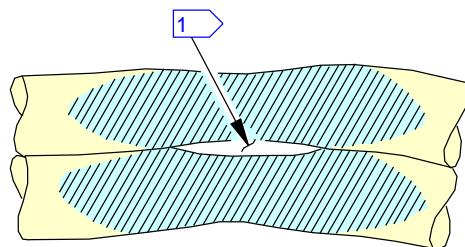
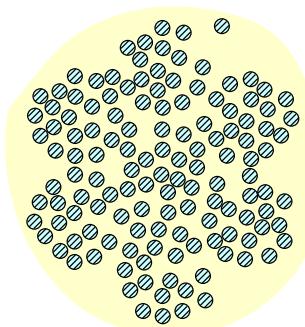
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| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL |
| | | D633A109-AKS 27-228-00-01 |

**Page 5 of 7
Feb 15/2016**

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

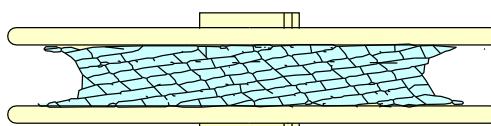
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

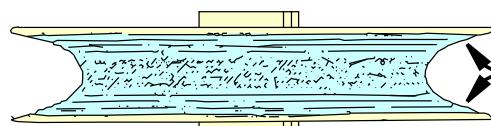
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL |
| | | D633A109-AKS 27-228-00-01 |

AKS737-600/700/800/900
TASK CARDS

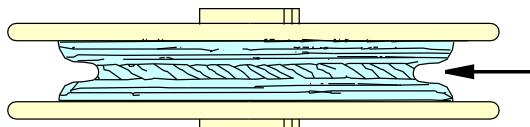
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|------|-------------|---------|------------------|-----------------|
| | | | | 27-228-00-01 |



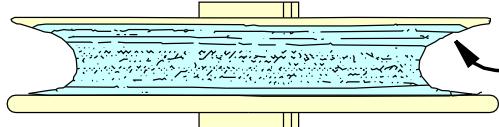
CABLE TENSION TOO HIGH



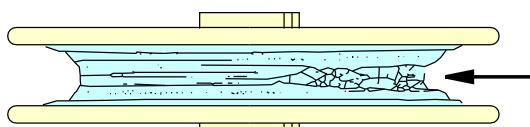
PULLEY NOT ALIGNED CORRECTLY



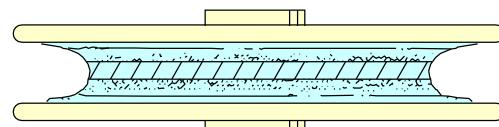
PULLEY GROOVE WITH EXCESSIVE WEAR



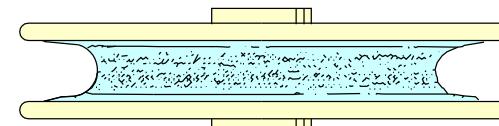
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL |
| | | D633A109-AKS 27-228-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|--|---|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-02 |
| TAIL NUMBER | WORK AREA LWR FUSELAGE | VERSION 1.1 1.2 | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | NOTE | | | |
| | | ACCESS 112A 113AC 113AW 113BW 114AC 114AW 114BW | | | ZONE 112 113 114 |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT |
| | | D633A109-AKS 27-228-00-02 |

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Oct 15/2015

AKS



737-600/700/800/900 TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE.

- (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing.

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

- (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.

B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.

SUBTASK 20-20-31-200-004

- (1) Replace the cable assembly if:

- (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1).
 - (b) If a kink is found.
 - (c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable.

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

- (1) Replace the 7X7 cable assembly if:

- (a) There are two or more broken wires in 12 continuous inches of cable.
 - (b) There are three or more broken wires anywhere in the total cable assembly

SUBTASK 20-20-31-200-006

- (2) Replace the 7X19 cable assembly if:

- (a) There are four or more broken wires in 12 continuous inches of cable.
 - (b) There are six or more broken wires anywhere in the total cable assembly

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT |
| | | D633A109-AKS 27-228-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-02 |
|--|----------------------|---|----------------------------|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT | | |
| | | D633A109-AKS 27-228-00-02 | Page 3 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-02 |
|--|----------------------|---|----------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT | | |
| | | D633A109-AKS 27-228-00-02 | Page 4 of 7 Feb 15/2015 | |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

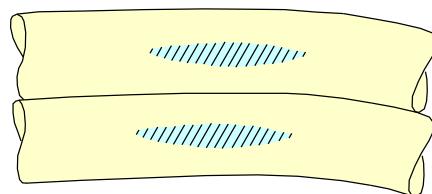
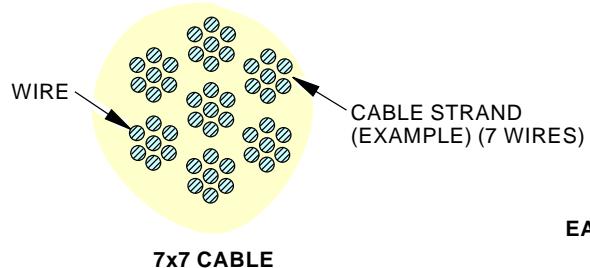
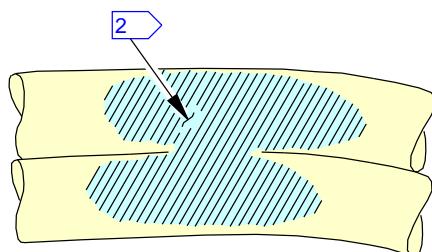
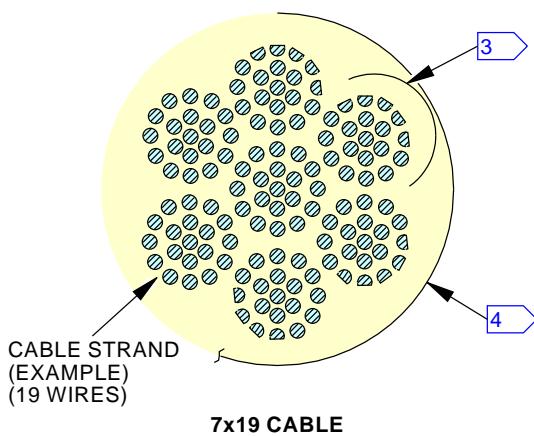
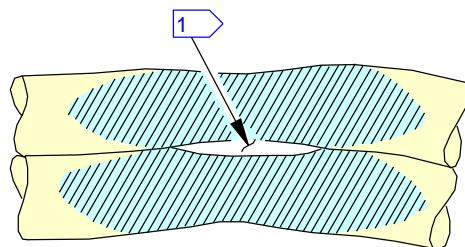
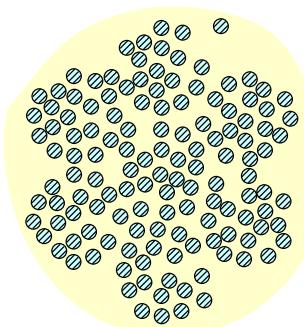
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT |
| | | D633A109-AKS 27-228-00-02 |

Page 5 of 7
Feb 15/2016

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

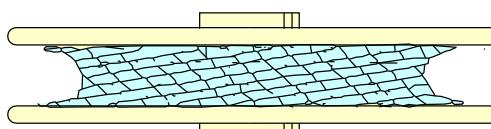
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT |
| | | D633A109-AKS 27-228-00-02 |

AKS737-600/700/800/900
TASK CARDS

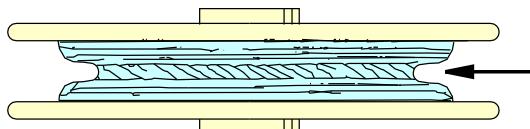
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|------|-------------|---------|------------------|---------------------|
| | | | | 27-228-00-02 |



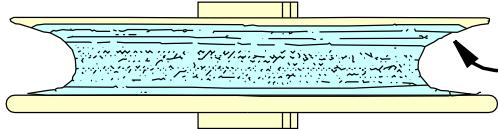
CABLE TENSION TOO HIGH



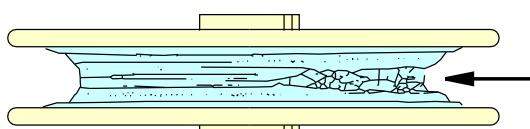
PULLEY NOT ALIGNED CORRECTLY



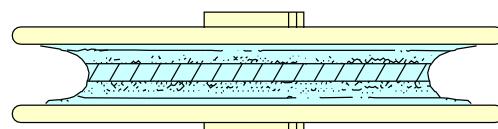
PULLEY GROOVE WITH EXCESSIVE WEAR



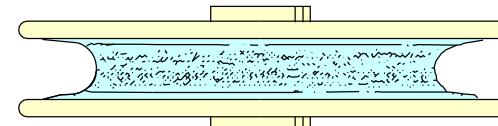
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - LOWER NOSE COMPARTMENT |
| | | D633A109-AKS 27-228-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|-------------------------------------|----------------------------------|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - EE COMPARTMENT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-03 |
| TAIL NUMBER | WORK AREA E/E COMPARTMENT | VERSION 1.1 1.2 | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | RELATED CARD |
| STATION | SKILL AIRPL | NOTE | | | APPLICABILITY AIRPLANE ALL ENGINE ALL |
| | | ACCESS 117A | | | ZONE 117 118 |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the electronics compartment for associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT |
| | | D633A109-AKS 27-228-00-03 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-03 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT |
| | | D633A109-AKS 27-228-00-03 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-03 |
|--|-------------|---------|------------------|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT | |
| | | D633A109-AKS 27-228-00-03 | Page 3 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-03 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT | |
| | | D633A109-AKS 27-228-00-03 | Page 4 of 7 Feb 15/2015 |

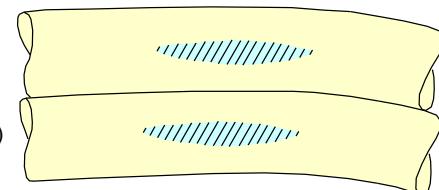
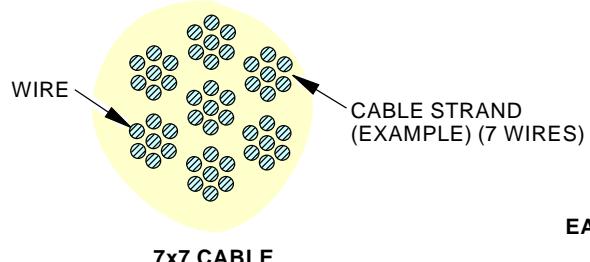
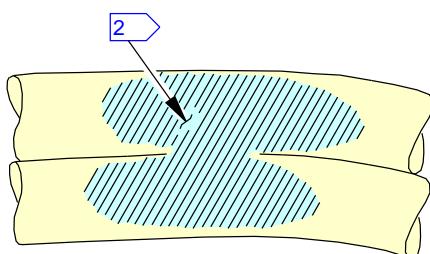
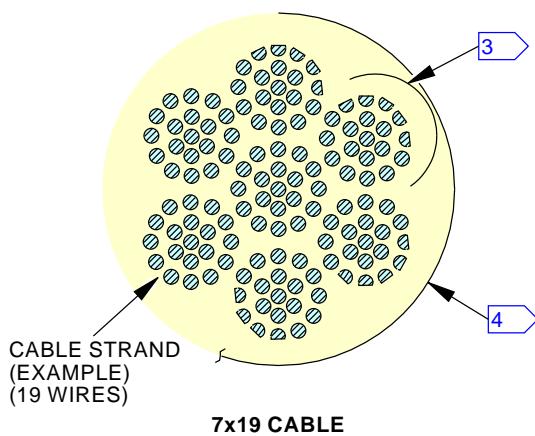
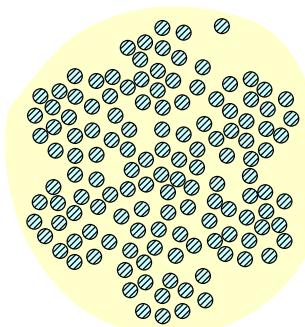
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-03 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-805 | | | | |
| 3. <u>Inspection of Pulleys</u> | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-011 | | | | |
| (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. | | | | |
| (a) Replace pulleys which are not free to rotate. | | | | |
| SUBTASK 20-20-31-200-012 | | | | |
| (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2). | | | | |
| (a) Replace pulleys which are not in a normal condition. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT | |
| | | D633A109-AKS 27-228-00-03 | Page 5 of 7 Feb 15/2016 |

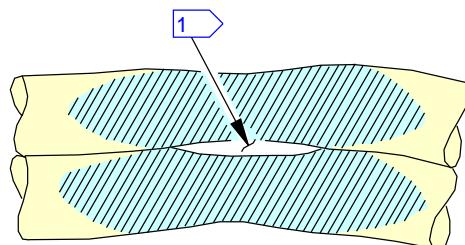
AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-228-00-03 |

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EXAMPLE OF INTERNAL WEAR

- 1 VISIBLE SPACE BETWEEN WIRES.
- 2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.



EACH WIRE IS WORN MORE THAN 50%

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE. 2

4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

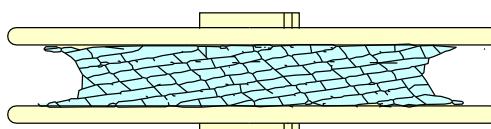
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT |
| | | D633A109-AKS 27-228-00-03 |

AKS737-600/700/800/900
TASK CARDS

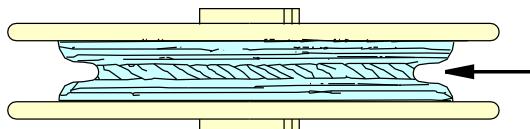
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|------|-------------|---------|------------------|---------------------|
| | | | | 27-228-00-03 |



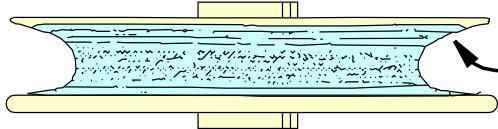
CABLE TENSION TOO HIGH



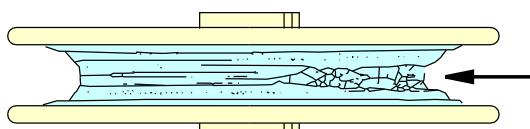
PULLEY NOT ALIGNED CORRECTLY



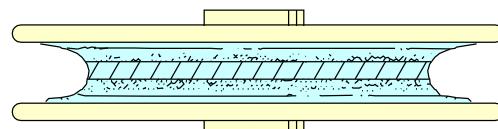
PULLEY GROOVE WITH EXCESSIVE WEAR



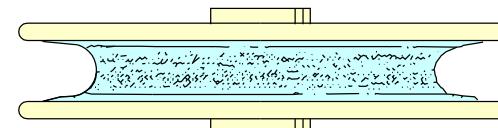
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - EE COMPARTMENT |
| | | D633A109-AKS 27-228-00-03 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--|---|-------------------------------------|----------------------------------|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-04 |
| TAIL NUMBER | WORK AREA AC DIST BAY | VERSION 1.1 1.2 NOTE | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | RELATED CARD APPLICABILITY AIRPLANE ALL ENGINE ALL |
| STATION | SKILL AIRPL | ACCESS 821 NOTE | | | ZONE 125 126 |
| | | | | | |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the air conditioning distribution bay, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Forward Cargo Compartment Aft Bulkhead.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY |
| | | D633A109-AKS 27-228-00-04 |

Page 1 of 7
Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-04 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY D633A109-AKS 27-228-00-04 | Page 2 of 7 Feb 15/2016 |
|-------------------------------|----------------------|--|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-04 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 20-20-31-210-011 | | | | |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY |
| | | D633A109-AKS 27-228-00-04 |

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Feb 15/2016**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-04 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | | |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY | D633A109-AKS 27-228-00-04 | Page 4 of 7 Feb 15/2015 |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-04 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-805 | | | | |
| 3. <u>Inspection of Pulleys</u> | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-011 | | | | |
| (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. | | | | |
| (a) Replace pulleys which are not free to rotate. | | | | |
| SUBTASK 20-20-31-200-012 | | | | |
| (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2). | | | | |
| (a) Replace pulleys which are not in a normal condition. | | | | |
| ———— END OF TASK ———— | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY |
| | | D633A109-AKS 27-228-00-04 |

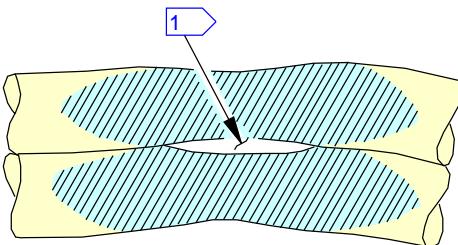
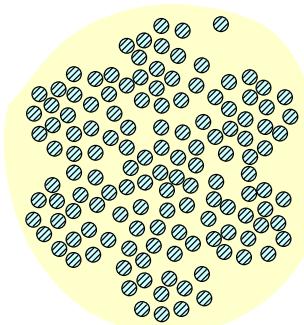
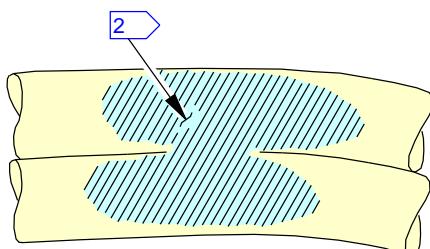
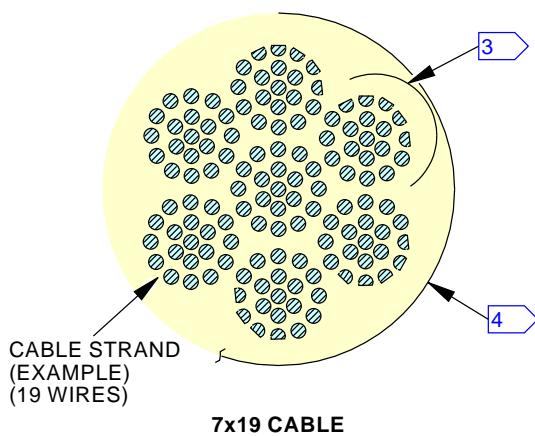
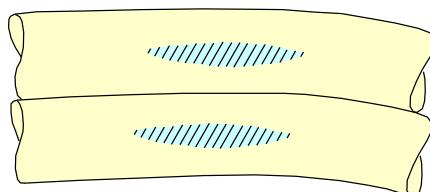
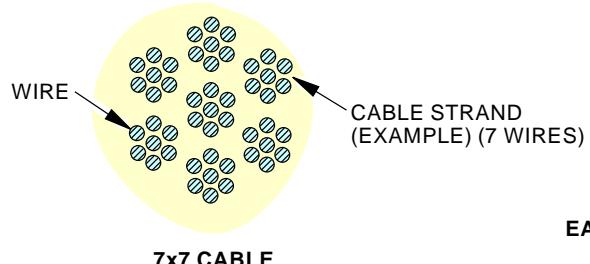
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-228-00-04

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2**

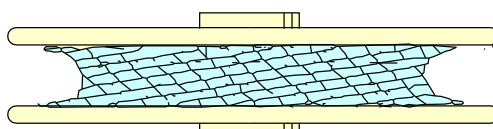
4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

F15914 S0006562076_V3

**Cable Wear Patterns
Figure 1**EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLES - AIR CONDITIONING
DISTRIBUTION BAY****D633A109-AKS
27-228-00-04****Page 6 of 7
Jun 15/2015**

AKS737-600/700/800/900
TASK CARDS

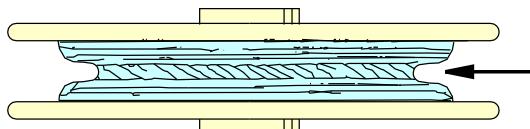
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|------|-------------|---------|------------------|-----------------|
| | | | | 27-228-00-04 |



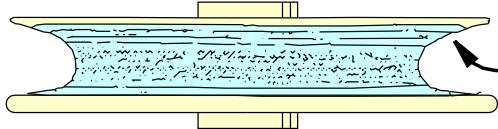
CABLE TENSION TOO HIGH



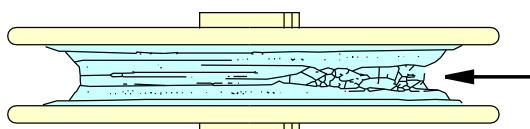
PULLEY NOT ALIGNED CORRECTLY



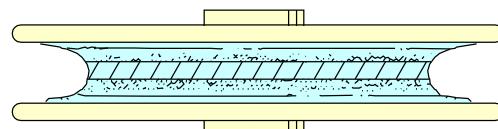
PULLEY GROOVE WITH EXCESSIVE WEAR



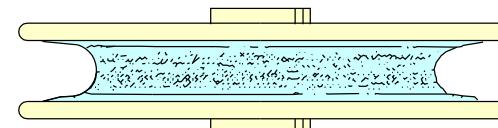
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY |
| | | D633A109-AKS 27-228-00-04 |

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Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-----------------------------|--------------------------|---|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-05 |
| TAIL NUMBER | WORK AREA FWD CARGO | VERSION 1.1 | THRESHOLD 6600 FC | REPEAT 6600 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 3 YR | 3 YR | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 821 | | | ZONE 121 122 |
| | | NOTE | | | |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the forward cargo compartment, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Forward Cargo Compartment Ceiling Panels or Floor Panels between B.S.396 to B.S. 540.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-05 |

Page 1 of 7
Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-05 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT D633A109-AKS 27-228-00-05 | Page 2 of 7 Feb 15/2016 |
|-------------------------------|----------------------|--|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-05 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 20-20-31-210-011 | | | | |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |

———— END OF TASK ————

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT | |
| | | D633A109-AKS 27-228-00-05 | Page 3 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-05 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

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|-------------------------------|----------------------|--|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT | D633A109-AKS 27-228-00-05 | Page 4 of 7 Feb 15/2015 |
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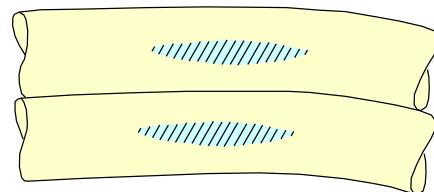
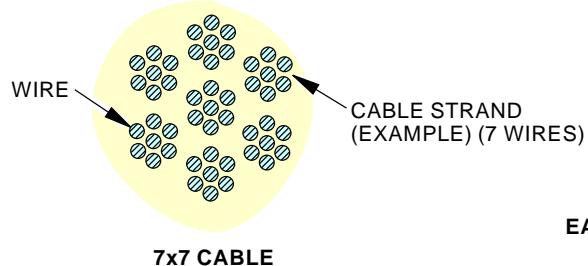
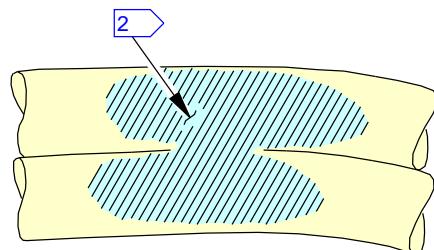
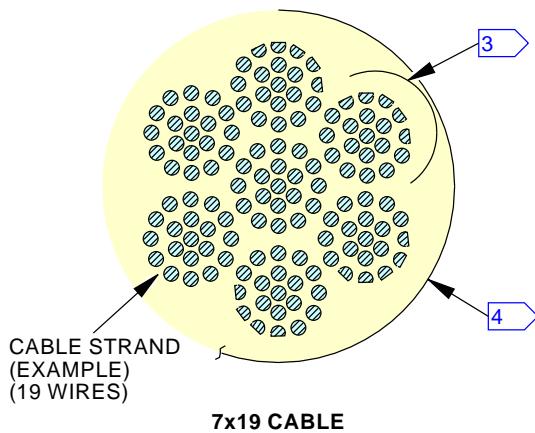
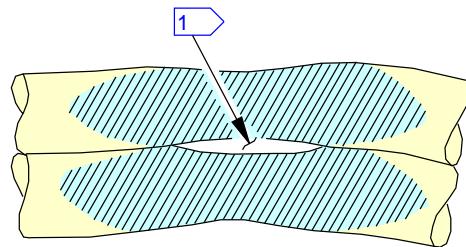
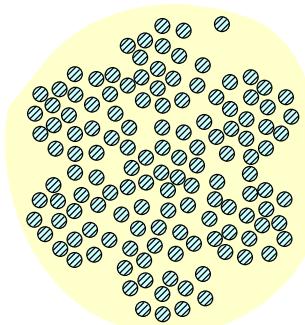
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-05 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-805 | | | | |
| 3. <u>Inspection of Pulleys</u> | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-011 | | | | |
| (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. | | | | |
| (a) Replace pulleys which are not free to rotate. | | | | |
| SUBTASK 20-20-31-200-012 | | | | |
| (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2). | | | | |
| (a) Replace pulleys which are not in a normal condition. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | | |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT | D633A109-AKS 27-228-00-05 | Page 5 of 7 Feb 15/2016 |
|-------------------------------|----------------------|--|-------------------------------------|----------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-05 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)****EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)****EACH WIRE IS WORN MORE THAN 50%****EXAMPLE OF INTERNAL WEAR**

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2**

4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

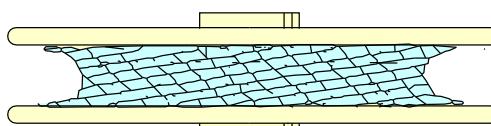
F15914 S0006562076_V3

**Cable Wear Patterns
Figure 1**

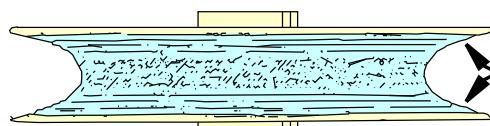
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-05 |

AKS737-600/700/800/900
TASK CARDS

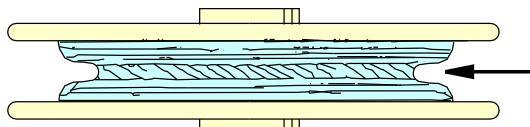
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|------|-------------|---------|------------------|---------------------|
| | | | | 27-228-00-05 |



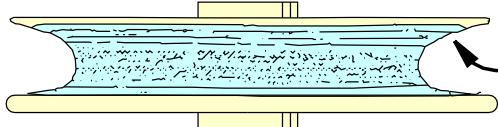
CABLE TENSION TOO HIGH



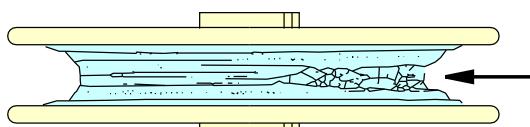
PULLEY NOT ALIGNED CORRECTLY



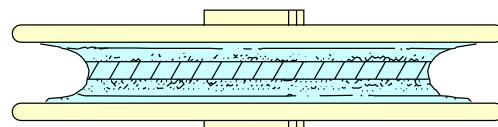
PULLEY GROOVE WITH EXCESSIVE WEAR



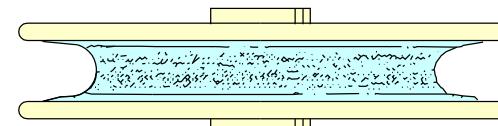
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - FORWARD CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-05 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-------------------------------------|----------------------------------|---|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-06 |
| TAIL NUMBER | WORK AREA AFT CARGO | VERSION 1.1 1.2 NOTE | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 822 NOTE | | | ENGINE ALL |
| | | | | | ZONE 141 142 |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the aft cargo compartment, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Aft Cargo Compartment Ceiling Panels

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

AKS



737-600/700/800/900 TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-06 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE.

- (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing.

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

- (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.

B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.

SUBTASK 20-20-31-200-004

- (1) Replace the cable assembly if:

- (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1).
 - (b) If a kink is found.
 - (c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable.

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

- (1) Replace the 7X7 cable assembly if:

- (a) There are two or more broken wires in 12 continuous inches of cable.
 - (b) There are three or more broken wires anywhere in the total cable assembly

SUBTASK 20-20-31-200-006

- (2) Replace the 7X19 cable assembly if:

- (a) There are four or more broken wires in 12 continuous inches of cable.
 - (b) There are six or more broken wires anywhere in the total cable assembly

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-06 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

SUBTASK 20-20-31-210-011

- (3) Inspect the carbon steel control cable lubrication.
- (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

NOTE: Do not apply the grease or oil to the stainless steel (CRES) control cables.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

Page 3 of 7
Feb 15/2016

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-06 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-802

MECH

INSP

2. Inspection of the Control Cable Fittings**A. Procedure**

SUBTASK 20-20-31-200-007

- (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.).
 - (a) Install any missing parts.

SUBTASK 20-20-31-200-008

- (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.
 - (a) Replace the cable assembly if cracks or corrosion are found.

SUBTASK 20-20-31-200-009

- (3) Perform a detailed visual inspection of the unswaged portion of the end fitting.
 - (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees.

SUBTASK 20-20-31-200-010

- (4) Perform a detailed visual inspection of the turnbuckle.
 - (a) Replace the turnbuckle if a crack is visible or if corrosion is present.

———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

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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. 27-228-00-06 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

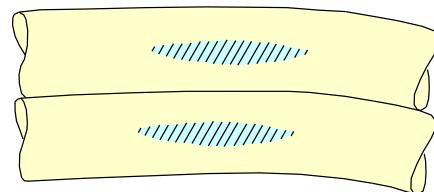
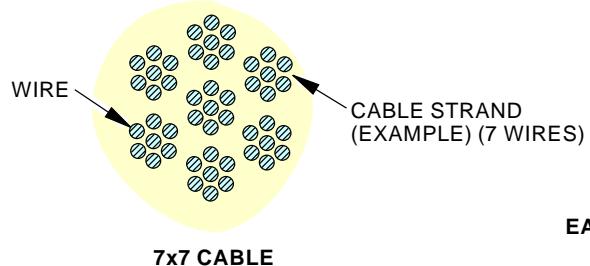
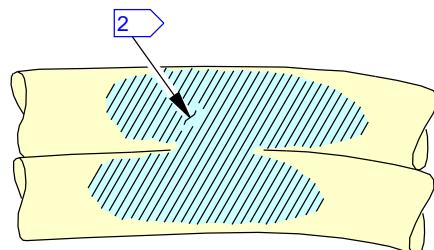
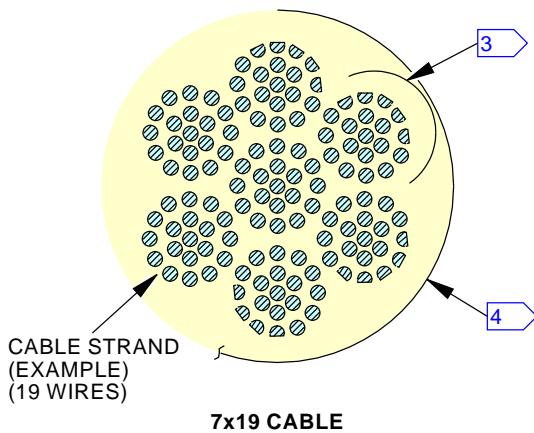
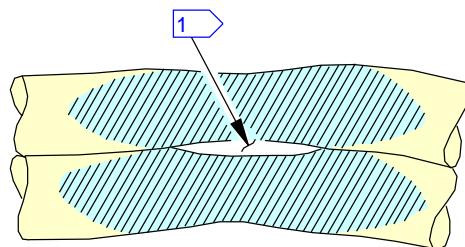
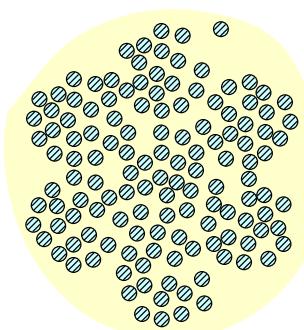
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

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AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-06 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE **2**.**4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

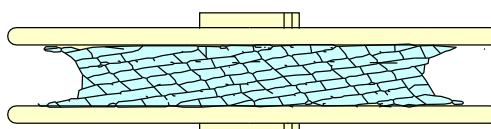
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

AKS737-600/700/800/900
TASK CARDS

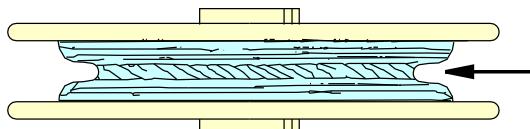
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-228-00-06 |



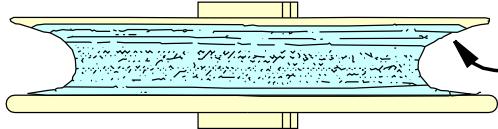
CABLE TENSION TOO HIGH



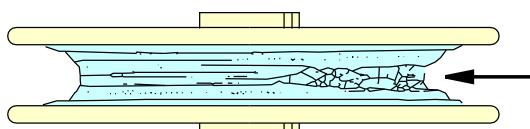
PULLEY NOT ALIGNED CORRECTLY



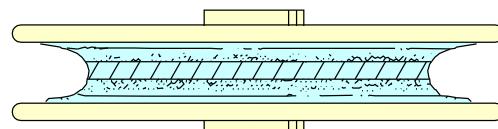
PULLEY GROOVE WITH EXCESSIVE WEAR



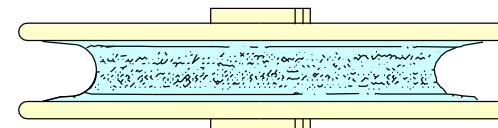
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT |
| | | D633A109-AKS 27-228-00-06 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|---|-------------------------------------|----------------------------------|---|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-07 |
| TAIL NUMBER | WORK AREA AFT CARGO | VERSION 1.1 1.2 NOTE | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 822 NOTE | | | ENGINE ALL |
| | | | | | ZONE 145 146 |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the aft cargo equipment bay, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Aft cargo compartment aft bulkhead panels and water tank, or the pressurization aft outflow valve assembly.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY |
| | | D633A109-AKS 27-228-00-07 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
|---|----------------------|--|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY | | |
| | | D633A109-AKS | | |
| | | 27-228-00-07 | | |
| BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details | | | | Page 2 of 7 Feb 15/2016 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
|---|----------------------|--|------------------|--|
| | | | | MECH INSP |
| SUBTASK 20-20-31-210-011 | | | | |
| (3) Inspect the carbon steel control cable lubrication. | | | | |
| <ul style="list-style-type: none"> (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <p><u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables.</p> | | | | |
| — END OF TASK — | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY | | |
| | | D633A109-AKS 27-228-00-07 | | |

AKS



737-600/700/800/900 TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

- (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.).
(a) Install any missing parts.

SUBTASK 20-20-31-200-008

- (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.

(a) Replace the cable assembly if cracks or corrosion are found.

SUBTASK 20-20-31-200-009

- (3) Perform a detailed visual inspection of the unswaged portion of the end fitting.

(a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees.

SUBTASK 20-20-31-200-010

- (4) Perform a detailed visual inspection of the turnbuckle.
 - (a) Replace the turnbuckle if a crack is visible or if corrosion is present.

END OF TASK

EFFECTIVITY
AKS ALL

SOURCE
MRB

FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY

D633A109-AKS
27-228-00-07

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AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

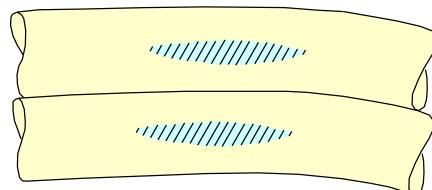
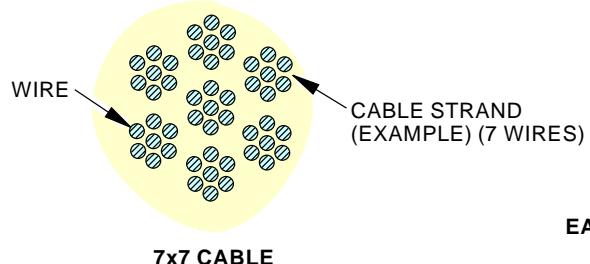
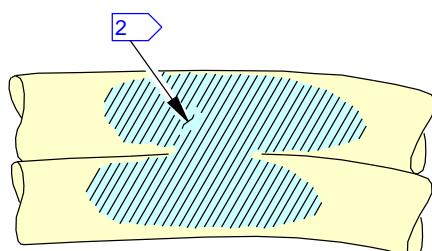
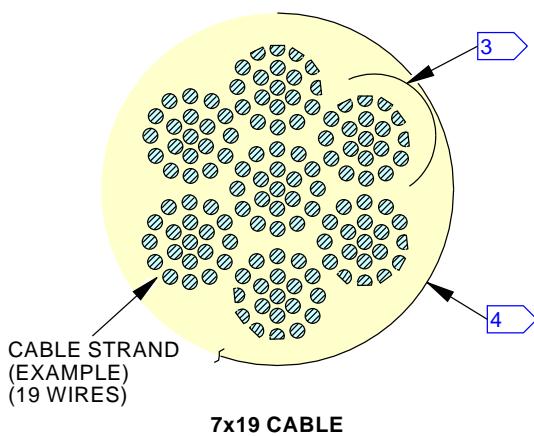
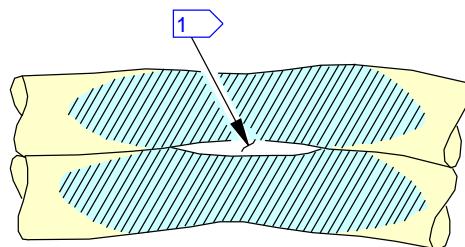
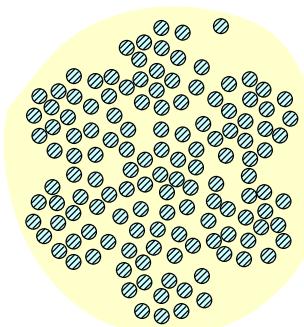
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY |
| | | D633A109-AKS 27-228-00-07 |

**Page 5 of 7
Feb 15/2016**

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

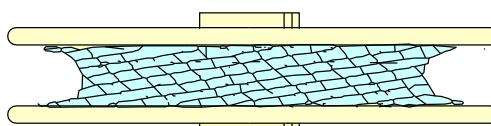
F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

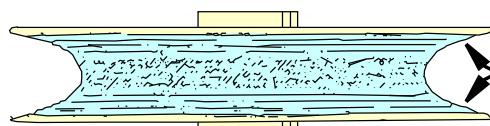
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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY |
| | | D633A109-AKS 27-228-00-07 |

AKS737-600/700/800/900
TASK CARDS

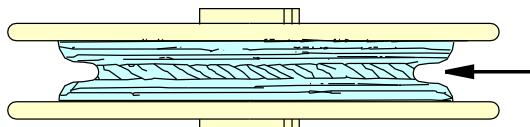
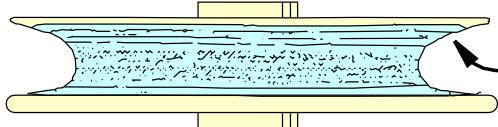
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-07 |
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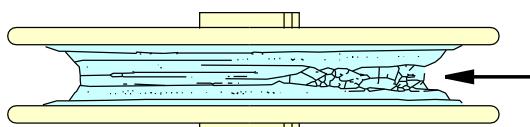
CABLE TENSION TOO HIGH



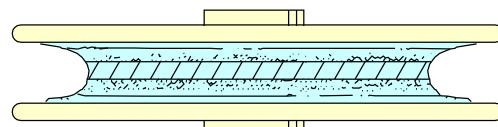
PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

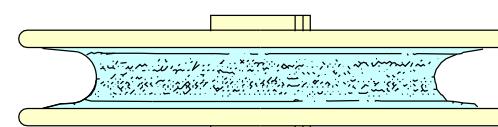
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - AFT CARGO COMPARTMENT EQUIPMENT BAY |
| | | D633A109-AKS 27-228-00-07 |

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AKS

737-600/700/800/900

TASK CARDS

| | | | | | |
|-----------------|--------------------------------------|--|-----------------------------|--------------------------|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLES - TAIL COMPARTMENT | | | BOEING CARD NO. |
| DATE | TASK INSPECTION - DETAILED | | | | 27-228-00-08 |
| TAIL NUMBER | WORK AREA TAIL CONE | VERSION 1.1 | THRESHOLD 6600 FC | REPEAT 6600 FC | APPLICABILITY |
| STATION | SKILL AIRPL | 1.2 | 3 YR | 3 YR | AIRPLANE ALL ENGINE ALL |
| | | ACCESS 311BL 317AL 318BR 323FL | | | ZONE 300 311 312 313 314 317 318 323 |

Perform a detail visual inspection of all internal portions of the flight control cables for broken wires within the tail compartment, associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT |
| | | D633A109-AKS 27-228-00-08 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-08 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT |
| | | D633A109-AKS 27-228-00-08 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-08 |
|--------------------------|--|---------|------------------|--|
| SUBTASK 20-20-31-210-011 | (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. ———— END OF TASK ——— | | MECH | INSP |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT |
| | | D633A109-AKS 27-228-00-08 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-08 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT | |
| | | D633A109-AKS 27-228-00-08 | Page 4 of 7 Feb 15/2015 |

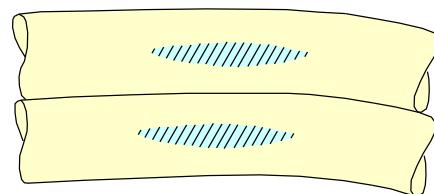
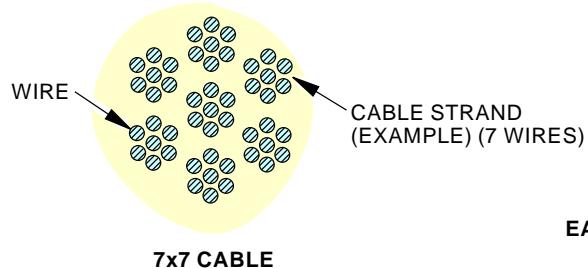
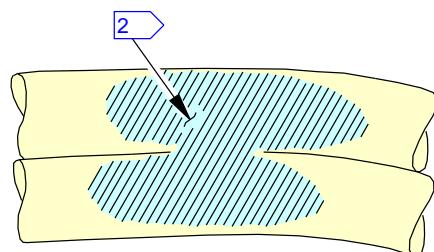
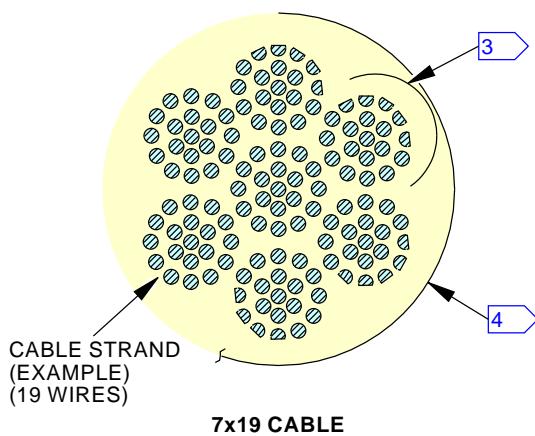
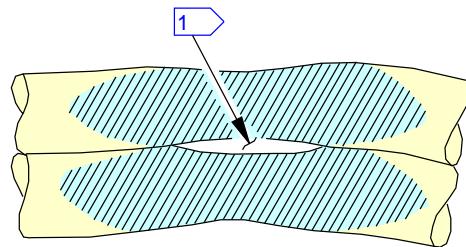
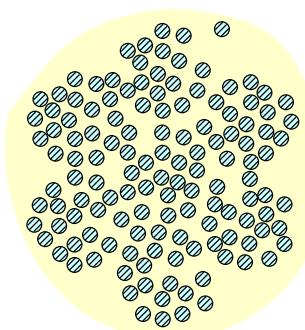
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-08 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-805 | | | | |
| 3. <u>Inspection of Pulleys</u> | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-011 | | | | |
| (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. | | | | |
| (a) Replace pulleys which are not free to rotate. | | | | |
| SUBTASK 20-20-31-200-012 | | | | |
| (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2). | | | | |
| (a) Replace pulleys which are not in a normal condition. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|---|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT | |
| | | D633A109-AKS 27-228-00-08 | Page 5 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-228-00-08 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)****EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)****EACH WIRE IS WORN MORE THAN 50%****EXAMPLE OF INTERNAL WEAR**

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2**

4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

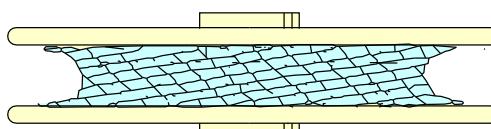
F15914 S0006562076_V3

**Cable Wear Patterns
Figure 1**

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT |
| | | D633A109-AKS 27-228-00-08 |

AKS737-600/700/800/900
TASK CARDS

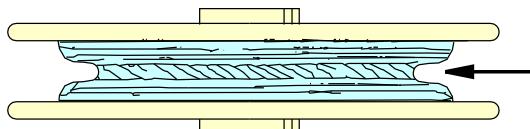
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|------|-------------|---------|------------------|-----------------|
| | | | | 27-228-00-08 |



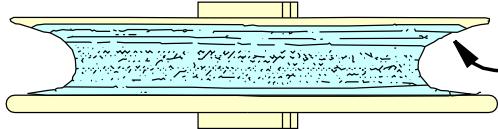
CABLE TENSION TOO HIGH



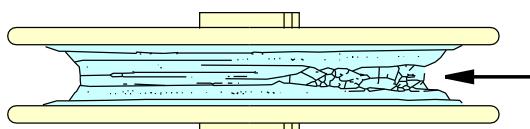
PULLEY NOT ALIGNED CORRECTLY



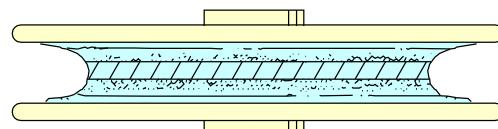
PULLEY GROOVE WITH EXCESSIVE WEAR



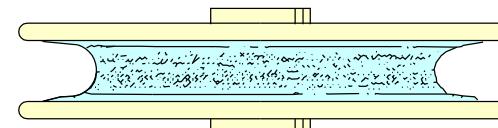
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

Pulley Wear Patterns
Figure 2

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLES - TAIL COMPARTMENT |
| | | D633A109-AKS 27-228-00-08 |

Page 7 of 7
Jun 15/2015

AKS

737-600/700/800/900

TASK CARDS

| | | | | | | |
|-----------------|--------------------------------------|---|-----------------------|--------------------|--|----------------------|
| AIRLINE CARD NO | | TITLE INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) | | | BOEING CARD NO. 27-229-00-01 | |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD W-57-856-01-01 | |
| TAIL NUMBER | WORK AREA LEFT WING | VERSION 1.1 | THRESHOLD 21600 FC | REPEAT 21600 FC | APPLICABILITY | |
| STATION | SKILL AIRPL | 1.2 | 6 YR | 6 YR | AIRPLANE ALL | ENGINE ALL |
| | | ACCESS 553BB 553DT | | | ZONE 553 | |
| | | NOTE | | | | |

Inspect (detailed) inboard trailing edge aft flap drive cable.

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Flaps extended.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) | |
| | | D633A109-AKS 27-229-00-01 | Page 1 of 5 Oct 15/2014 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-01 |
|---|----------------------|--|----------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) | | |
| | | D633A109-AKS 27-229-00-01 | Page 2 of 5 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-01 |
|--|----------------------|--|--|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) | | |
| | | D633A109-AKS 27-229-00-01 | Page 3 of 5 Feb 15/2016 | |

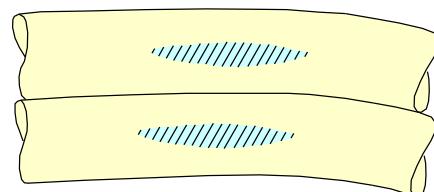
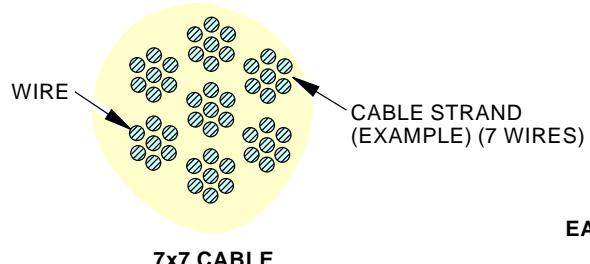
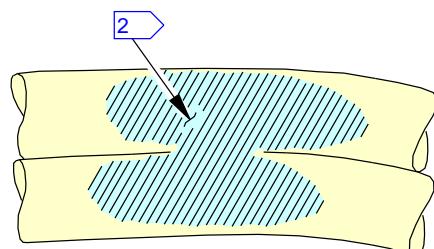
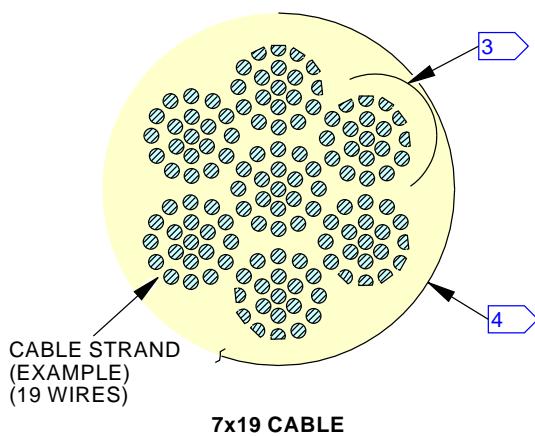
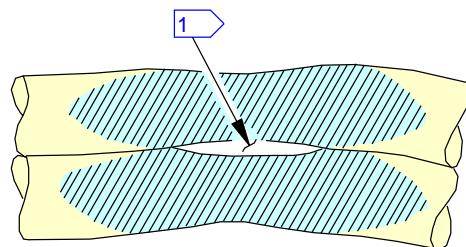
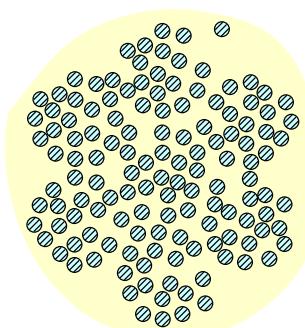
AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) | |
| | | D633A109-AKS 27-229-00-01 | Page 4 of 5 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)****EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)****EACH WIRE IS WORN MORE THAN 50%****EXAMPLE OF INTERNAL WEAR**

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2**

4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

F15914 S0006562076_V3

**Cable Wear Patterns
Figure 1**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (LEFT WING) |
| | | D633A109-AKS 27-229-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | | |
|-----------------|--------------------------------------|--|-----------------------|--------------------|--|----------------------|
| AIRLINE CARD NO | | TITLE INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) | | | BOEING CARD NO. 27-229-00-02 | |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD W-57-926-02-01 | |
| TAIL NUMBER | WORK AREA RIGHT WING | VERSION 1.1 | THRESHOLD 21600 FC | REPEAT 21600 FC | APPLICABILITY | |
| STATION | SKILL AIRPL | 1.2 | 6 YR | 6 YR | AIRPLANE ALL | ENGINE ALL |
| | | ACCESS 653BB 653DT | | | ZONE 653 | |
| | | NOTE | | | | |

Inspect (detailed) inboard trailing edge aft flap drive cable.

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: Flaps extended.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) |
| | | D633A109-AKS 27-229-00-02 |

Page 1 of 5
Oct 15/2014

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-02 |
|---|----------------------|---|----------------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) | | |
| | | D633A109-AKS 27-229-00-02 | Page 2 of 5 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-02 |
|--|----------------------|---|--|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) | | |
| | | D633A109-AKS 27-229-00-02 | Page 3 of 5 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-802**2. Inspection of the Control Cable Fittings****A. Procedure**

SUBTASK 20-20-31-200-007

- (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.).
 - (a) Install any missing parts.

SUBTASK 20-20-31-200-008

- (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.
 - (a) Replace the cable assembly if cracks or corrosion are found.

SUBTASK 20-20-31-200-009

- (3) Perform a detailed visual inspection of the unswaged portion of the end fitting.
 - (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees.

SUBTASK 20-20-31-200-010

- (4) Perform a detailed visual inspection of the turnbuckle.
 - (a) Replace the turnbuckle if a crack is visible or if corrosion is present.

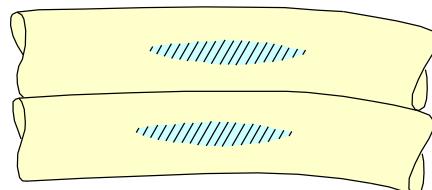
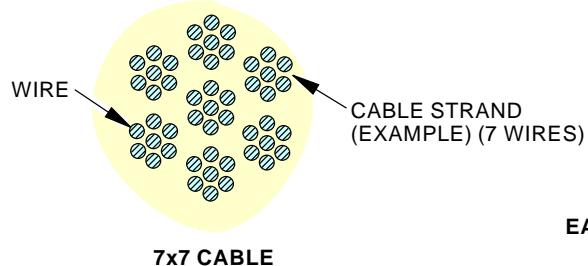
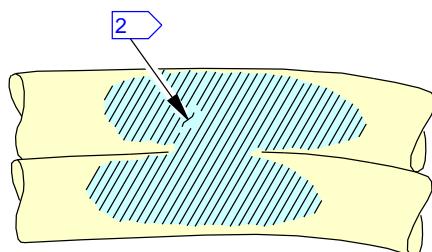
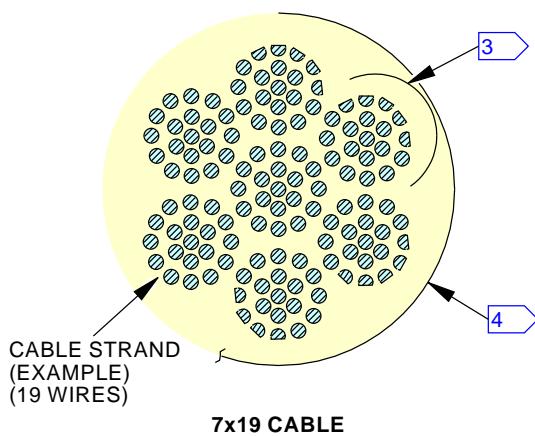
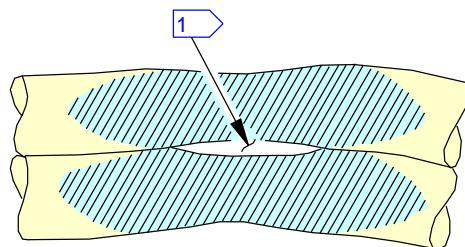
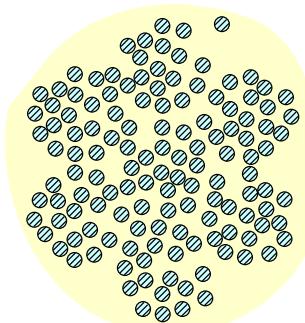
———— END OF TASK ————

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) |
| | | D633A109-AKS 27-229-00-02 |

**Page 4 of 5
Feb 15/2015**

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-229-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|---|
| EFFECTIVITY AKS ALL | SOURCE MRB | INBOARD TRAILING EDGE AFT FLAP DRIVE CABLE INSPECTION (RIGHT WING) |
| | | D633A109-AKS 27-229-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | | |
|-----------------|--------------------------------------|---|-----------------------|--------------------|--|------------------------|
| AIRLINE CARD NO | | TITLE CONTROL CABLES - OVER WING CENTER SECTION | | | BOEING CARD NO. 27-230-00-01 | |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD W-32-460-00-02 | |
| TAIL NUMBER | WORK AREA PASS 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 135 136 |
| | | | | | | |

Perform a detail visual inspection of all flight control cables for broken wires within the passenger compartment over the wing center section from B.S. 540 to B.S. 663.75. Check associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Passenger cabin floor panels between B.S. 540 to B.S. 663.75.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION |
| | | D633A109-AKS 27-230-00-01 |

AKS



737-600/700/800/900 TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|---|-------------|---------|------------------|---------------------------------|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope | | | | |
| (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION |
| | | D633A109-AKS 27-230-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|--|----------------------|--|----------------------------|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION | | |
| | | D633A109-AKS 27-230-00-01 | Page 3 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | | |
|-------------------------------|----------------------|--|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION | |
| | | D633A109-AKS 27-230-00-01 | Page 4 of 7 Feb 15/2015 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805

MECH

INSP

3. Inspection of Pulleys**A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

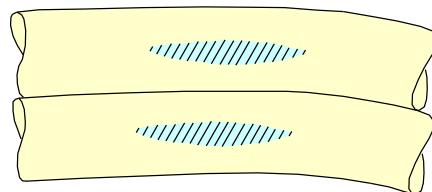
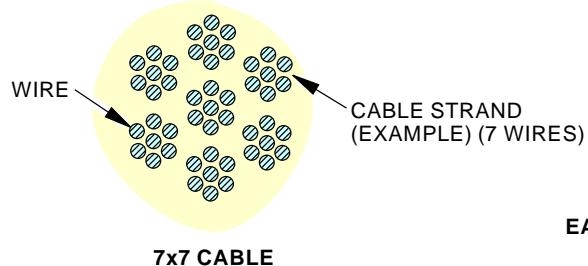
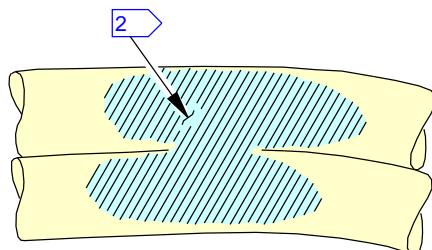
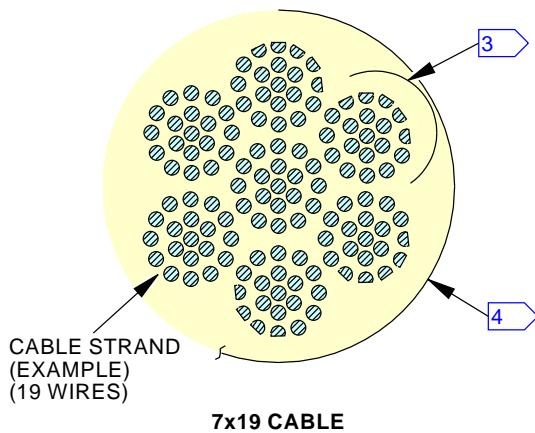
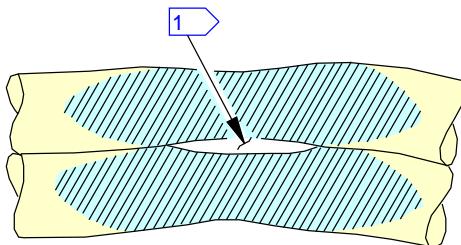
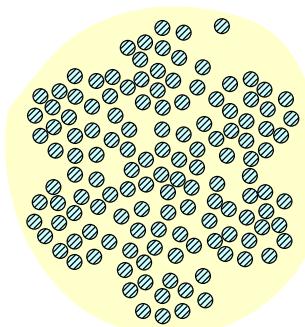
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| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION |
| | | D633A109-AKS 27-230-00-01 |

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Feb 15/2016

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

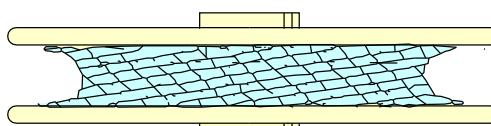
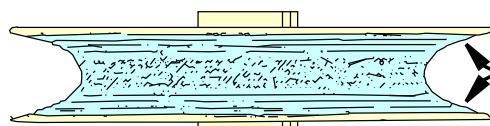
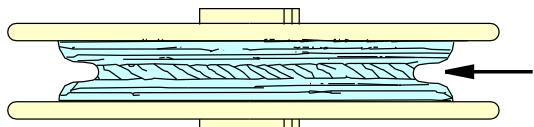
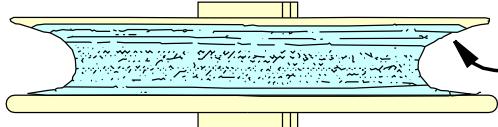
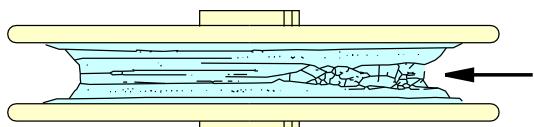
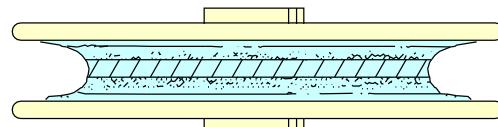
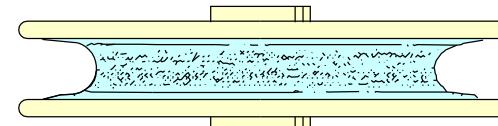
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Cable Wear Patterns
Figure 1

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION |
| | | D633A109-AKS 27-230-00-01 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-01 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**CABLE TENSION TOO HIGH****PULLEY NOT ALIGNED CORRECTLY****PULLEY GROOVE WITH EXCESSIVE WEAR****CABLE NOT ALIGNED CORRECTLY****PULLEY WILL NOT TURN****NORMAL CONDITION****NORMAL CONDITION****Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - OVER WING CENTER SECTION |
| | | D633A109-AKS 27-230-00-01 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | | | |
|-----------------|--------------------------------------|---|-----------------------|--------------------|--|----------------------|
| AIRLINE CARD NO | | TITLE CONTROL CABLES - CONTROL QUADRANT | | | BOEING CARD NO. 27-230-00-02 | |
| DATE | TASK INSPECTION - DETAILED | | | | RELATED CARD W-32-460-00-01 | |
| TAIL NUMBER | WORK AREA CREW CABIN | VERSION 1.1 | THRESHOLD 36000 FC | REPEAT 36000 FC | APPLICABILITY | |
| STATION | SKILL AIRPL | 1.2 | 12 YR | 12 YR | AIRPLANE ALL | ENGINE ALL |
| | | ACCESS 211A 211B 212A 212B | | | ZONE 211 212 | |
| | | | | | | |

Perform a detail visual inspection of all flight control cables for broken wires within the pilot's control quadrant. Check associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

| Reference | Title |
|----------------------|-------------------------------------|
| AMM 12-26-00-600-801 | Control Cable Lubrication (P/B 301) |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT |
| | | D633A109-AKS 27-230-00-02 |

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. 27-230-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-801 | | | | |
| 1. Inspection of the Control Cable Wire Rope (Figure 1) | | | | |
| A. Prepare for the Inspection | | | | |
| SUBTASK 20-20-31-100-001 | | | | |
| CAUTION: DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE. | | | | |
| (1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. | | | | |
| SUBTASK 20-20-31-200-003 | | | | |
| (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing. | | | | |
| NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant. | | | | |
| (a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found. | | | | |
| B. Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage. | | | | |
| SUBTASK 20-20-31-200-004 | | | | |
| (1) Replace the cable assembly if: | | | | |
| (a) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1). | | | | |
| (b) If a kink is found. | | | | |
| (c) If corrosion is found. | | | | |
| C. Perform a detailed visual inspection of the cable. | | | | |
| NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable. | | | | |
| NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires | | | | |
| SUBTASK 20-20-31-160-001 | | | | |
| (1) Replace the 7X7 cable assembly if: | | | | |
| (a) There are two or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are three or more broken wires anywhere in the total cable assembly. | | | | |
| SUBTASK 20-20-31-200-006 | | | | |
| (2) Replace the 7X19 cable assembly if: | | | | |
| (a) There are four or more broken wires in 12 continuous inches of cable. | | | | |
| (b) There are six or more broken wires anywhere in the total cable assembly. | | | | |

| | | | |
|-------------------------------|----------------------|--|----------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT | |
| | | D633A109-AKS 27-230-00-02 | Page 2 of 7 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-02 |
|--|----------------------|--|--|--|
| SUBTASK 20-20-31-210-011 | | | | MECH INSP |
| (3) Inspect the carbon steel control cable lubrication. (a) Make sure there is sufficient lubrication on the control cable. (b) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801. <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables. | | | | |
| ———— END OF TASK ———— | | | | |
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT | | |
| | | D633A109-AKS 27-230-00-02 | Page 3 of 7 Feb 15/2016 | |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 20-20-31-200-802 | | | | |
| 2. Inspection of the Control Cable Fittings | | | | |
| A. Procedure | | | | |
| SUBTASK 20-20-31-200-007 | | | | |
| (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). | | | | |
| (a) Install any missing parts. | | | | |
| SUBTASK 20-20-31-200-008 | | | | |
| (2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. | | | | |
| (a) Replace the cable assembly if cracks or corrosion are found. | | | | |
| SUBTASK 20-20-31-200-009 | | | | |
| (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. | | | | |
| (a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees. | | | | |
| SUBTASK 20-20-31-200-010 | | | | |
| (4) Perform a detailed visual inspection of the turnbuckle. | | | | |
| (a) Replace the turnbuckle if a crack is visible or if corrosion is present. | | | | |
| ———— END OF TASK ———— | | | | |

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT |
| | | D633A109-AKS 27-230-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-02 |
|------|-------------|---------|------------------|--|

TASK 20-20-31-200-805**3. Inspection of Pulleys****A. Procedure**

SUBTASK 20-20-31-200-011

- (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.
 - (a) Replace pulleys which are not free to rotate.

SUBTASK 20-20-31-200-012

- (2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).
 - (a) Replace pulleys which are not in a normal condition.

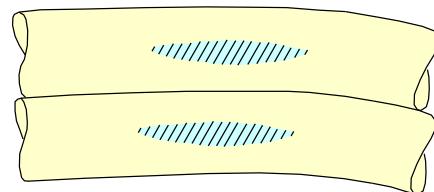
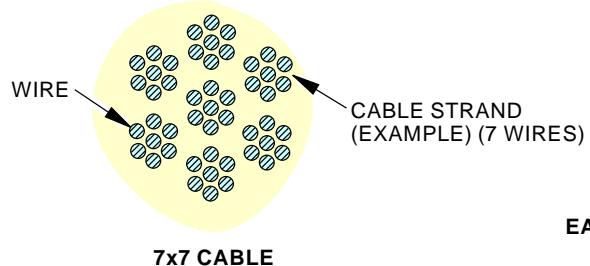
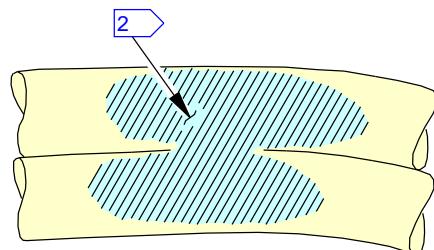
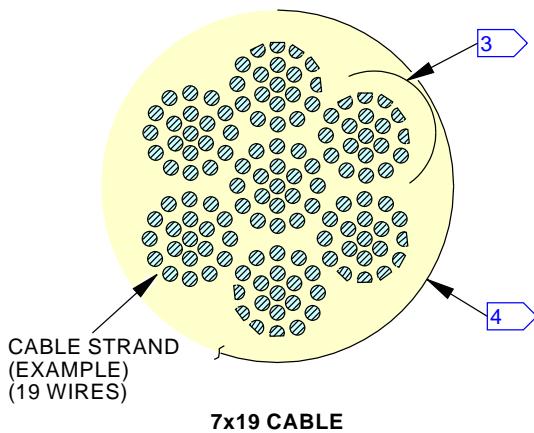
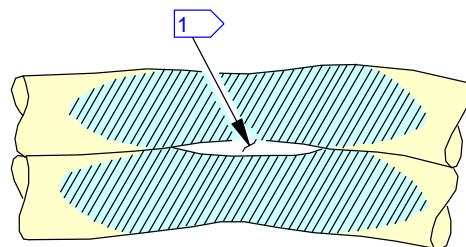
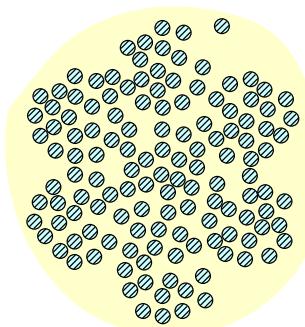
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| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT |
| | | D633A109-AKS 27-230-00-02 |

Page 5 of 7
Feb 15/2016

AKS737-600/700/800/900
TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

- 1** VISIBLE SPACE BETWEEN WIRES.
- 2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND A VISIBLE SPACE BETWEEN WIRES **1** OR A FULLY BLENDED SURFACE. **2****4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

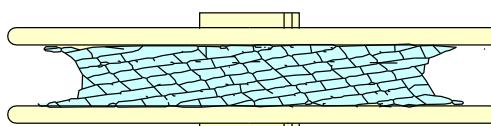
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Cable Wear Patterns
Figure 1

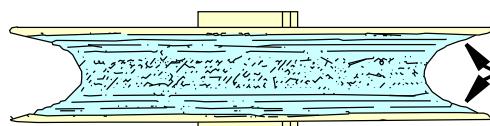
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|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT |
| | | D633A109-AKS 27-230-00-02 |

AKS737-600/700/800/900
TASK CARDS

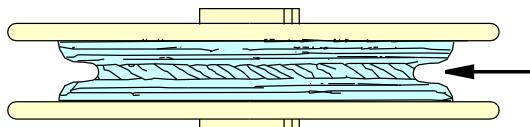
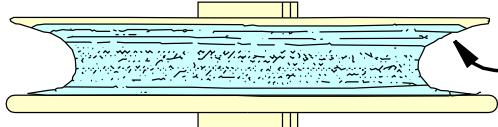
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-230-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



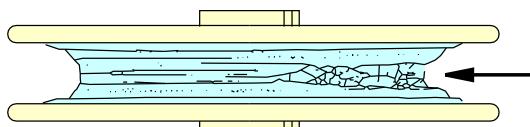
CABLE TENSION TOO HIGH



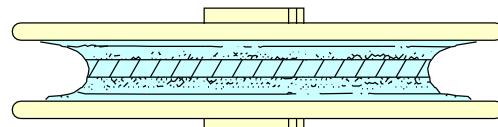
PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

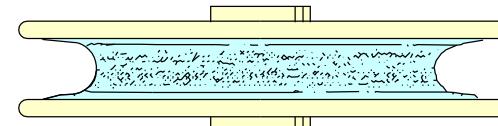
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

**Pulley Wear Patterns
Figure 2**

F25724 S0006562077_V3

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | CONTROL CABLES - CONTROL QUADRANT |
| | | D633A109-AKS 27-230-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | | |
|-----------------|------------------------------|---|------------------------------|---------------------------|--|
| AIRLINE CARD NO | | TITLE FLIGHT CONTROL CABLE TENSION | | | BOEING CARD NO. |
| DATE | TASK FUNCTIONAL | | | | 27-235-00-02 |
| TAIL NUMBER | WORK AREA AIRPLANE | VERSION 1.1 1.2 NOTE | THRESHOLD 6600 FC 3 YR | REPEAT 6600 FC 3 YR | APPLICABILITY AIRPLANE ALL |
| STATION | SKILL AIRPL | ACCESS 112A 113AW 113BW 114AW 114BW 311BL 318BR 324CL | | | ENGINE ALL |
| | | | | | ZONE 112 133 134 210 211 212 311 312 |

Functionally check flight control cable tension.

(Airplanes with the rudder system enhancement)

INTERVAL NOTE: Whichever comes first.

A. References

| Reference | Title |
|--------------------------|--|
| AMM 22-11-92-820-801 | Pitch Force Transducer Adjustment (DFCS BITE Test) (P/B 501) |
| AMM 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| AMM 27-09-17-860-801 | Location of the Flight Control Cables Air Pressure Seals (P/B 201) |
| AMM 27-11-00-820-802 | Pogo and Power Control Unit (PCU) Adjustment (P/B 501) |
| 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 27-21-00-700-813-002 | Rudder Pedal Adjustment and Limit Travel Test (P/B 501) |
| AMM 27-21-00-800-802 | Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation (P/B 201) |
| AMM 27-21-00-840-802 | Pressure to the Rudder Systems A, B, and Standby - Activation (P/B 201) |
| AMM 27-31-00-700-801 | Null Procedure - Mach Trim Actuator (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 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) |

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.

| | | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
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AKS**737-600/700/800/900****TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|-------------------------------|--|----------------------|---|---|
| Reference | Description | | | |
| COM-1554 | Tensiometer - Cable, High Tension (200 lbs and above) Part #: 102-03120 Supplier: 21844 Part #: ACM-300 Supplier: 13331 Part #: ACM-600 Supplier: 13331 Part #: T5-8008-106-00 Supplier: 0N8U4 Part #: T60-1001-C9-1A Supplier: 0N8U4 | | | |
| SPL-1585 | Kit - Rigging Pins, All Systems Part #: F70207-109 Supplier: 81205 | | | |
| SPL-1671 | Straight Edge - Control Wheel Part #: SE27-0001 Supplier: 81205 | | | |
| SPL-1677 | Assembly - Trammel Bar, Stabilizer Trim Actuator Part #: F80055-10 Supplier: 81205 Opt Part #: F80055-1 Supplier: 81205 | | | |
| EFFECTIVITY AKS ALL | | SOURCE MRB | FLIGHT CONTROL CABLE TENSION D633A109-AKS 27-235-00-02 | |
| | | | | Page 2 of 56 Feb 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|---|-------------|---------|------------------|--|
| TASK 27-11-00-820-801 | | | | MECH INSP |
| 1. Aileron Cables Adjustment | | | | |
| Figure 3 | | | | |
| A. General | | | | |
| (1) Before you do cable adjustment, permit a minimum of one hour at a constant ambient temperature of $\pm 5^{\circ}\text{F}$ ($\pm 2.8^{\circ}\text{C}$) for the airframe temperature to become stable. | | | | |
| (a) The cable tension values will not be correct when there are temperature differences along the cable run. | | | | |
| B. Prepare for the Adjustment | | | | |
| SUBTASK 27-11-00-480-002 | | | | |
| WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEARS. WITHOUT THE DOWNLOCK PINS, THE LANDING GEARS COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. | | | | |
| (1) If the downlock pins are not installed on all the landing gears, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801. | | | | |
| SUBTASK 27-11-00-010-001 | | | | |
| (2) If you adjust the cables AA and AB or cables ACBA and ACBB, open this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-11-00-860-061 | | | | |
| (3) Do this task: Pressure from the Aileron Hydraulic Systems A and B - Deactivation, AMM TASK 27-11-00-860-801. | | | | |
| C. Aileron Transfer Cables ACBA and ACBB Adjustment | | | | |
| SUBTASK 27-11-00-860-062 | | | | |
| (1) Make sure the captain's and the first officer's control wheels are in the neutral position: | | | | |
| 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. | | | | |
| (a) Pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| (b) Operate the aileron trim switches on the control stand panel, P8, until you can freely install and remove the rig pin A/S-15, from the rig pin kit, SPL-1585 (Figure 1). | | | | |
| (c) Remove power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-11-00-480-004 | | | | |
| (2) Attach the straight edge, SPL-1671 across the top ends of the two control wheels. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
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TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 | | |
|---|---|-------------------------------------|------------------|--|-------------|----------|
| | | | | | MECH | INSP |
| SUBTASK 27-11-00-820-020 | | | | | | |
| (3) | Make sure that one end of the First Officer's control wheel is no more than 0.20 inch (5.1 millimeters) from the straight edge, SPL-1671. | | | | | |
| SUBTASK 27-11-00-010-014 | | | | | | |
| (4) | Remove the bolts that attach the clamps to the support brackets. | | | | | |
| SUBTASK 27-11-00-010-015 | | | | | | |
| (5) | Remove the shields. | | | | | |
| SUBTASK 27-11-00-820-001 | | | | | | |
| (6) | If you install new cables ACBA and ACBB, do these steps to adjust the cables (Figure 2): | | | | | |
| (a) | Adjust the cables until you can easily install and remove rig pin A/S-1A, from the rig pin kit, SPL-1585, in the aileron transfer mechanism (Figure 1). | | | | | |
| (b) | Tighten the turnbuckles on the cables to get the tension two times the specified cable rigging load for cables ACBA and ACBB (Table 1). | | | | | |
| Table 1 Aileron Cable Rigging Load | | | | | | |
| Temperature °Fahrenheit (°Celsius) | Cable Rigging Load pounds (newtons) | | | | | |
| | AA & AB | | ABSA & ABSB | | ACBA & ACBB | |
| | High | Low | High | Low | High | Low |
| 110 (43.3) | 195 (867) | 155 (689) | 283 (1259) | 243 (1081) | 108 (480) | 78 (347) |
| 108 (42.2) | 193 (859) | 153 (681) | 281 (1250) | 241 (1072) | 107 (476) | 77 (343) |
| 106 (41.1) | 191 (850) | 151 (672) | 279 (1241) | 239 (1063) | 106 (472) | 76 (338) |
| 104 (40.0) | 190 (845) | 150 (667) | 277 (1232) | 237 (1054) | 105 (467) | 75 (334) |
| 102 (38.9) | 188 (836) | 148 (658) | 274 (1219) | 234 (1041) | 104 (463) | 74 (329) |
| 100 (37.8) | 187 (832) | 147 (654) | 272 (1210) | 232 (1032) | 104 (463) | 74 (329) |
| 98 (36.7) | 185 (823) | 145 (645) | 270 (1201) | 230 (1023) | 103 (458) | 73 (325) |
| 96 (35.6) | 184 (818) | 144 (641) | 268 (1192) | 228 (1014) | 102 (454) | 72 (320) |
| 94 (34.4) | 182 (810) | 142 (632) | 266 (1183) | 226 (1005) | 101 (449) | 71 (316) |
| 92 (33.3) | 181 (805) | 141 (627) | 264 (1174) | 224 (996) | 100 (445) | 70 (311) |
| 90 (32.2) | 179 (796) | 119 (529) | 261 (1161) | 211 (939) | 99 (440) | 69 (307) |
| 88 (31.1) | 178 (792) | 118 (525) | 259 (1152) | 209 (930) | 98 (436) | 68 (302) |
| 86 (30.0) | 176 (783) | 116 (516) | 257 (1143) | 207 (921) | 97 (431) | 67 (298) |
| 84 (28.9) | 175 (778) | 115 (512) | 255 (1134) | 205 (912) | 96 (427) | 66 (294) |
| 82 (27.8) | 173 (770) | 113 (503) | 253 (1125) | 203 (903) | 95 (423) | 65 (289) |
| 80 (26.7) | 172 (765) | 112 (498) | 251 (1117) | 201 (894) | 95 (423) | 65 (289) |
| 78 (25.6) | 170 (756) | 110 (489) | 248 (1103) | 198 (881) | 94 (418) | 64 (285) |
| 76 (24.4) | 169 (752) | 109 (485) | 246 (1094) | 196 (872) | 93 (414) | 63 (280) |
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | | | | |
| | | D633A109-AKS | | | | |
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TASK CARDS

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|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|

Table 1 Aileron Cable Rigging Load (Continued)

| Temperature °Fahrenheit (°Celsius) | Cable Rigging Load pounds (newtons) | | | | | | MECH | INSP | | |
|---------------------------------------|-------------------------------------|-----------|-------------|-----------|-------------|----------|------|------|--|--|
| | AA & AB | | ABSA & ABSB | | ACBA & ACBB | | | | | |
| | High | Low | High | Low | High | Low | | | | |
| 74 (23.3) | 167 (743) | 107 (476) | 244 (1085) | 194 (863) | 92 (409) | 62 (276) | | | | |
| 72 (22.2) | 166 (738) | 106 (472) | 242 (1076) | 192 (854) | 91 (405) | 61 (271) | | | | |
| 70 (21.1) | 165 (734) | 105 (467) | 240 (1068) | 190 (845) | 90 (400) | 60 (267) | | | | |
| 68 (20.0) | 163 (725) | 103 (458) | 238 (1059) | 188 (836) | 89 (396) | 59 (262) | | | | |
| 66 (18.9) | 162 (721) | 102 (454) | 235 (1045) | 185 (823) | 89 (396) | 59 (262) | | | | |
| 64 (17.8) | 160 (712) | 100 (445) | 233 (1036) | 183 (814) | 88 (391) | 58 (258) | | | | |
| 62 (16.7) | 159 (707) | 99 (440) | 231 (1028) | 181 (805) | 88 (391) | 58 (258) | | | | |
| 60 (15.6) | 158 (703) | 98 (436) | 229 (1019) | 179 (796) | 87 (387) | 57 (254) | | | | |
| 58 (14.4) | 156 (694) | 96 (427) | 227 (1010) | 177 (787) | 87 (387) | 57 (254) | | | | |
| 56 (13.3) | 155 (689) | 95 (423) | 225 (1001) | 175 (778) | 86 (383) | 56 (249) | | | | |
| 54 (12.2) | 154 (685) | 94 (418) | 223 (992) | 173 (770) | 85 (378) | 55 (245) | | | | |
| 52 (11.1) | 152 (676) | 92 (409) | 220 (979) | 170 (756) | 85 (378) | 55 (245) | | | | |
| 50 (10.0) | 151 (672) | 91 (405) | 218 (970) | 168 (747) | 84 (374) | 54 (240) | | | | |
| 48 (8.9) | 150 (667) | 90 (400) | 216 (961) | 166 (738) | 84 (374) | 54 (240) | | | | |
| 46 (7.8) | 148 (658) | 88 (391) | 214 (952) | 164 (730) | 83 (369) | 53 (236) | | | | |
| 44 (6.7) | 147 (654) | 87 (387) | 212 (943) | 162 (721) | 82 (365) | 52 (231) | | | | |
| 42 (5.6) | 146 (649) | 86 (383) | 210 (934) | 160 (712) | 82 (365) | 52 (231) | | | | |
| 40 (4.4) | 144 (641) | 84 (374) | 207 (921) | 157 (698) | 81 (360) | 51 (227) | | | | |
| 38 (3.3) | 143 (636) | 103 (458) | 205 (912) | 165 (734) | 81 (360) | 51 (227) | | | | |
| 36 (2.2) | 142 (632) | 102 (452) | 203 (903) | 163 (725) | 80 (356) | 50 (222) | | | | |
| 34 (1.1) | 141 (627) | 101 (449) | 201 (894) | 161 (716) | 80 (356) | 50 (222) | | | | |
| 32 (0) | 139 (618) | 99 (440) | 199 (885) | 159 (707) | 79 (351) | 49 (218) | | | | |
| 30 (-1.1) | 138 (614) | 98 (436) | 197 (876) | 157 (698) | 78 (347) | 48 (214) | | | | |
| 28 (-2.2) | 137 (609) | 97 (431) | 194 (863) | 154 (685) | 78 (347) | 48 (214) | | | | |
| 26 (-3.3) | 136 (605) | 96 (427) | 192 (854) | 152 (676) | 77 (343) | 47 (209) | | | | |
| 24 (-4.4) | 135 (601) | 95 (423) | 190 (845) | 150 (667) | 77 (343) | 47 (209) | | | | |
| 22 (-5.6) | 133 (592) | 94 (418) | 188 (836) | 148 (658) | 76 (338) | 46 (205) | | | | |
| 20 (-6.7) | 132 (587) | 92 (409) | 186 (827) | 146 (649) | 76 (338) | 46 (205) | | | | |
| 18 (-7.8) | 131 (583) | 91 (405) | 184 (818) | 144 (641) | 75 (334) | 45 (200) | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
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TASK CARDS

| DATE | TAIL NUMBER | | STATION | | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 | | |
|---------------------------------------|-------------------------------------|----------|-------------|-----------|------------------|--|------|------|
| Temperature °Fahrenheit (°Celsius) | Cable Rigging Load pounds (newtons) | | | | | | MECH | INSP |
| | AA & AB | | ABSA & ABSB | | ACBA & ACBB | | | |
| | High | Low | High | Low | High | Low | | |
| 16 (-8.9) | 130 (578) | 90 (400) | 181 (805) | 141 (627) | 74 (329) | 44 (196) | | |
| 14 (-10.0) | 129 (574) | 89 (396) | 179 (796) | 139 (618) | 74 (329) | 44 (196) | | |
| 12 (-11.1) | 128 (569) | 88 (391) | 177 (787) | 137 (609) | 73 (325) | 43 (191) | | |
| 10 (-12.2) | 127 (565) | 87 (387) | 175 (778) | 135 (601) | 73 (325) | 43 (193) | | |
| 8 (-13.3) | 125 (556) | 85 (378) | 173 (770) | 133 (592) | 72 (320) | 42 (187) | | |
| 6 (-14.4) | 124 (552) | 84 (374) | 171 (761) | 131 (583) | 71 (316) | 41 (182) | | |
| 4 (-15.6) | 123 (547) | 83 (369) | 169 (752) | 129 (574) | 71 (316) | 41 (182) | | |
| 2 (-16.7) | 122 (543) | 82 (365) | 166 (738) | 126 (560) | 70 (311) | 40 (178) | | |
| 0 (-17.8) | 121 (538) | 81 (360) | 164 (730) | 124 (552) | 70 (311) | 40 (178) | | |
| -2 (-18.9) | 120 (534) | 80 (356) | 162 (721) | 122 (543) | 69 (307) | 39 (173) | | |
| -4 (-20.0) | 119 (529) | 79 (351) | 160 (712) | 120 (534) | 69 (307) | 39 (173) | | |
| -6 (-21.1) | 118 (525) | 78 (347) | 158 (703) | 118 (525) | 68 (302) | 38 (169) | | |
| -8 (-22.2) | 117 (520) | 77 (343) | 156 (694) | 116 (516) | 67 (298) | 37 (165) | | |
| -10 (-23.3) | 116 (516) | 76 (338) | 153 (681) | 113 (503) | 67 (298) | 37 (165) | | |
| -12 (-24.4) | 115 (512) | 75 (334) | 151 (672) | 111 (494) | 66 (294) | 36 (160) | | |
| -14 (-25.6) | 114 (507) | 74 (329) | 149 (663) | 109 (485) | 66 (294) | 36 (160) | | |
| -16 (-26.7) | 113 (503) | 73 (325) | 147 (654) | 107 (476) | 65 (289) | 35 (156) | | |
| -18 (-27.8) | 112 (498) | 72 (320) | 145 (645) | 105 (467) | 64 (285) | 34 (151) | | |
| -20 (-28.9) | 111 (494) | 71 (316) | 143 (636) | 103 (458) | 64 (285) | 34 (151) | | |
| -22 (-30.0) | 110 (489) | 70 (311) | 140 (623) | 100 (445) | 63 (280) | 33 (147) | | |
| -24 (-31.1) | 109 (485) | 69 (307) | 138 (614) | 98 (436) | 63 (280) | 33 (147) | | |
| -26 (-32.2) | 108 (480) | 68 (302) | 136 (605) | 96 (427) | 62 (276) | 32 (142) | | |
| -28 (-33.3) | 107 (476) | 67 (298) | 134 (596) | 94 (418) | 62 (276) | 32 (142) | | |
| -30 (-34.4) | 106 (472) | 66 (294) | 132 (587) | 92 (409) | 61 (271) | 31 (138) | | |
| -32 (-35.6) | 105 (467) | 65 (289) | 130 (578) | 90 (400) | 60 (267) | 30 (133) | | |
| -34 (-36.7) | 104 (463) | 64 (285) | 127 (565) | 87 (387) | 60 (267) | 30 (133) | | |
| -36 (-37.8) | 103 (458) | 63 (280) | 125 (556) | 85 (378) | 59 (262) | 29 (129) | | |
| -38 (-38.9) | 102 (452) | 62 (276) | 123 (547) | 83 (369) | 59 (262) | 29 (129) | | |
| -40 (-40.0) | 101 (449) | 61 (271) | 121 (538) | 81 (360) | 58 (258) | 28 (125) | | |

(c) Remove the straight edge, SPL-1671 from the control wheels.

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
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| | | | | |
| (d) | Operate the captain's control wheel for 20 times. 1) Do not turn the control wheel more than 100 degrees from the neutral position. | | | MECH INSP |
| (e) | Reduce the tension in the cables to get the specified cable rigging load for cables ACBA and ACBB (Table 1). <u>NOTE:</u> Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | |
| (f) | Operate the captain's control wheel two to three times. | | | |
| (g) | Put the captain's control wheel back to the neutral position. 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | |
| SUBTASK 27-11-00-200-001 | | | | |
| (7) | Use a high tension cable tensiometer, COM-1554 to check the tension measurement (Table 1). | | | |
| SUBTASK 27-11-00-820-002 | | | | |
| (8) | If the cables ACBA and ACBB are not new, do these steps to adjust the cables: (a) Remove the straight edge, SPL-1671 from the control wheels. (b) Adjust the cables until you can easily install and remove rig pin A/S-1A, from the rig pin kit, SPL-1585, in the aileron transfer mechanism (Figure 1). (c) Tighten the turnbuckles on the cables until you get the correct tension for cables ACBA and ACBB (Table 1). <u>NOTE:</u> Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. (d) Operate the captain's control wheel two to three times. (e) Put the captain's control wheel back to the neutral position. 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | |
| SUBTASK 27-11-00-860-006 | | | | |
| (9) | Make sure you can easily install and remove the rig pins A/S-1 and A/S-1A, from the rig pin kit, SPL-1585, in the transfer mechanism (Figure 1). (a) To adjust the cables for rig pin fit, loosen one cable and tighten the other cable the same amount. | | | |
| SUBTASK 27-11-00-480-005 | | | | |
| (10) | Attach the straight edge, SPL-1671 on the captain's and first officer's control wheels. (a) Make sure the top ends of the control wheels touch the straight edge, SPL-1671. (b) Make sure that one end of the first officer's control wheel is no more than 0.20 inch (5.1 mm) from the straight edge, SPL-1671. | | | |
| SUBTASK 27-11-00-860-007 | | | | |
| (11) | Measure the cable tensions. (a) Make sure the tension for cables ACBA and ACBB is not out of tolerance (Table 1). | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-11-00-480-006 | | | | |
| (12) Install the turnbuckle clip locks. | | | | |
| SUBTASK 27-11-00-410-003 | | | | |
| (13) Install the cable shields and clamps. | | | | |
| D. Aileron Body Cables AA and AB Adjustment | | | | |
| SUBTASK 27-11-00-860-008 | | | | |
| 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) Pressurize hydraulic systems A and B, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801. | | | | |
| SUBTASK 27-11-00-860-009 | | | | |
| (2) Operate the aileron trim switches on the control stand panel, P8, until you can freely install and remove the rig pin A/S-15, from the rig pin kit, SPL-1585 (Figure 1). | | | | |
| SUBTASK 27-11-00-860-010 | | | | |
| (3) Remove power from hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805. | | | | |
| SUBTASK 27-11-00-210-001 | | | | |
| (4) Make sure the centering cam follower roller is firmly in the cam detent Figure 4. | | | | |
| SUBTASK 27-11-00-820-003 | | | | |
| (5) If you install new cables AA and AB, do these steps to adjust the cables (Figure 2): | | | | |
| (a) Adjust the cables until you can easily install and remove rig pins A/S-1 and A/S-1A, from the rig pin kit, SPL-1585, in the aileron transfer mechanism (Figure 1). | | | | |
| (b) Tighten the turnbuckles on the cables to get the tension two times the specified cable rigging load for cables AA and AB (Table 1). | | | | |
| (c) Operate the captain's control wheel for 20 times. | | | | |
| 1) Do not turn the control wheel more than 100 degrees from the neutral position. | | | | |
| (d) Reduce the tension in the cables to get the specified cable rigging load for cables AA and AB (Table 1). | | | | |
| NOTE: Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | | |
| (e) Operate the captain's control wheel two to three times. | | | | |
| (f) Put the captain's control wheel back to the neutral position. | | | | |
| 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | | |
| SUBTASK 27-11-00-200-002 | | | | |
| (6) Use a high tension cable tensiometer, COM-1554 to check the tension measurement (Table 1). | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-11-00-820-004 | | | | |
| (7) If the cables AA and AB are not new, do these steps to adjust the cables: | | | | |
| (a) Adjust the cables until you can easily install and remove rig pins A/S-1 and A/S-1A, from the rig pin kit, SPL-1585, in the aileron transfer mechanism (Figure 1). | | | | |
| (b) Tighten the turnbuckles on the cables to get the correct tension for cables AA and AB (Table 1). | | | | |
| NOTE: Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | | |
| (c) Operate the captain's control wheel two to three times. | | | | |
| (d) Put the captain's control wheel back to the neutral position. | | | | |
| 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | | |
| SUBTASK 27-11-00-860-011 | | | | |
| (8) Make sure you can easily install and remove these rig pins from the rig pin kit, SPL-1585 (Figure 1): | | | | |
| (a) Rig pin A/S-3 in the spoiler shaft | | | | |
| (b) Rig pin A/S-4 in the aileron bus drum | | | | |
| (c) Rig pin A/S-15 in the aileron trim actuator | | | | |
| (d) Rig pins A/S-1 and A/S-1A in the aileron transfer mechanism. | | | | |
| SUBTASK 27-11-00-820-015 | | | | |
| (9) If you cannot easily install and remove the rig pin A/S-3, rig pin A/S-4, rig pin A/S-15, rig pin A/S-1 or rig pin A/S-1A, adjust the cables AA and AB: | | | | |
| NOTE: Do not adjust the cables ACBA and ACBB. | | | | |
| (a) Loosen the turnbuckle on one cable and tighten the turnbuckle on the other cable the same amount until you can easily install and remove the rig pin. | | | | |
| SUBTASK 27-11-00-860-063 | | | | |
| (10) Measure the cable tensions. | | | | |
| (a) Make sure the tension for cables AA and AB is not out of tolerance (Table 1). | | | | |
| SUBTASK 27-11-00-860-012 | | | | |
| (11) Attach the straight edge, SPL-1671 on the captain's and first officer's control wheels. | | | | |
| (a) Make sure the top ends of the control wheels touch the straight edge, SPL-1671. | | | | |
| (b) Make sure that one end of the first officer's control wheel is no more than 0.20 inch (5.1 mm) from the straight edge, SPL-1671. | | | | |
| SUBTASK 27-11-00-420-001 | | | | |
| (12) Install the turnbuckle clip locks. | | | | |
| E. Aileron Wing Cables ABSA and ABSB Adjustment | | | | |
| SUBTASK 27-11-00-820-016 | | | | |
| (1) Make sure the pogos and power control unit is correctly adjusted before you do the wing cables adjustment. To do it, do this task: Pogo and Power Control Unit (PCU) Adjustment, AMM TASK 27-11-00-820-802. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
| | | D633A109-AKS 27-235-00-02 | Page 9 of 56 Jun 15/2016 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|---|---------|------------------|--|
| | | | | MECH INSP |
| | SUBTASK 27-11-00-480-007 | | | |
| | (2) Install the rig pin A/S-4, from the rig pin kit, SPL-1585, in the aileron bus drum. | | | |
| | SUBTASK 27-11-00-820-005 | | | |
| | (3) If you install new cables ABSA and ABSB, do these steps to adjust the cables (Figure 2): | | | |
| | (a) Tighten the turnbuckles on the cables to get the tension two times the specified rigging load for cables ABSA and ABSB (Table 1). | | | |
| | (b) Remove the rig pin A/S-4. | | | |
| | (c) Operate the captain's control wheel for 20 times. | | | |
| | 1) Do not turn the control wheel more than 100 degrees from the neutral position. | | | |
| | (d) Reduce the tension in the cables to get the specified cable rigging load for cables ABSA and ABSB (Table 1). | | | |
| | NOTE: Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | |
| | (e) Operate the captain's control wheel two to three times. | | | |
| | (f) Put the captain's control wheel back to the neutral position. | | | |
| | 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | |
| | SUBTASK 27-11-00-200-003 | | | |
| | (4) Use a high tension cable tensiometer, COM-1554 to check the tension measurement (Table 1). | | | |
| | SUBTASK 27-11-00-820-006 | | | |
| | (5) If the cables ABSA and ABSB are not new, do these steps to adjust cables ABSA and ABSB: | | | |
| | (a) Tighten the turnbuckles until you get the specified cable rigging load for cables ABSA and ABSB (Table 1). | | | |
| | NOTE: Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | |
| | (b) Remove the rig pin A/S-4. | | | |
| | (c) Operate the captain's control wheel two to three times. | | | |
| | (d) Put the captain's control wheel back to the neutral position. | | | |
| | 1) Move the control wheel quickly back and forth about neutral to make sure it is in the center position. | | | |
| | SUBTASK 27-11-00-480-022 | | | |
| | (6) Install the rig pin A/S-4, from the rig pin kit, SPL-1585, in the aileron bus drum. | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-11-00-860-088 | | | | |
| (7) Make sure the aileron is in the rig position (Figure 5). | | | | |
| NOTE: The aileron rig position is measured 3.0 ± 0.10 inch (76.2 ± 2.5 mm) forward of the aft, inboard corner of the fixed lower panel, and 3.0 ± 0.10 inch (76.2 ± 2.5 mm) forward of the aft, outboard corner of the aileron. At this location, the distance between the lower surface of the fixed lower panel and the lower surface of the aileron should be 0.19 ± 0.03 inch (4.83 ± 0.76 mm). | | | | |
| (a) If the aileron is not in the rig position, adjust the turnbuckles for each cable. | | | | |
| SUBTASK 27-11-00-860-017 | | | | |
| (8) Measure the cable tensions. | | | | |
| (a) Make sure the tension for cables ABSA and ABSB is not out of tolerance (Table 1). | | | | |
| SUBTASK 27-11-00-420-002 | | | | |
| (9) Install the turnbuckle clip locks. | | | | |
| SUBTASK 27-11-00-080-003 | | | | |
| (10) Remove rig pin A/S-4. | | | | |
| F. Put the Airplane Back to Its Usual Condition | | | | |
| SUBTASK 27-11-00-410-001 | | | | |
| (1) If it is open, close this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-11-00-860-019 | | | | |
| (2) Do this task: Pressure to the Aileron Hydraulic Systems A and B - Activation, AMM TASK 27-11-00-860-802. | | | | |
| — END OF TASK — | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| TASK 27-31-00-820-801 | | | | |
| 2. Elevator Control Cables EA and EB and Pitch Force Transducers - Adjustment (Figure 6, Figure 7, Figure 8) | | | | |
| A. General (1) Use this task to adjust the elevator control cables and pitch force transducers. (2) Before you do cable adjustment, permit a minimum of one hour at a constant ambient temperature of ± 5 degrees F (± 2.8 degrees C) for the airframe temperature to become stable. (a) The cable tension values will not be correct when there are temperature differences along the cable run. | | | | |
| B. Prepare for the Adjustment SUBTASK 27-31-00-860-017 (1) Do this task: Null Procedure - Mach Trim Actuator, AMM TASK 27-31-00-700-801. SUBTASK 27-31-00-860-246 (2) Do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, AMM TASK 27-31-00-800-802. SUBTASK 27-31-00-010-031 (3) Open this access panel: Number Name/Location 112A Forward Access Door SUBTASK 27-31-00-010-032 (4) Open this access panel: Number Name/Location 311BL Stabilizer Trim Access Door SUBTASK 27-31-00-010-001 (5) Remove this access panel: Number Name/Location 318BR Tailcone Access Door SUBTASK 27-31-00-860-018 (6) Use the bar, SPL-1677 to set the "B" dimension at 4 units of trim (39.89 ± 0.03 in. (1013.21 ± 0.77 mm)). (Figure 7) NOTE: Make sure to protect wire bundles when using the trammel bar, SPL-1677. The sharp edges on the trammel bar, SPL-1677 can cause chafing or damage to the wires. | | | | |
| C. Elevator Control Cables EA and EB and Pitch Force Transducers Adjustment SUBTASK 27-31-00-020-001 (1) Remove the nuts [3], washers [2], and bolts [1] from the adjustable end of the two pitch force transducers (Figure 6). NOTE: The bolts [1] will be installed when you complete the adjustment of the pitch force transducers. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION D633A109-AKS 27-235-00-02 | Page 12 of 56 Jun 15/2016 |
|-------------------------------|----------------------|---|------------------------------|

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-31-00-710-001 | | | | |
| (2) Adjust the elevator control cables EA and EB and the pitch force transducers: | | | | |
| (a) Install the rig pin E-5 from the rig pin kit, SPL-1585 in the elevator aft quadrant (Figure 8). | | | | |
| 1) Make sure you can move the rig pin freely. | | | | |
| 2) If it is necessary, move the elevator by hand until you can install the rig pin E-5. | | | | |
| (b) Install the rig pin E-1 from the rig pin kit, SPL-1585 in the elevator left forward quadrant (Figure 6). | | | | |
| 1) Make sure you can move the rig pin E-1 freely. | | | | |
| (c) Remove the nuts [6], washers [5], and bolts [4] from the two elevator forward quadrants. | | | | |
| NOTE: The bolts [4] will be installed when you complete the adjustment of the pitch force transducers. | | | | |
| (d) Install the rig pins E-2 and E-3 from the rig pin kit, SPL-1585 through the installation holes of the bolts [4] (Figure 6). | | | | |
| 1) Make sure you can move the rig pins E-2 and E-3 freely. | | | | |
| (e) Use a high tension cable tensiometer, COM-1554 to check the tension measurement, (Table 2). | | | | |
| (f) If you install new elevator control cables EA and EB, then do these steps to stretch the cables: | | | | |
| 1) Adjust the turnbuckles on the EAL, EAR, EBL, and EBR cables to 300 ± 20 lbf (1334 ± 89 N) or 136.0 ± 9.1 kg. | | | | |
| 2) Adjust the seals in the pressure bulkhead, if it is necessary, to keep the cables straight. | | | | |
| 3) Remove the rig pin E-1 from the elevator left forward quadrant. | | | | |
| 4) Remove the rig pin E-5 from the elevator aft quadrant. | | | | |
| 5) Move the control column 25 times through full travel. | | | | |
| 6) Install the rig pin E-5 to the elevator aft quadrant. | | | | |
| a) Make sure you can move the rig pin E-5 freely. | | | | |
| b) If it is necessary, move the elevator by hand until the rig pin holes align. | | | | |
| 7) Install the rig pin E-1 to the elevator left forward quadrant. | | | | |
| a) Make sure you can move the rig pin E-1 freely. | | | | |
| 8) Make sure the rig pins E-2 and E-3 move freely through the installation holes of the bolts [4]. | | | | |
| (g) Adjust the control cables EA and EB to their correct cable rigging tension: | | | | |
| 1) Adjust the turnbuckles to get the cable tension as shown on the table below (Table 2): | | | | |
| NOTE: Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time. | | | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|

Table 2 Elevator Control Cable Rigging Tension

| Temperature Deg F (C) | Maximum Lbs (Kg) | Minimum Lbs (Kg) | MECH | INSP |
|-----------------------|------------------|------------------|------|------|
| -40 (-40) | 85 (39) | 50 (23) | | |
| -38 (-39) | 85 (39) | 50 (23) | | |
| -36 (-38) | 86 (39) | 51 (23) | | |
| -34 (-37) | 87 (40) | 52 (24) | | |
| -32 (-36) | 88 (40) | 53 (24) | | |
| -30 (-34) | 90 (41) | 55 (25) | | |
| -28 (-33) | 91 (41) | 56 (25) | | |
| -26 (-32) | 92 (43) | 57 (26) | | |
| -24 (-31) | 93 (42) | 58 (26) | | |
| -22 (-30) | 94 (43) | 59 (27) | | |
| -20 (-29) | 95 (43) | 60 (27) | | |
| -18 (-28) | 96 (44) | 61 (28) | | |
| -16 (-27) | 97 (44) | 62 (28) | | |
| -14 (-26) | 98 (44) | 63 (29) | | |
| -12 (-24) | 99 (45) | 64 (29) | | |
| -10 (-23) | 100 (45) | 65 (30) | | |
| -08 (-22) | 101 (46) | 66 (30) | | |
| -06 (-21) | 103 (47) | 68 (31) | | |
| -04 (-20) | 104 (47) | 69 (31) | | |
| -02 (-19) | 105 (48) | 70 (32) | | |
| 00 (-18) | 106 (48) | 71 (32) | | |
| 02 (-17) | 107 (49) | 72 (33) | | |
| 04 (-16) | 108 (49) | 73 (33) | | |
| 06 (-14) | 110 (50) | 75 (34) | | |
| 08 (-13) | 111 (50) | 76 (34) | | |
| 10 (-12) | 112 (51) | 77 (35) | | |
| 12 (-11) | 113 (51) | 78 (35) | | |
| 14 (-10) | 115 (52) | 80 (36) | | |
| 16 (-9) | 116 (53) | 81 (37) | | |
| 18 (-8) | 117 (53) | 82 (37) | | |
| 20 (-7) | 118 (54) | 83 (38) | | |
| 22 (-6) | 120 (54) | 85 (39) | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
| | | D633A109-AKS 27-235-00-02 | Page 14 of 56 Jun 15/2016 |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

Table 2 Elevator Control Cable Rigging Tension (Continued)

| Temperature Deg F (C) | Maximum Lbs (Kg) | Minimum Lbs (Kg) | MECH | INSP |
|-----------------------|------------------|------------------|------|------|
| 24 (-4) | 121 (55) | 86 (39) | | |
| 26 (-3) | 122 (55) | 87 (40) | | |
| 28 (-2) | 124 (56) | 89 (40) | | |
| 30 (-1) | 125 (57) | 90 (41) | | |
| 32 (0) | 126 (57) | 91 (41) | | |
| 34 (1) | 128 (58) | 93 (42) | | |
| 36 (2) | 129 (59) | 94 (43) | | |
| 38 (3) | 130 (59) | 95 (43) | | |
| 40 (4) | 132 (60) | 82 (37) | | |
| 42 (6) | 133 (60) | 83 (38) | | |
| 44 (7) | 134 (61) | 84 (38) | | |
| 46 (8) | 136 (62) | 86 (39) | | |
| 48 (9) | 137 (62) | 87 (40) | | |
| 50 (10) | 139 (63) | 89 (40) | | |
| 52 (11) | 140 (64) | 90 (41) | | |
| 54 (12) | 142 (64) | 92 (42) | | |
| 56 (13) | 143 (65) | 93 (42) | | |
| 58 (14) | 145 (66) | 95 (43) | | |
| 60 (16) | 146 (66) | 96 (44) | | |
| 62 (17) | 148 (67) | 98 (44) | | |
| 64 (18) | 149 (68) | 99 (45) | | |
| 66 (19) | 151 (68) | 101 (46) | | |
| 68 (20) | 152 (69) | 102 (46) | | |
| 70 (21) | 154 (70) | 104 (47) | | |
| 72 (22) | 155 (70) | 105 (48) | | |
| 74 (23) | 157 (71) | 107 (49) | | |
| 76 (24) | 158 (72) | 108 (49) | | |
| 78 (26) | 160 (73) | 110 (50) | | |
| 80 (27) | 162 (73) | 112 (51) | | |
| 82 (28) | 163 (74) | 113 (51) | | |
| 84 (29) | 165 (75) | 115 (52) | | |
| 86 (30) | 166 (75) | 116 (53) | | |

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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION | |
| | | D633A109-AKS 27-235-00-02 | Page 15 of 56 Jun 15/2016 |

AKS
**737-600/700/800/900
TASK CARDS**

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|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|

Table 2 Elevator Control Cable Rigging Tension (Continued)

| Temperature Deg F (C) | Maximum Lbs (Kg) | Minimum Lbs (Kg) | MECH | INSP |
|-----------------------|------------------|------------------|------|------|
| 88 (31) | 168 (76) | 118 (54) | | |
| 90 (32) | 170 (77) | 120 (54) | | |
| 92 (33) | 171 (78) | 136 (62) | | |
| 94 (34) | 173 (78) | 138 (63) | | |
| 96 (36) | 175 (79) | 140 (64) | | |
| 98 (37) | 176 (80) | 141 (64) | | |
| 100 (38) | 178 (81) | 143 (65) | | |
| 102 (39) | 180 (82) | 145 (66) | | |
| 104 (40) | 181 (82) | 146 (66) | | |
| 106 (41) | 183 (84) | 148 (67) | | |
| 108 (42) | 185 (84) | 150 (68) | | |
| 110 (43) | 187 (85) | 152 (69) | | |

- (h) Adjust the pitch force transducers. To adjust them, do this task: Pitch Force Transducer Adjustment (DFCS BITE Test), AMM TASK 22-11-92-820-801.
- (i) Make sure the tension of control cables EA and EB are same as shown on the table above (Table 2).
- (j) Make sure you can move the rig pins E-1, E-2, E-3, and E-5 freely.
- (k) Remove the rig pins E-2 and E-3.
- (l) Install the bolts [4], washers [5], and nuts [6].
NOTE: Torque the nuts [6] to 200 ± 40 in-lb (23 ± 5 N·m)
- (m) Install the locking clips on the turnbuckles.
- (n) Remove the rig pins E-1 and E-5.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 27-31-00-410-001

- (1) Install this access panel:

Number Name/Location

318BR Tailcone Access Door

SUBTASK 27-31-00-940-001

- (2) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-31-00-940-002 | | | | |
| (3) Close this access panel: | | | | |
| Number Name/Location | | | | |
| 112A Forward Access Door | | | | |
| SUBTASK 27-31-00-860-019 | | | | |
| (4) 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. | | | | |
| — END OF TASK — | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|

TASK 27-21-00-820-808-002

MECH

INSP

3. Rudder Control Cables RA and RB Adjustment

(Figure 9) (Figure 10)

A. General

- (1) Use this task to adjust the rudder control cables RA and RB. This task includes steps to adjust the rudder forward quadrant and rudder pedals.
- (2) Before you do cable adjustment, permit a minimum of one hour at a constant ambient temperature of ± 5 degrees F (± 2.8 degrees C) for the airframe temperature to become stable.
 - (a) The cable tension values will not be correct when there are temperature differences along the cable run.

B. Prepare for the Adjustment

SUBTASK 27-21-00-860-074-002

- (1) Make sure the rudder trim indicator is at the zero unit of trim.

SUBTASK 27-21-00-730-014-002

- (2) Do this task: Rudder Pedal Adjustment and Limit Travel Test, AMM
TASK 27-21-00-700-813-002.

SUBTASK 27-21-00-860-075-002

- (3) Do this task: Pressure from the Rudder Hydraulic Systems A, B, and Standby - Deactivation, AMM TASK 27-21-00-800-802.

SUBTASK 27-21-00-860-076-002

- (4) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 27-21-00-860-077-002

- (5) Make sure that this circuit breaker is closed:

F/O Electrical System Panel, P6-2**Row Col Number Name**

D 19 C00787 FLIGHT CONTROL TRIM CONT RUD

SUBTASK 27-21-00-010-022-002

- (6) Open these access doors:

Number Name/Location

| | |
|-------|-----------------------------|
| 112A | Forward Access Door |
| 311BL | Stabilizer Trim Access Door |
| 324CL | Vertical Fin, Access |

SUBTASK 27-21-00-010-023-002

- (7) Open these access panels:

Number Name/Location

| | |
|-------|-------------------------------|
| 113AW | Forward Nose Wheel Well Panel |
| 113BW | Forward Nose Wheel Well Panel |
| 114AW | Forward Nose Wheel Well Panel |
| 114BW | Forward Nose Wheel Well Panel |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|-------------|---------|------------------|--|
| | | | | MECH INSP |
| C. Rudder Control Cables RA and RB Adjustment | | | | |
| SUBTASK 27-21-00-820-008-002 | | | | |
| (1) If you install new rudder control cables RA and RB, then do these steps to stretch the cables: | | | | |
| (a) Operate the rudder trim indicator until you can install the rig pin R-5 in the rudder feel and centering unit easily (Figure 10, View D). | | | | |
| (b) Adjust the turnbuckles in the cables RA and RB to get a tension of 300 lbf (1334 N) ± 20 lbf (89 N) each. | | | | |
| 1) Make sure you can install the rig pin R-3 from the rig pin kit, SPL-1585 freely in the captain's rudder forward quadrant. | | | | |
| (c) Remove the rig pins R-3 and R-5. | | | | |
| (d) Adjust the pressure seals at the aft pressure bulkhead with the control cables RA and RB. To adjust them, do this task: Location of the Flight Control Cables Air Pressure Seals, AMM TASK 27-09-17-860-801. | | | | |
| (e) Make sure the cables RA and RB do not touch the pulley or the quadrant flanges for the total cable travel. | | | | |
| (f) Make sure the cables RA and RB are in less than 2 degrees of the plane of the pulley or the quadrant. | | | | |
| (g) Make sure you install the cables through the grommets in the structure. | | | | |
| (h) Make sure that the cables do not move from the neutral rig position. | | | | |
| (i) Make sure that the pulleys turn freely with sufficient clearance with the guards. | | | | |
| (j) Remove the Nut [50], Washer [49], Washer [48], and Bolt Assembly [47] to disconnect the Standby Rudder PCU Control Rod [34] from the Rudder Control Torque Tube [33]. | | | | |
| (k) Remove the Nut [45], Washer [44], Washer [43], and Bolt Assembly [42] to disconnect the Main Rudder PCU Control Rod [36] from the Rudder Control Torque Tube [33]. | | | | |
| (l) Move the rudder pedals 25 times through full travel. | | | | |
| (m) Connect the Main Rudder PCU Control Rod [36] to the Center Crank [41]. | | | | |
| 1) Install the Bolt Assembly [42] with the bolt head end up and Washer [43]. | | | | |
| 2) Tighten the outer bolt of the Bolt Assembly [42] to 70 in-lb (7.9 N·m) – 85 in-lb (9.6 N·m). | | | | |
| 3) Install the Washers [44] and Nut [45]. | | | | |
| CAUTION: DO NOT TIGHTEN THE OUTER BOLT OF THE BOLT ASSEMBLY [42] AFTER YOU TIGHTEN THE NUT [45]. THIS CAN CAUSE DAMAGE TO EQUIPMENT. | | | | |
| 4) Tighten the Nut [45] to 25 in-lb (2.8 N·m) – 30 in-lb (3.4 N·m). | | | | |
| (n) Install the Bolt Assembly [47] with the bolt head end up, Washer [48] (under bolt), Washer [49] (under nut), and Nut [50] to connect the Standby Rudder PCU Control Rod [34] to the Upper Crank [46]. | | | | |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|---|-------------|---------|------------------|--|
| | | | | MECH INSP |
| SUBTASK 27-21-00-820-029-002 | | | | |
| (2) Adjust the control cables RA and RB to their correct cable rigging tension: | | | | |
| (a) Use a high tension cable tensiometer, COM-1554 to check the tension measurement. (b) Install the rig pin R-5 from the rig pin kit, SPL-1585 in the rudder feel and centering unit. (c) Adjust the turnbuckles in the cables RA and RB to get the cable tension as given in (Table 3): <u>NOTE:</u> Adjust the tensions close to the maximum values in the table. The cables will stretch over a period of time | | | | |

Table 3 737-800 / 737-900 Rudder Cable Rigging Load

| Temp Deg F (C) | Nominal Lbs (Kg) | Minimum Lbs (Kg) | Maximum Lbs (Kg) |
|----------------|------------------|------------------|------------------|
| 110 (43.3) | 205 (93.0) | 190 (86.2) | 210 (95.2) |
| 108 (42.2) | 204 (92.5) | 189 (85.7) | 209 (94.8) |
| 106 (41.1) | 203 (92.0) | 188 (85.3) | 208 (94.3) |
| 104 (40.0) | 202 (91.6) | 187 (84.8) | 207 (93.9) |
| 102 (38.9) | 201 (91.2) | 186 (84.4) | 206 (93.4) |
| 100 (37.8) | 200 (90.7) | 185 (83.9) | 205 (92.9) |
| 98 (36.7) | 199 (90.3) | 184 (83.4) | 204 (92.5) |
| 96 (35.5) | 198 (89.8) | 183 (83.0) | 203 (92.0) |
| 94 (34.4) | 197 (89.3) | 182 (82.5) | 202 (91.6) |
| 92 (33.3) | 196 (88.9) | 181 (82.1) | 201 (91.2) |
| 90 (32.2) | 195 (88.4) | 180 (81.6) | 200 (90.7) |
| 88 (31.1) | 194 (88.0) | 179 (81.2) | 199 (90.2) |
| 86 (30.0) | 193 (87.5) | 178 (80.7) | 198 (89.8) |
| 84 (28.9) | 192 (87.1) | 177 (80.2) | 197 (89.3) |
| 82 (27.8) | 191 (86.6) | 176 (79.8) | 196 (88.9) |
| 80 (26.7) | 190 (86.1) | 175 (79.3) | 195 (88.4) |
| 78 (25.5) | 189 (85.7) | 174 (78.9) | 194 (88.0) |
| 76 (24.4) | 188 (85.3) | 173 (78.4) | 193 (87.5) |
| 74 (23.3) | 187 (84.8) | 172 (78.0) | 192 (87.0) |
| 72 (22.2) | 186 (84.3) | 171 (77.5) | 191 (86.6) |
| 70 (21.1) | 185 (83.9) | 170 (77.1) | 190 (86.1) |
| 68 (20.0) | 184 (83.5) | 169 (76.6) | 189 (85.7) |
| 66 (18.9) | 183 (83.0) | 168 (76.2) | 188 (85.2) |

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|------------------|------------------|------------------|--|
| Temp Deg F (C) | Nominal Lbs (Kg) | Minimum Lbs (Kg) | Maximum Lbs (Kg) | MECH INSP |
| Table 3 737-800 / 737-900 Rudder Cable Rigging Load (Continued) | | | | |
| 64 (17.8) | 182 (82.5) | 167 (75.7) | 187 (84.8) | |
| 62 (16.7) | 181 (82.1) | 166 (75.3) | 186 (84.3) | |
| 60 (15.5) | 180 (81.6) | 165 (74.8) | 185 (83.9) | |
| 58 (14.4) | 179 (81.2) | 164 (74.4) | 184 (83.4) | |
| 56 (13.3) | 178 (80.7) | 163 (73.9) | 183 (83.0) | |
| 54 (12.2) | 177 (80.3) | 162 (73.5) | 182 (82.5) | |
| 52 (11.1) | 176 (79.8) | 161 (73.0) | 181 (82.1) | |
| 50 (10.0) | 175 (79.4) | 160 (72.5) | 180 (81.6) | |
| 48 (8.9) | 174 (78.9) | 159 (72.1) | 179 (81.2) | |
| 46 (7.8) | 173 (78.5) | 158 (71.6) | 178 (80.7) | |
| 44 (6.7) | 172 (78.0) | 157 (71.2) | 177 (80.3) | |
| 42 (5.5) | 171 (77.5) | 156 (70.7) | 176 (79.8) | |
| 40 (4.4) | 170 (77.1) | 155 (70.3) | 175 (79.3) | |
| 38 (3.3) | 169 (76.6) | 154 (69.8) | 174 (78.9) | |
| 36 (2.2) | 168 (76.2) | 153 (69.4) | 173 (78.4) | |
| 34 (1.1) | 167 (75.7) | 152 (68.9) | 172 (78.0) | |
| 32 (0.0) | 166 (75.3) | 151 (68.5) | 171 (77.5) | |
| 30 (-1.1) | 165 (74.8) | 150 (68.0) | 170 (77.1) | |
| 28 (-2.2) | 164 (74.3) | 149 (67.6) | 169 (76.6) | |
| 26 (-3.3) | 163 (73.9) | 148 (67.1) | 168 (76.2) | |
| 24 (-4.4) | 162 (73.5) | 147 (66.6) | 167 (75.7) | |
| 22 (-5.5) | 162 (73.5) | 147 (66.6) | 167 (75.7) | |
| 20 (-6.7) | 161 (73.0) | 146 (66.2) | 166 (75.3) | |
| 18 (-7.8) | 160 (72.6) | 145 (65.7) | 165 (74.8) | |
| 16 (-8.9) | 159 (72.1) | 144 (65.3) | 164 (74.3) | |
| 14 (-10.0) | 158 (71.6) | 143 (64.8) | 163 (73.9) | |
| 12 (-11.1) | 157 (71.2) | 142 (64.4) | 162 (73.4) | |
| 10 (-12.2) | 156 (70.7) | 141 (63.9) | 161 (73.0) | |
| 08 (-13.3) | 155 (70.3) | 140 (63.5) | 160 (72.5) | |
| 06 (-14.4) | 154 (69.8) | 139 (63.0) | 159 (72.1) | |
| 04 (-15.5) | 153 (69.4) | 138 (62.6) | 158 (71.6) | |
| 02 (-16.7) | 152 (68.9) | 137 (62.1) | 157 (71.2) | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| | | | | |
|------|-------------|---------|------------------|--|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|

Table 3 737-800 / 737-900 Rudder Cable Rigging Load (Continued)

| Temp Deg F (C) | Nominal Lbs (Kg) | Minimum Lbs (Kg) | Maximum Lbs (Kg) | MECH | INSP |
|----------------|------------------|------------------|------------------|------|------|
| 00 (-17.8) | 151 (68.4) | 136 (61.7) | 156 (70.7) | | |
| -02 (-18.9) | 150 (68.0) | 135 (61.2) | 155 (70.3) | | |
| -04 (-20.0) | 149 (67.6) | 134 (60.7) | 154 (69.8) | | |
| -06 (-21.1) | 148 (67.1) | 133 (60.3) | 153 (69.4) | | |
| -08 (-22.2) | 147 (66.7) | 132 (59.8) | 152 (68.9) | | |
| -10 (-23.3) | 146 (66.2) | 131 (59.4) | 151 (68.5) | | |
| -12 (-24.4) | 145 (65.7) | 130 (58.9) | 150 (68.0) | | |
| -14 (-25.5) | 144 (65.3) | 129 (58.5) | 149 (67.5) | | |
| -16 (-26.7) | 143 (64.8) | 128 (58.0) | 148 (67.1) | | |
| -18 (-27.8) | 142 (64.4) | 127 (57.6) | 147 (66.6) | | |
| -20 (-28.9) | 142 (64.4) | 127 (57.6) | 147 (66.6) | | |
| -22 (-30.0) | 141 (63.9) | 126 (57.1) | 146 (66.2) | | |
| -24 (-31.1) | 140 (63.5) | 125 (56.7) | 145 (65.7) | | |
| -26 (-32.2) | 139 (63.0) | 124 (56.2) | 144 (65.3) | | |
| -28 (-33.3) | 138 (62.6) | 123 (55.8) | 143 (64.8) | | |
| -30 (-34.4) | 137 (62.1) | 122 (55.3) | 142 (64.4) | | |
| -32 (-35.5) | 136 (61.7) | 121 (54.9) | 141 (63.9) | | |
| -34 (-36.7) | 135 (61.2) | 120 (54.4) | 140 (63.5) | | |
| -36 (-37.8) | 134 (60.8) | 119 (53.9) | 139 (63.0) | | |
| -38 (-38.9) | 133 (60.3) | 118 (53.5) | 138 (62.6) | | |
| -40 (-40.0) | 132 (59.8) | 117 (53.0) | 137 (62.1) | | |

- (d) Make sure you can install these rig pins from the rig pin kit, SPL-1585 (Figure 9):
- 1) Rig pin R-3 in the captain's rudder forward quadrant.
 - 2) Rig pin R-4 in the first officer's rudder forward quadrant.
- (e) If you can not install the rig pins R-3 and R-4 freely, then do these steps:
- 1) Turn the turnbuckles to release the tension of the control cables RA and RB.
 - 2) Remove the Pin [5], Nut [4], Washer [3], Spacer [2] and Bolt [1] to disconnect one end of the Bus Rod [6] from rudder forward quadrant. Discard the Pin [5].
 - 3) Install the rig pins R-3 in the captain's rudder forward quadrant.
 - 4) Install the rig pin R-4 in the first officer's rudder forward quadrant.
 - 5) Adjust the Bus Rod [6] until you can install the Bolt [1] easily.
 - 6) Install the Bolt [1], Spacer [2], Washer [3], Nut [4], and new Pin [5] to connect the Bus Rod [6] to the rudder forward quadrant.

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS

737-600/700/800/900

TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|---|--|
| | | | | MECH INSP |
| | | | <p>7) Adjust the turnbuckles on the control cables RA and RB to get the correct tension as given in (Table 3).</p> <p>(f) Do these steps to adjust the captain's and first officer's pedals to the neutral adjustment position:</p> <p><u>NOTE:</u> The middle position of the rudder pedals is where the number of turns of the shaft from the full forward and full aft adjustment are the same.</p> <ol style="list-style-type: none">1) Turn the rudder pedal adjustment crank to move the rudder pedals full forward.2) Turn the rudder pedal adjustment crank to move the rudder pedals full aft. Record the number of turns.3) Turn the rudder pedal adjustment crank half the number of turns forward. <p>(g) Install these rig pins from the rig pin kit, SPL-1585:</p> <ol style="list-style-type: none">1) Rig pin R-1 on the captain's rudder pedals.2) Rig pin R-2 on the first officer's rudder pedals. <p>(h) If you can not install the rig pin R-1 or R-2 freely, then do these steps:</p> <ol style="list-style-type: none">1) Loosen the Jam Nuts [8] from the applicable Rudder Pedal Tension Rod [7]. <p><u>NOTE:</u> If you can not install rig pin R-1 then adjust the captain's rudder pedal tension rods. If you can not install the rig pin R-2 then adjust the first officer's rudder pedal tension rods. You are only required to adjust the applicable rudder pedal tension rod that is out of rig.</p> <ol style="list-style-type: none">2) Remove the Nut [11], Washer [10], and Bolt [9] from the forward end of the Rudder Pedal Tension Rod [7].3) Adjust the Rudder Pedal Tension Rod [7] until you can install the applicable rig pin freely.<ol style="list-style-type: none">a) Make sure that you keep the lube fitting on the Rudder Pedal Tension Rod [7] is in the down direction.4) Install the Bolt [9], Washer [10], and Nut [11].5) Tighten the Jam Nut [8]. <p>(i) Do a check on the rudder forward quadrant Bus Rod [6] and the four Rudder Pedal Tension Rod [7]:</p> <ol style="list-style-type: none">1) Make sure the rod ends cover at least 50 percent of the inspection holes at two end of the rods (10 locations). <p>(j) Remove the rig pin R-1, R-2, R-3, R-4, and R-5.</p> <p>(k) Operate the rudder pedals through one full travel cycle.</p> <ol style="list-style-type: none">1) Make sure the control cables RA and RB are at the correct tension as given in (Table 3). <p>(l) Install the locking clips on the turnbuckles.</p> | |

| | | |
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| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|--|-------------|---------|------------------|--|
| D. Put the Airplane Back To Its Usual Condition | | | | MECH INSP |

SUBTASK 27-21-00-010-024-002

- (1) Close these access panels:

Number Name/Location

| | |
|-------|-----------------------------------|
| 113AW | Forward Nose Wheel Well Panel |
| 113BW | Forward Nose Wheel Well Panel |
| 114AW | Forward Nose Wheel Well Panel |
| 114BW | Forward Nose Wheel Well Panel |
| 324AL | Vertical Fin, Aft Fin Access Door |

SUBTASK 27-21-00-010-025-002

- (2) Close these access doors:

Number Name/Location

| | |
|-------|-----------------------------|
| 112A | Forward Access Door |
| 311BL | Stabilizer Trim Access Door |
| 324CL | Vertical Fin, Access |

SUBTASK 27-21-00-860-078-002

- (3) Do this task: Pressure to the Rudder Systems A, B, and Standby - Activation, AMM
TASK 27-21-00-840-802.

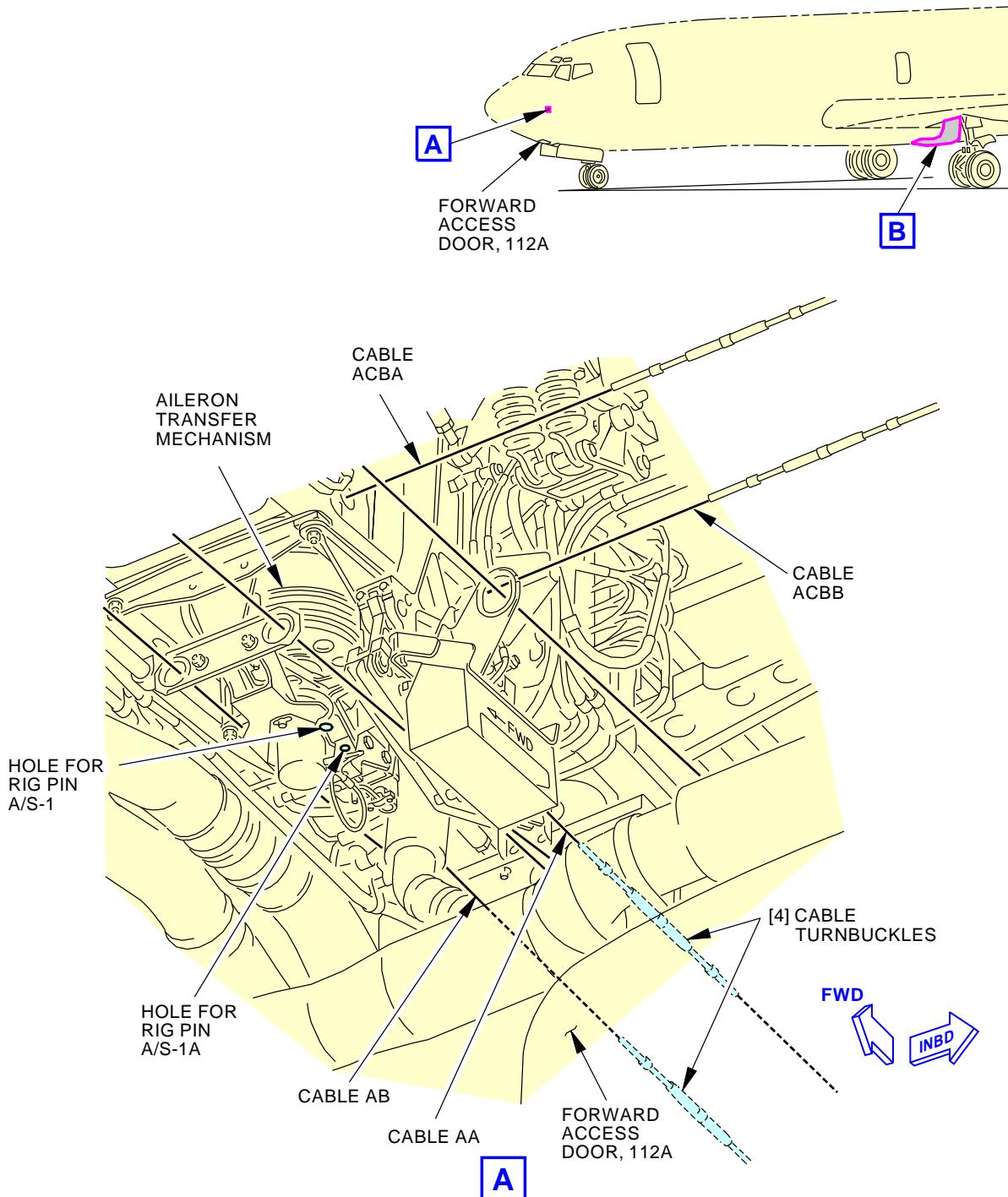
— END OF TASK —

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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TASK CARDS

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|-----------------|
| | | | | 27-235-00-02 |



G24536 S0006568676_V2

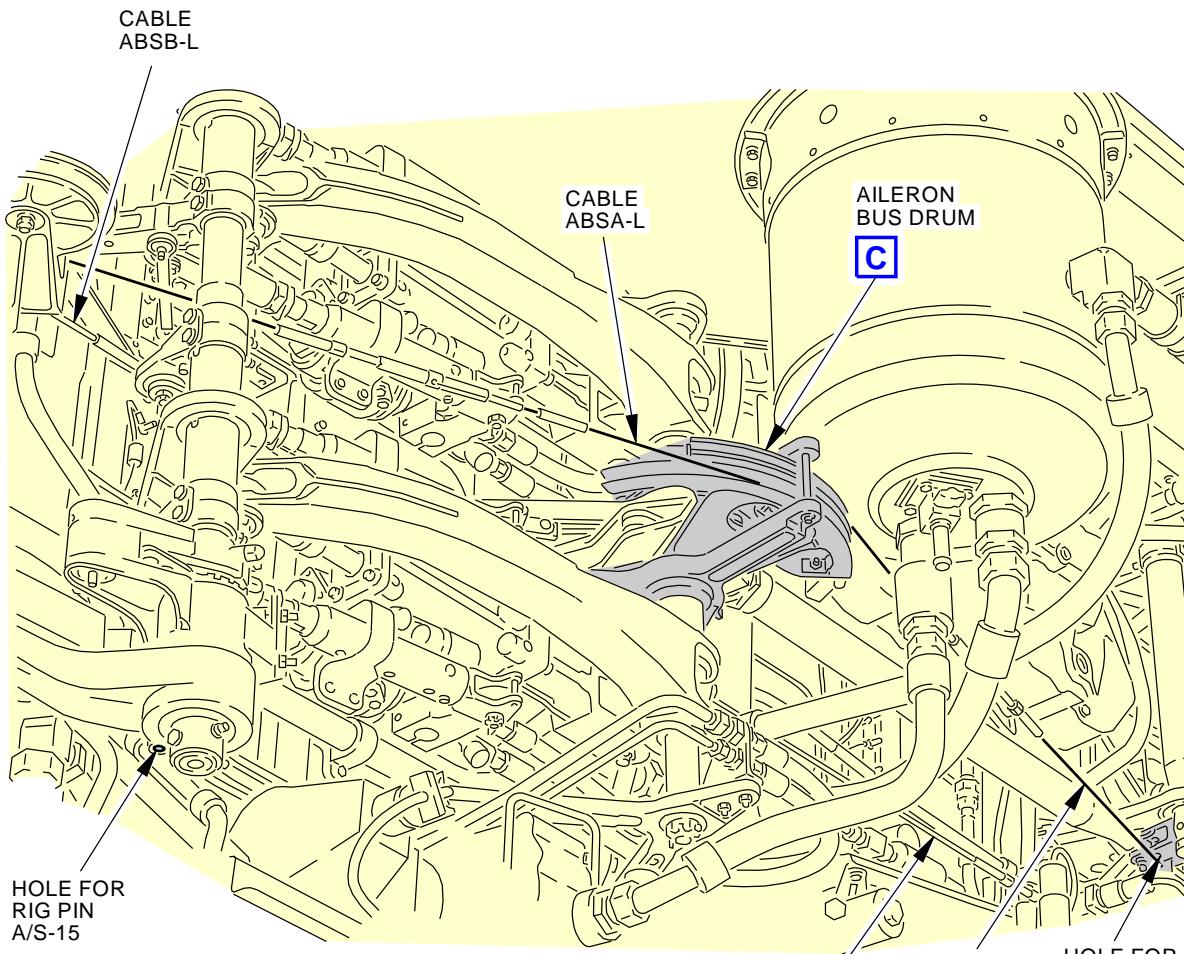
Rig Pin Location
Figure 1 (Sheet 1 of 3)

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**MAIN LANDING GEAR WHEEL WELL****B**

G24572 S0006568677_V4

**Rig Pin Location
Figure 1 (Sheet 2 of 3)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

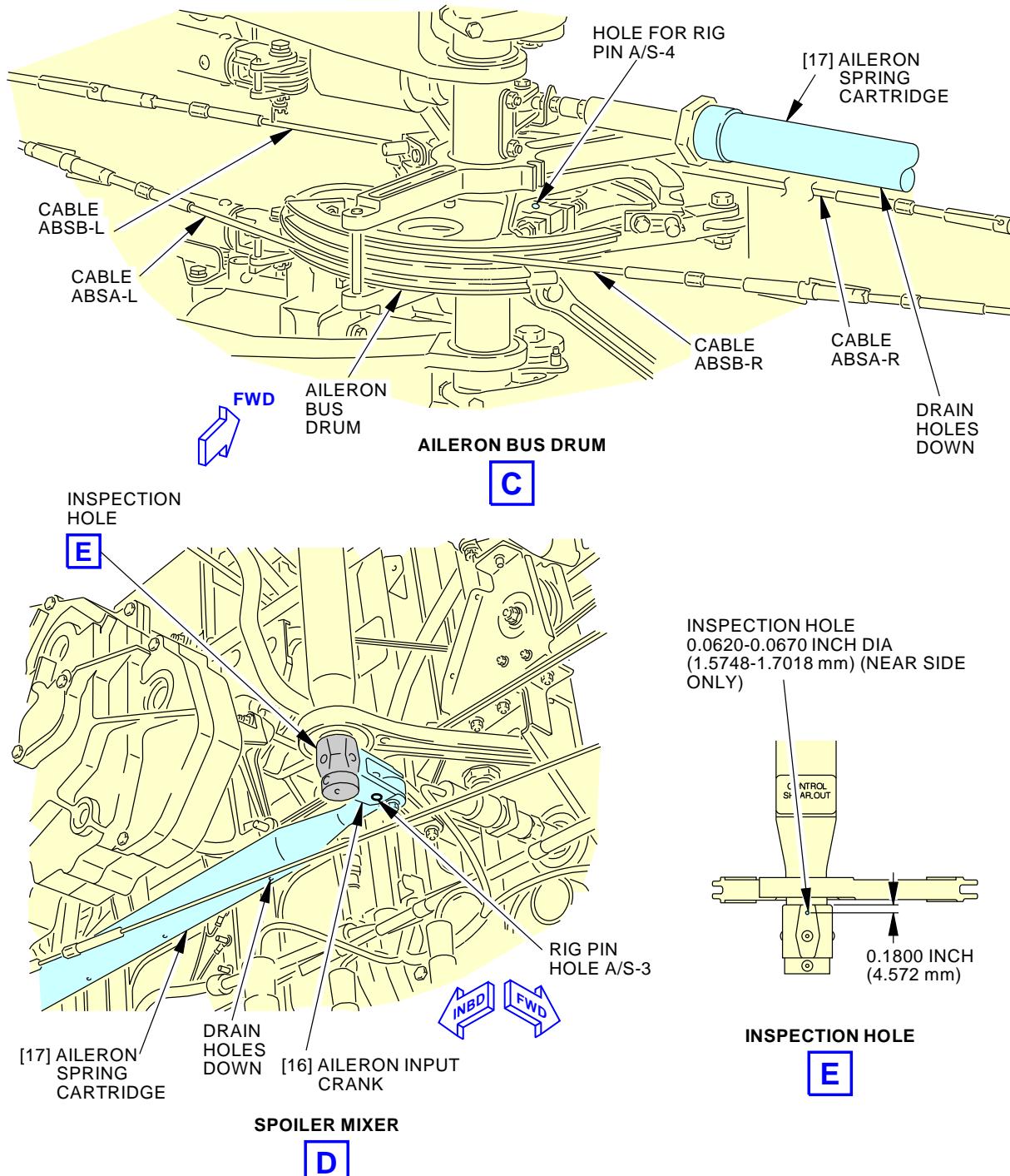
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

Rig Pin Location
Figure 1 (Sheet 3 of 3)

H07429 S0006568678_V6

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

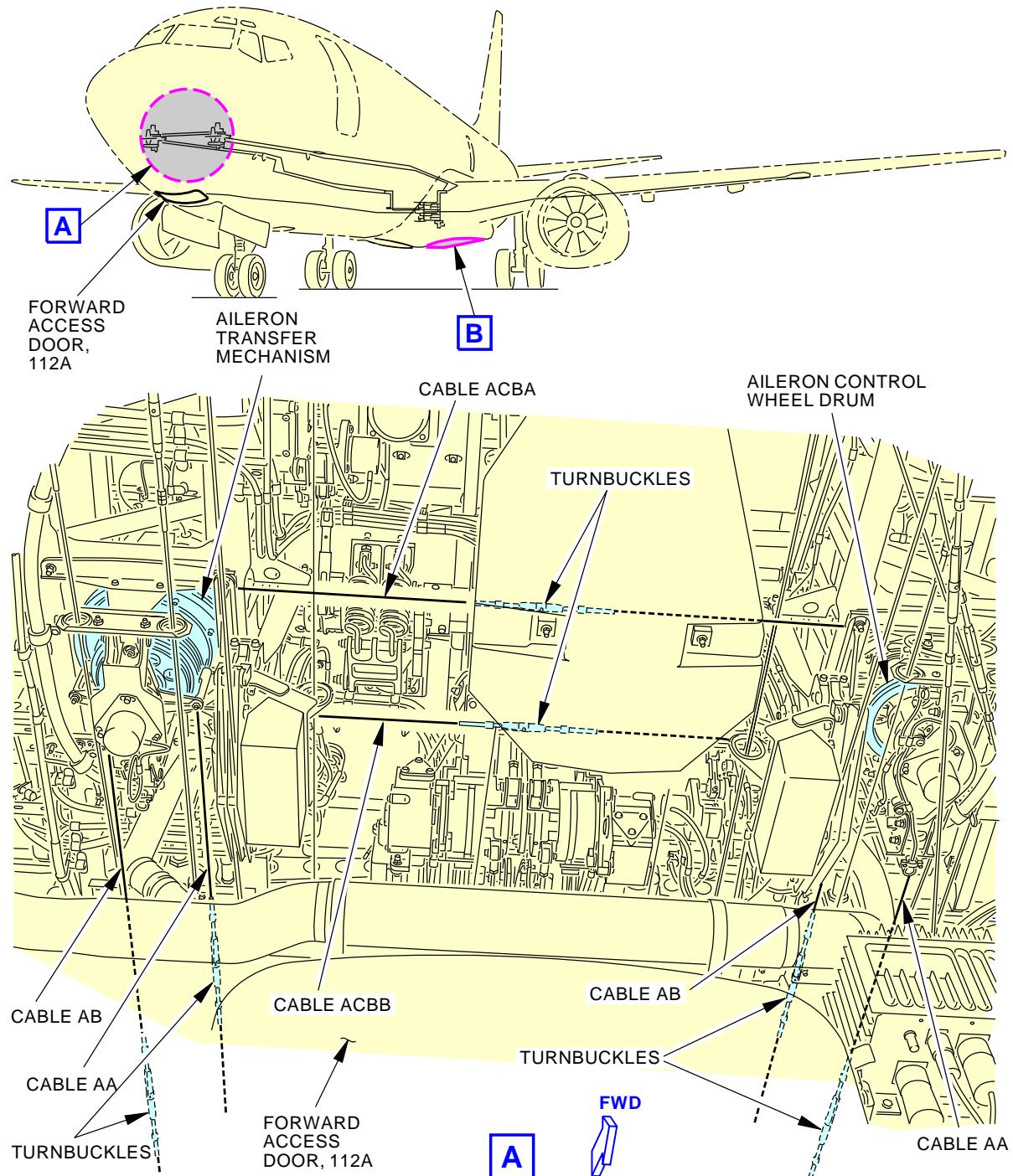
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

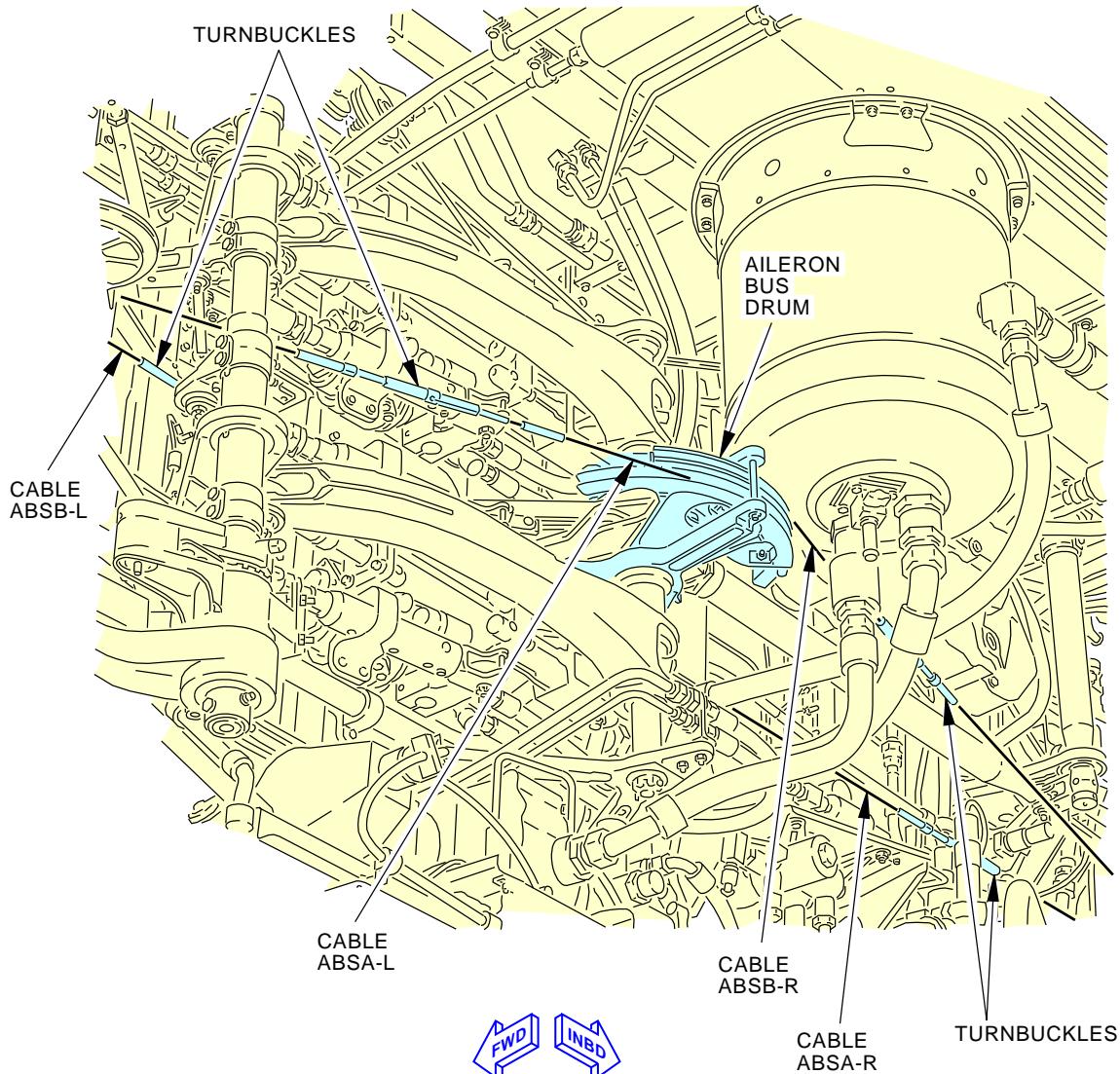
G24748 S0006568679_V2

**Aileron Cable Adjustment
Figure 2 (Sheet 1 of 2)**

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**MAIN LANDING GEAR WHEEL WELL**

G24759 S0006568680_V4

**Aileron Cable Adjustment
Figure 2 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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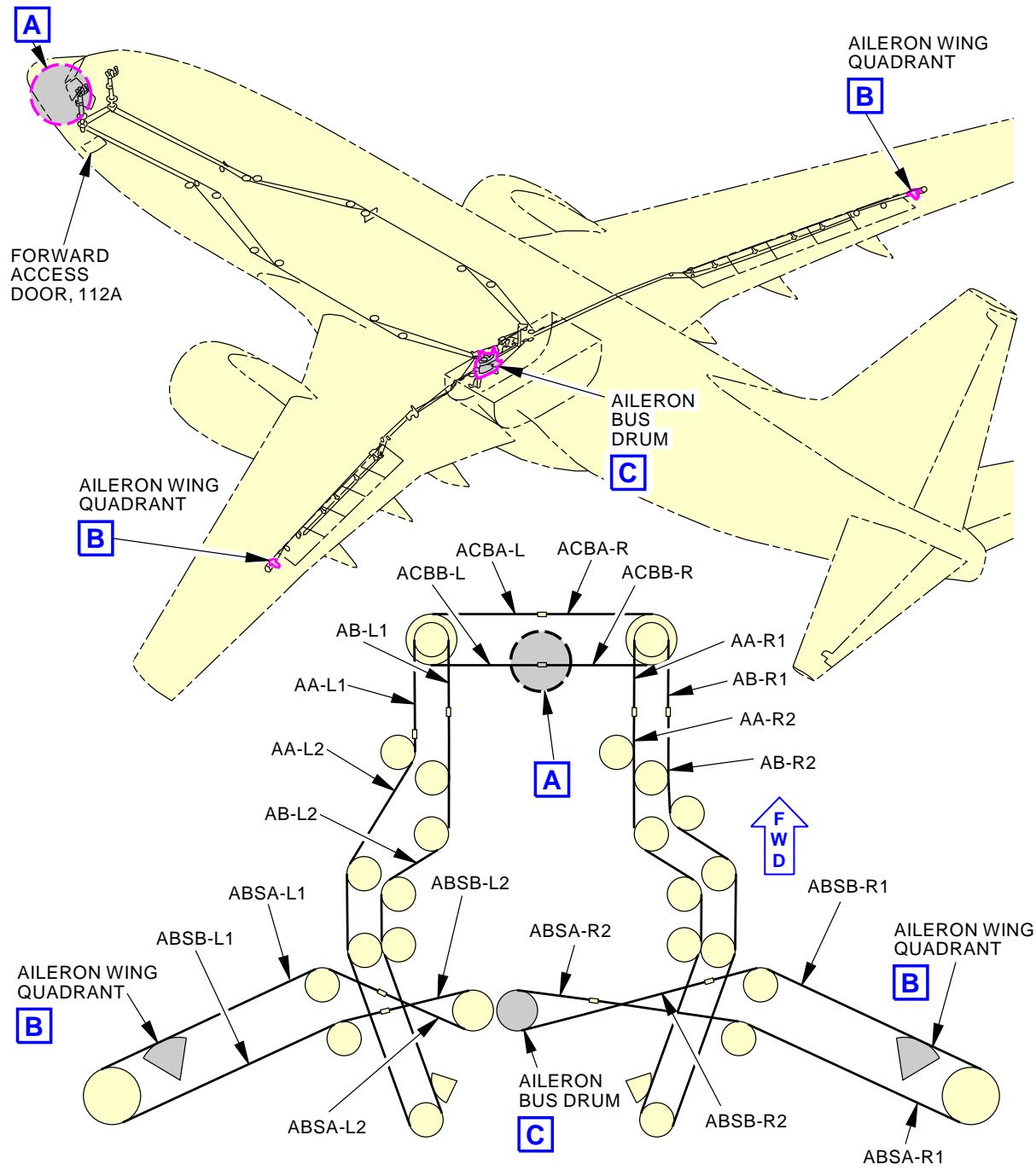
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02**Aileron Control Cables
Figure 3 (Sheet 1 of 6)**

G28640 S0006568463_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 30 of 56
Oct 15/2015**

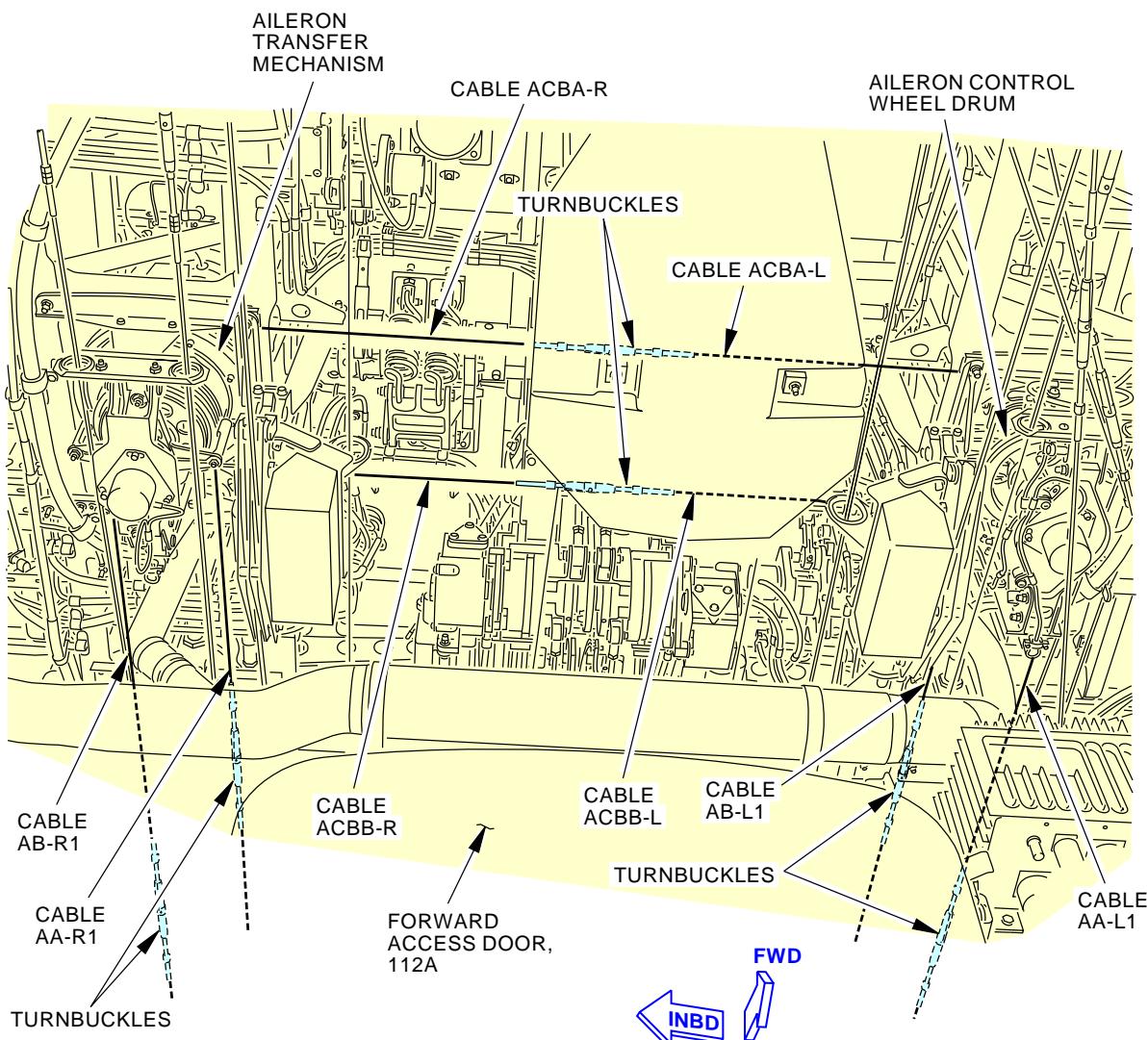
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

Aileron Control Cables
Figure 3 (Sheet 2 of 6)

G28679 S0006568464_V2

| | | |
|-------------------------------|----------------------|--|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

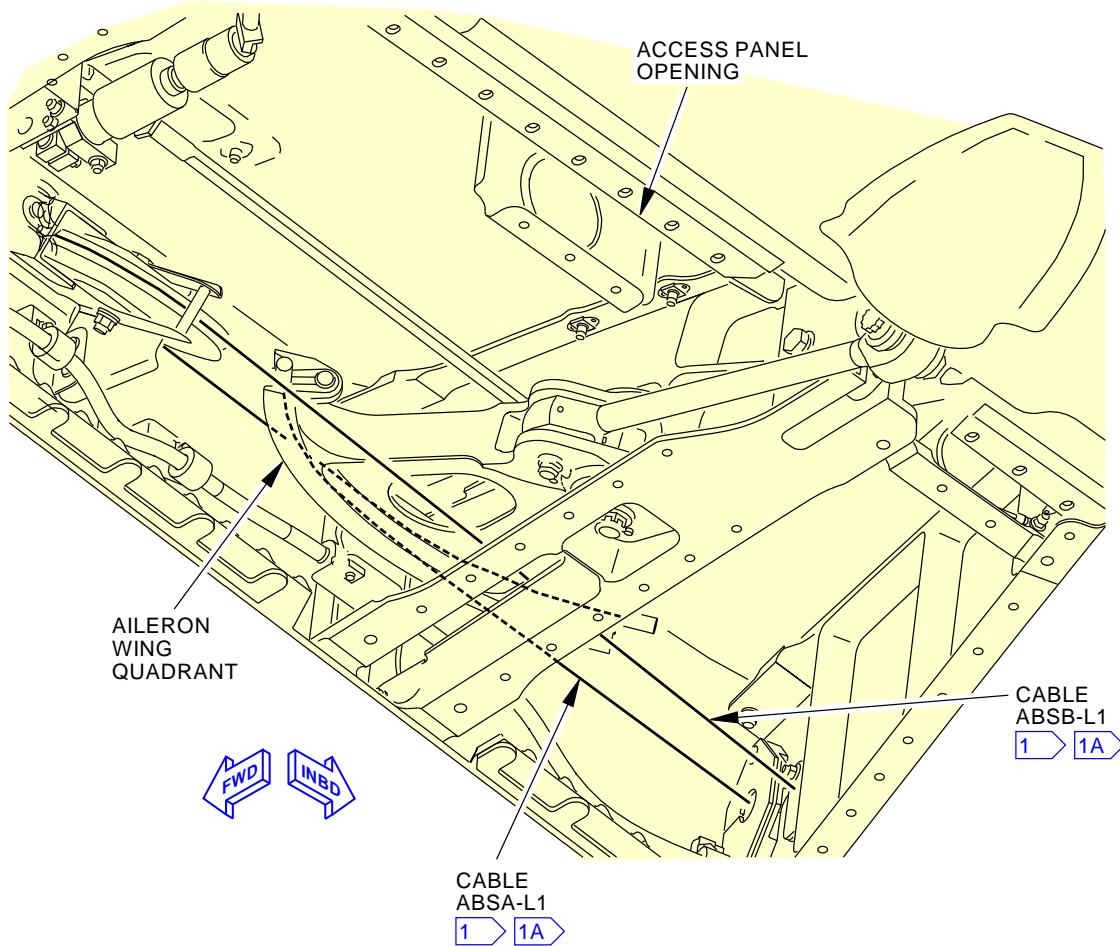
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02**LEFT AILERON WING QUADRANT
(RIGHT AILERON WING QUADRANT IS EQUIVALENT)****B**

- 1** FOR THE RIGHT AILERON WING QUADRANT, INSTALL CABLE ABSB-R1 BELOW CABLE ABSA-R1.
- 1A** FIT ABSA-L1 TO THE LOWER GROOVE OF THE QUADRANT FIT ABSB-L1 TO THE UPPER GROOVE OF THE QUADRANT.

G28673 S0006568465_V4

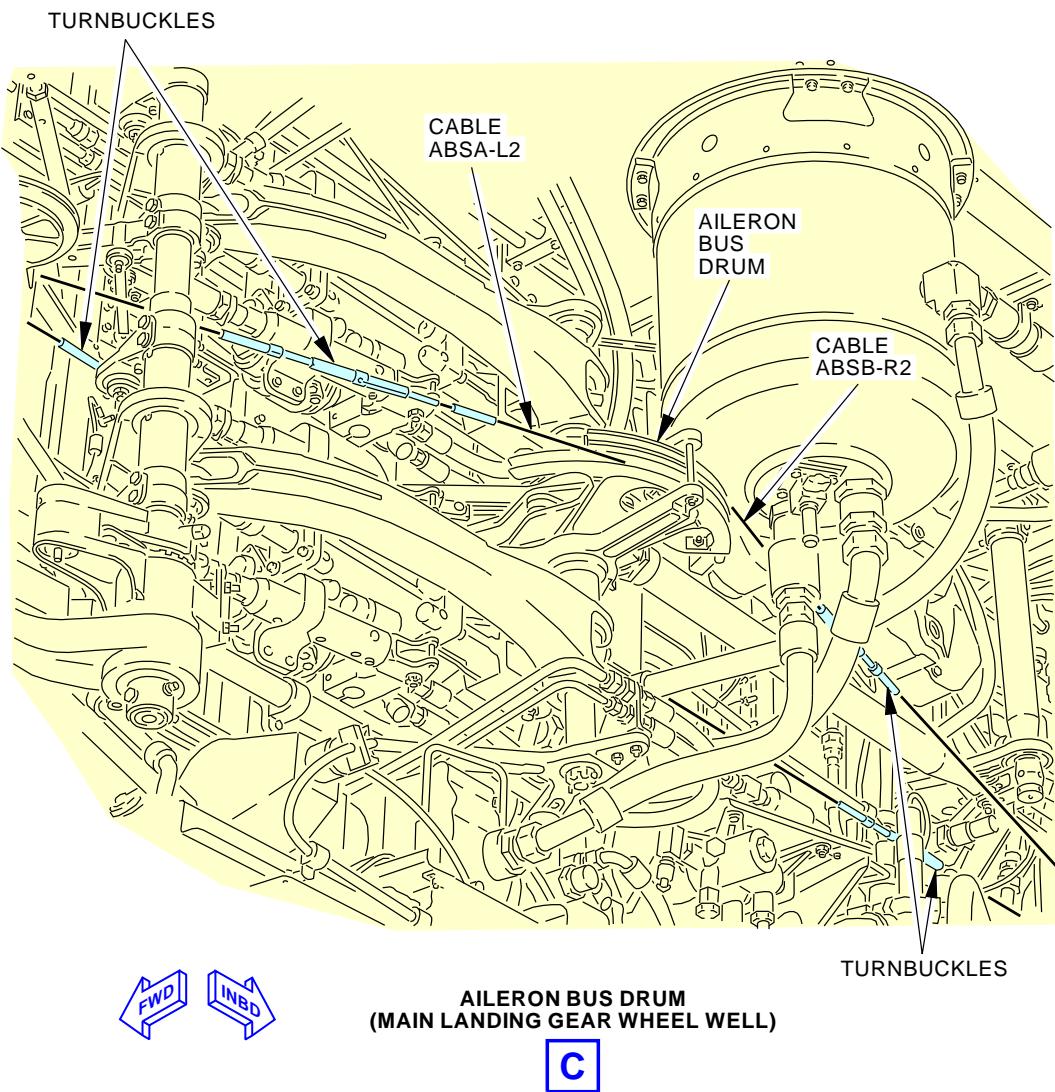
**Aileron Control Cables
Figure 3 (Sheet 3 of 6)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**Aileron Control Cables
Figure 3 (Sheet 4 of 6)**

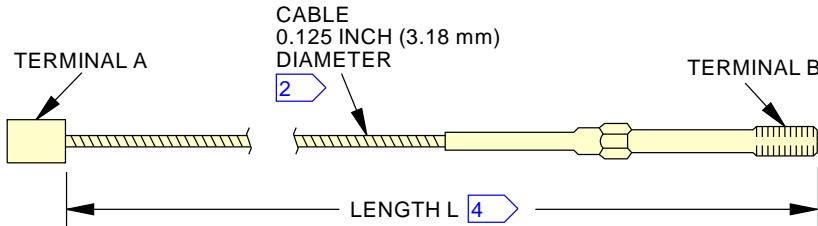
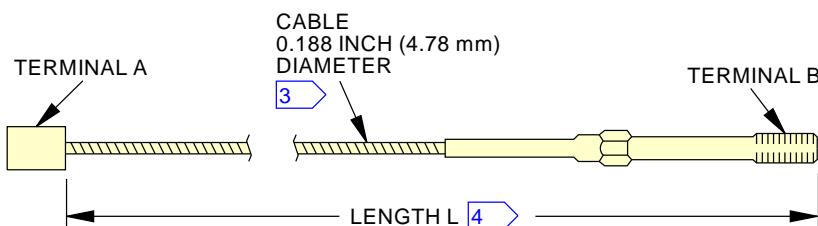
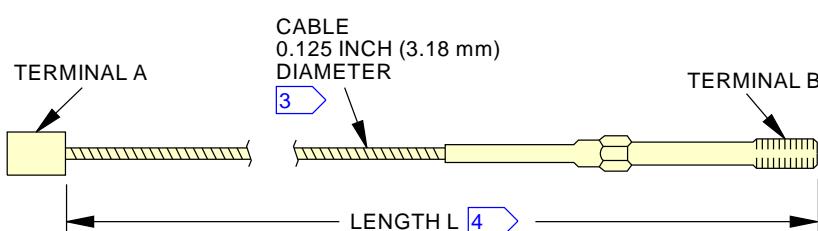
G28686 S0006568466_V3

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**AA-L1, AA-L2, AA-R1, AA-R2,
AB-L1, AB-L2, AB-R1, AB-R2****ABSA-L1, ABSA-L2, ABSA-R1, ABSA-R2,
ABSB-L1, ABSB-L2, ABSB-R1, ABSB-R2****ACBA-L, ACBA-R, ACBB-L, ACBB-R**

- [2] → CABLE CONSTRUCTION IS CARBON STEEL:
BMS 7-265, TYPE 1, COMPOSITION A (TIN OVER ZINC), 7 X 19
- [3] → CABLE CONSTRUCTION IS CARBON STEEL: MIL-W-83420, TYPE 1,
COMPOSITION A (ZINC), 7 X 19
- [4] → MEASURE CABLE WITH A LOAD OF 40 ± 3 POUNDS (178 ± 13 NEWTONS).

G31890 S0006568467_V2

**Aileron Control Cables
Figure 3 (Sheet 5 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS
**737-600/700/800/900
TASK CARDS**

| | | | | |
|------|-------------|---------|------------------|---------------------|
| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
| | | | | 27-235-00-02 |

| CABLE NAME | LENGTH L INCHES (MILLIMETERS) | TERMINAL A | TERMINAL B |
|------------|------------------------------------|------------|-------------|
| AA-L1 | 38.5 ± 0.12 (978 ± 3) | BACT14A | MS21260L4RH |
| AA-L2 | 671.8 ± 0.25 (17,064 ± 6) | BACT14A | MS21260L4LH |
| AA-R1 | 26.2 ± 0.12 (665 ± 3) | BACT14A | MS21260L4LH |
| AA-R2 | 651.2 ± 0.25 (16,540 ± 6) | BACT14A | MS21260L4RH |
| AB-L1 | 26.2 ± 0.12 (665 ± 3) | BACT14A | MS21260L4LH |
| AB-L2 | 652.3 ± 0.25 (16,568 ± 6) | BACT14A | MS21260L4RH |
| AB-R1 | 38.5 ± 0.12 (978 ± 3) | BACT14A | MS21260L4RH |
| AB-R2 | 672.0 ± 0.25 (17,069 ± 6) | BACT14A | MS21260L4LH |
| ABSA-L1 | 439.8 ± 0.20 (11,171 ± 5) | BACT14A | MS21260L6LH |
| ABSA-L2 | 18.4 ± 0.12 (467 ± 3) | BACT14A | MS21260L6RH |
| ABSA-R1 | 462.9 ± 0.20 (11,758 ± 5) | BACT14A | MS21260L6LH |
| ABSA-R2 | 35.4 ± 0.12 (899 ± 3) | BACT14A | MS21260L6RH |
| ABSB-L1 | 466.9 ± 0.20 (11,859 ± 5) | BACT14A | MS21260L6RH |
| ABSB-L2 | 21.7 ± 0.12 (551 ± 3) | BACT14A | MS21260L6LH |
| ABSB-R1 | 449.9 ± 0.20 (11,427 ± 5) | BACT14A | MS21260L6RH |
| ABSB-R2 | 17.4 ± 0.12 (442 ± 3) | BACT14A | MS21260L6LH |
| ACBA-L | 32.1 ± 0.12 (815 ± 3) | BACT14A | MS21260S4LH |
| ACBA-R | 32.1 ± 0.12 (815 ± 3) | BACT14A | MS21260S4RH |
| ACBB-L | 32.1 ± 0.12 (815 ± 3) | BACT14A | MS21260S4RH |
| ACBB-R | 32.1 ± 0.12 (815 ± 3) | BACT14A | MS21260S4LH |

TABLE A

 MEASURE CABLE WITH A LOAD OF 40 ± 3 POUNDS (178 ± 13 NEWTONS).

L82836 S0006568469_V1

**Aileron Control Cables
Figure 3 (Sheet 6 of 6)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

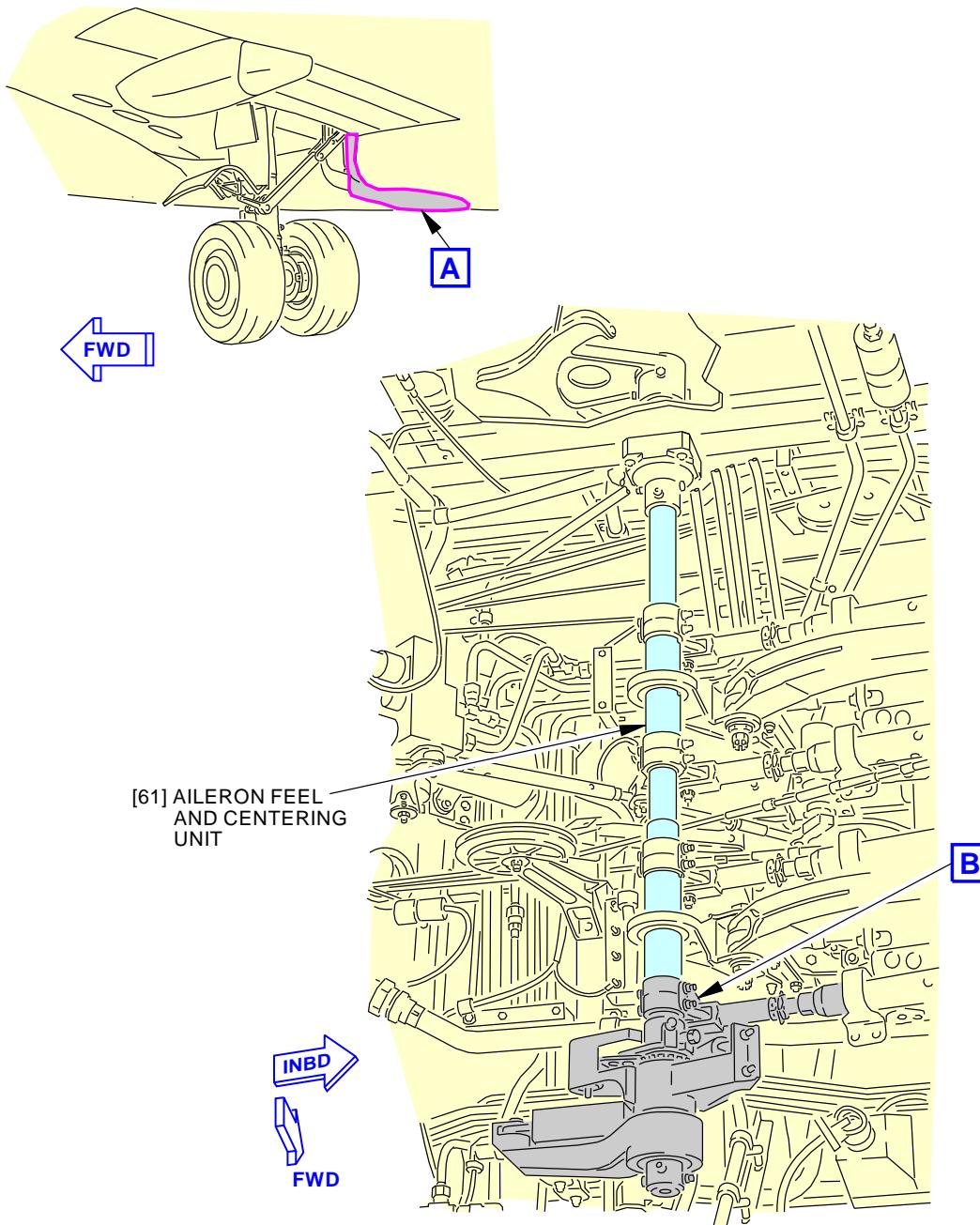
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

**Aileron Feel and Centering Unit Adjustment
Figure 4 (Sheet 1 of 2)**

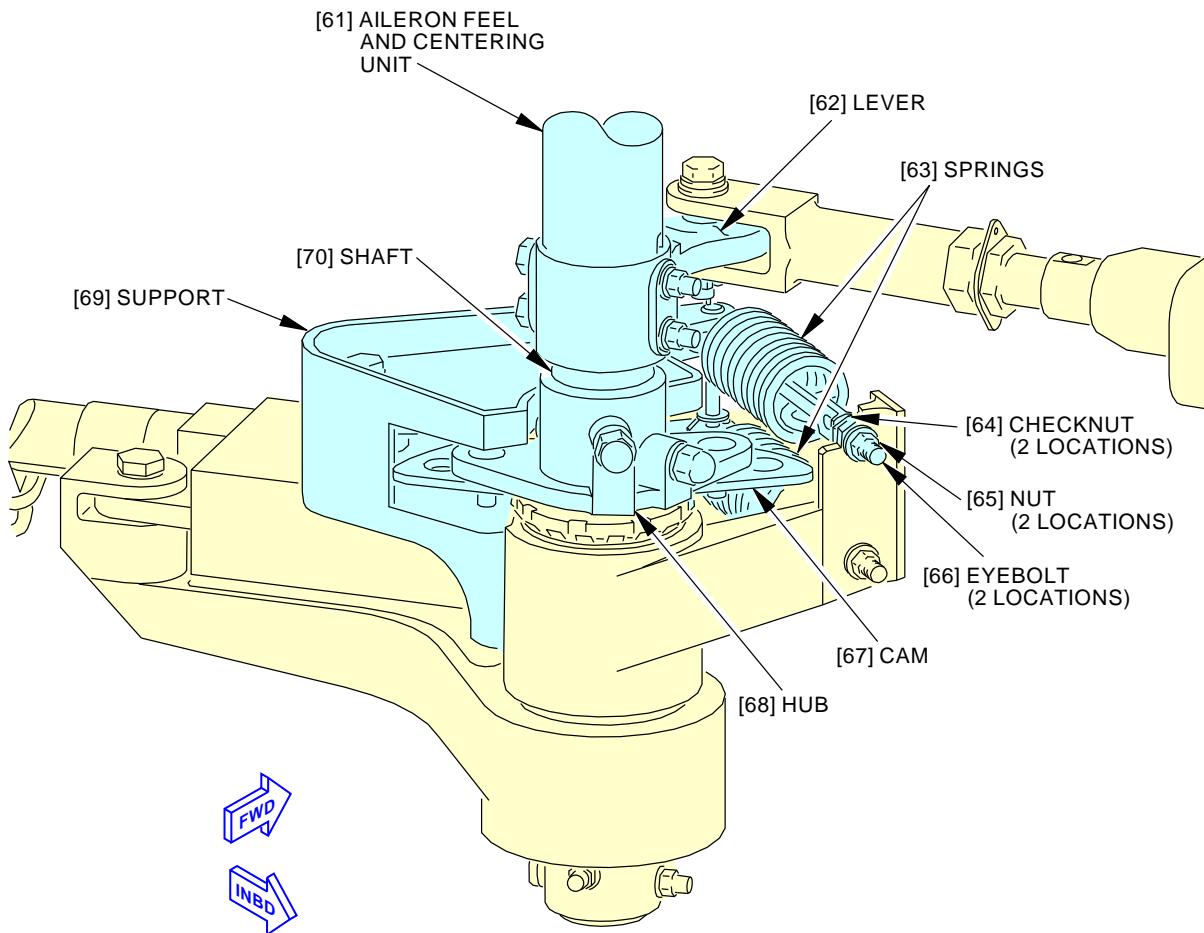
G26614 S0006568689_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



**Aileron Feel and Centering Unit Adjustment
Figure 4 (Sheet 2 of 2)**

G26713 S0006568690_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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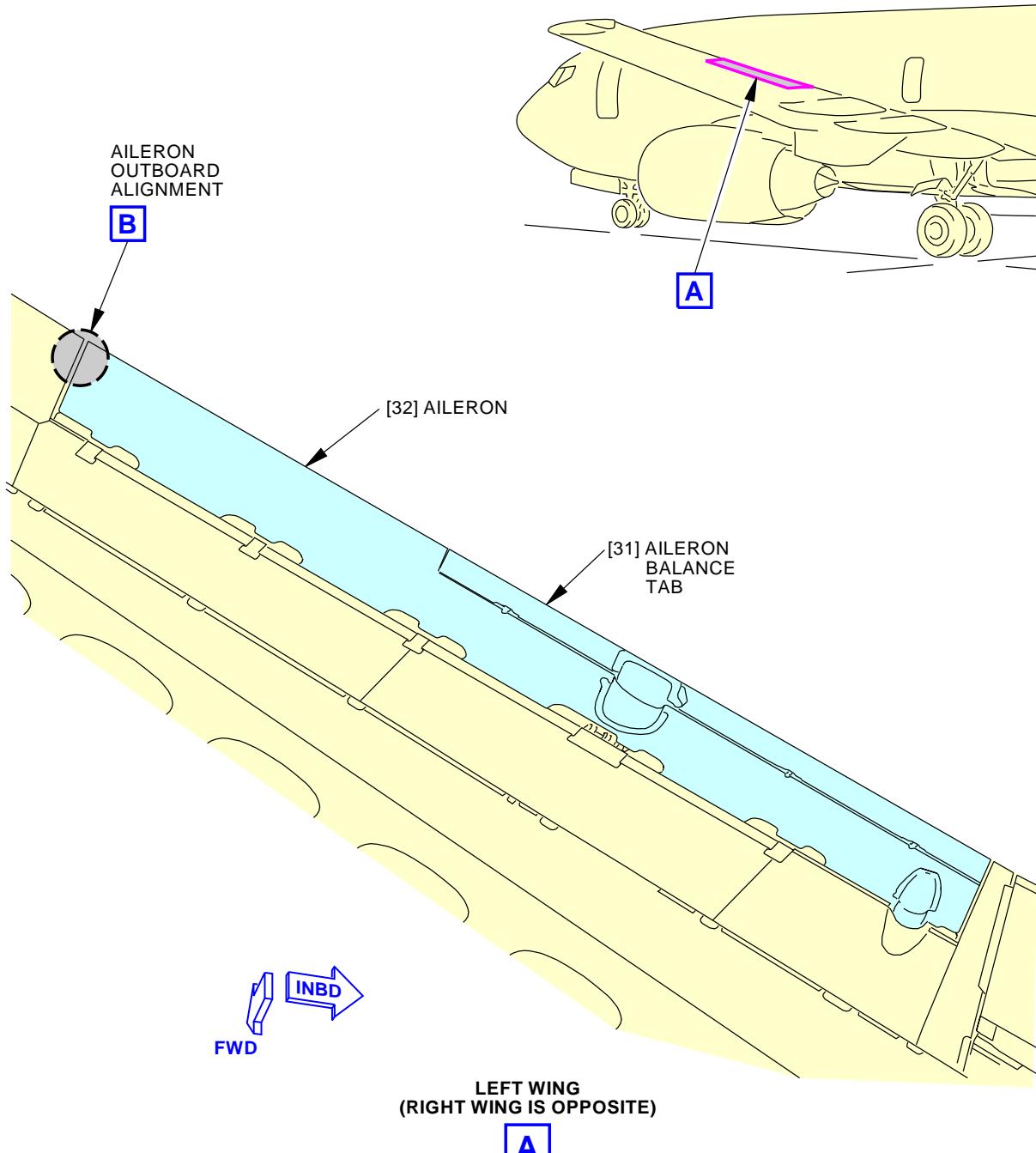
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

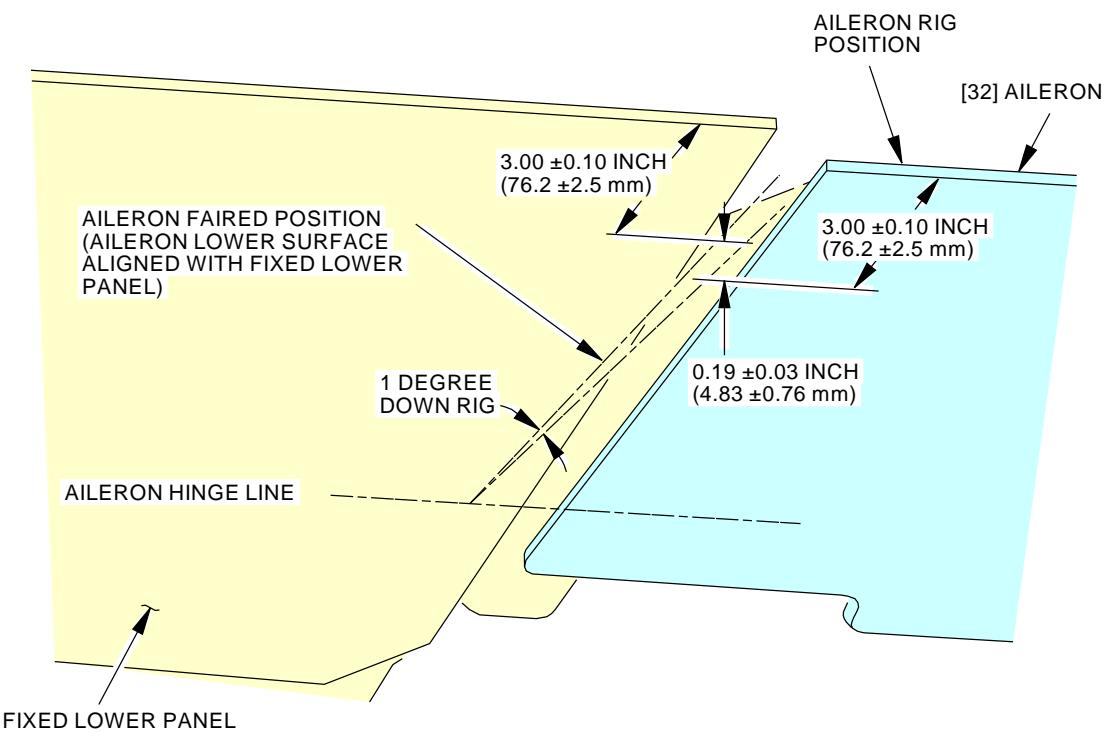
BOEING CARD NO.
27-235-00-02

G27028 S0006568692_V2

**Aileron System Adjustment
Figure 5 (Sheet 1 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 38 of 56
Oct 15/2015**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**AILERON OUTBOARD ALIGNMENT****B**

H48137 S0006568694_V4

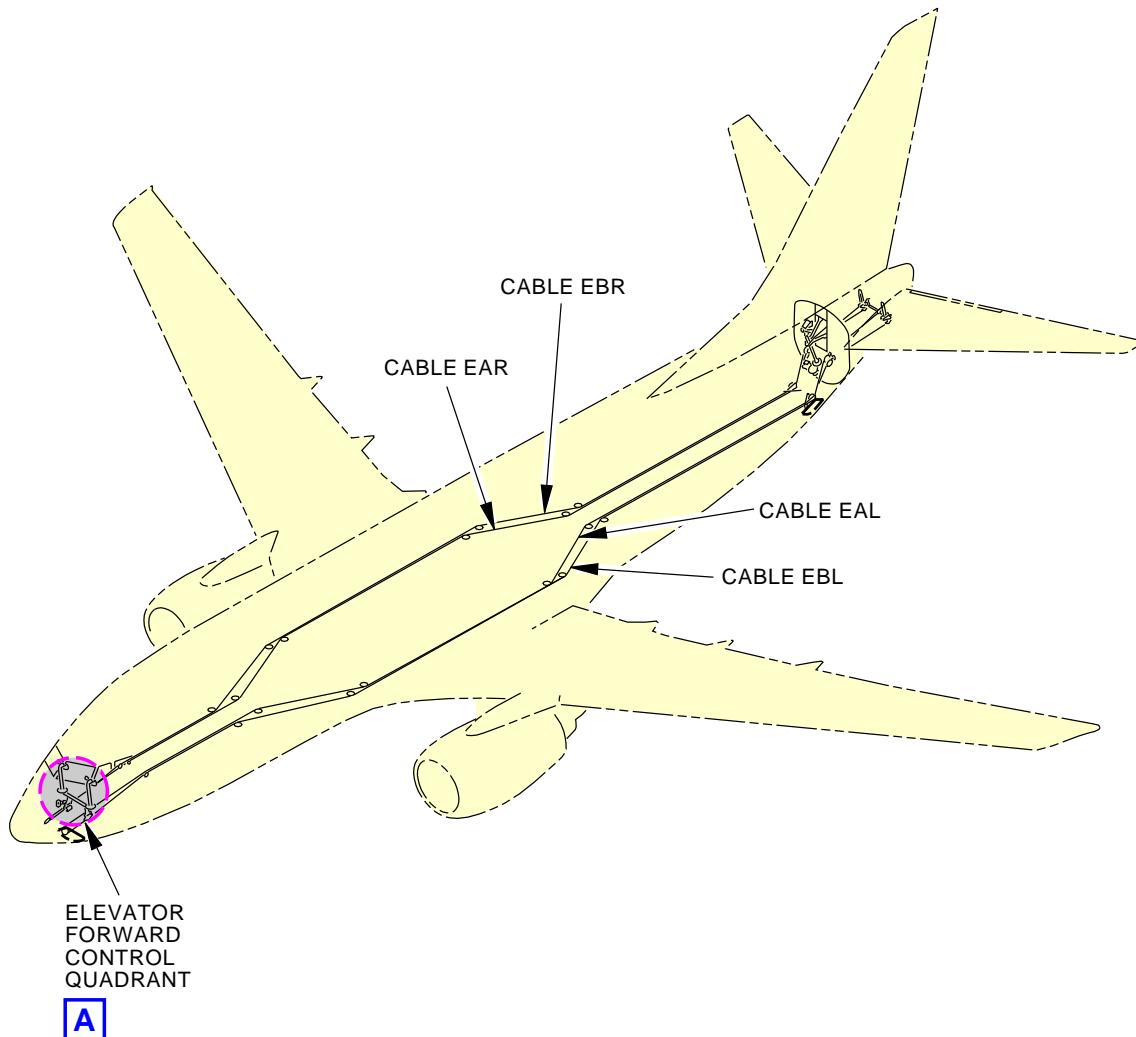
**Aileron System Adjustment
Figure 5 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

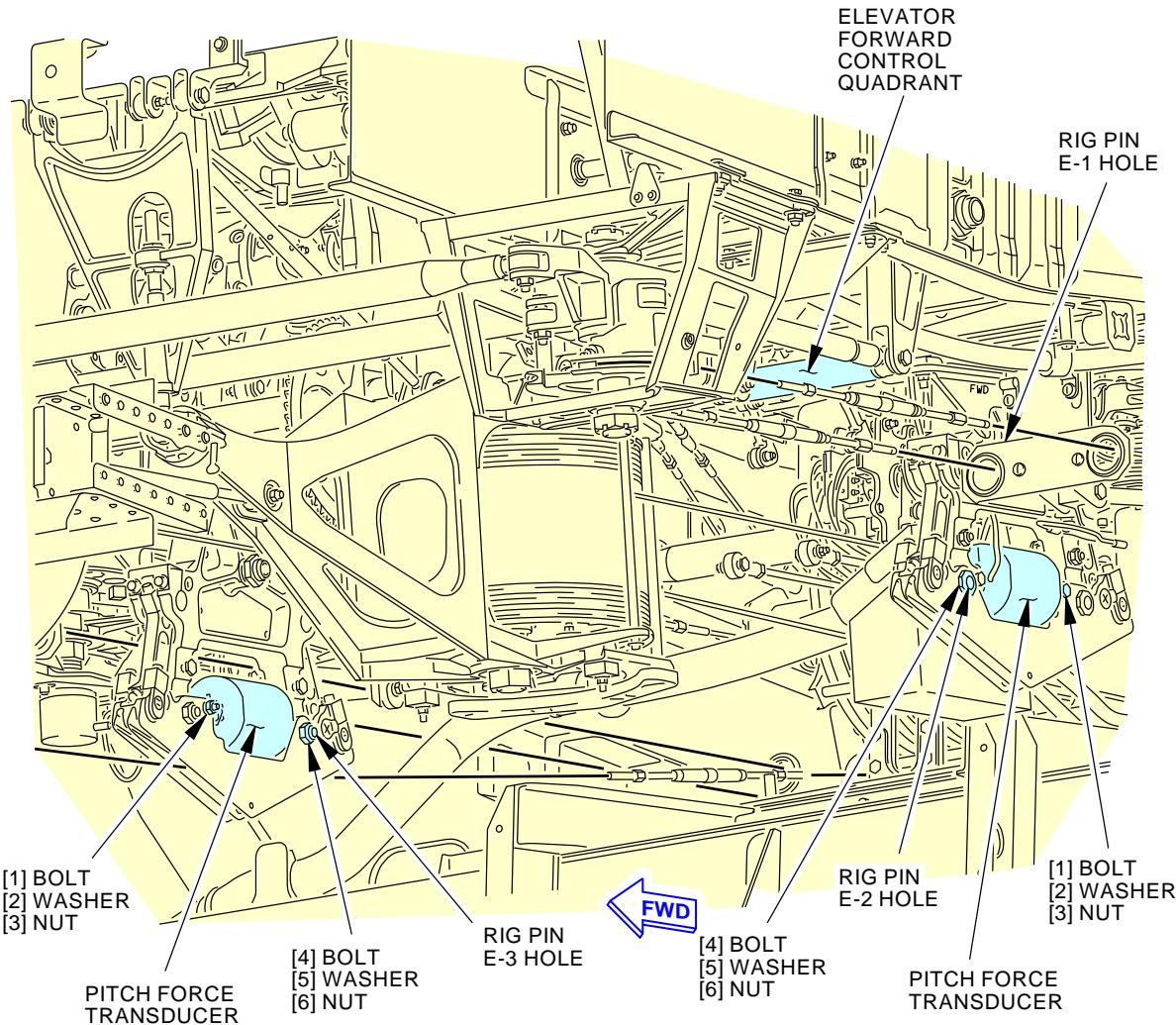
**ELEVATOR AND TAB CONTROL CABLES,
CONTROL COLUMN AND FORWARD QUADRANT****Elevator Control Cables Adjustment
Figure 6 (Sheet 1 of 2)**

G19736 S0006569225_V2

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**ELEVATOR FORWARD CONTROL QUADRANT ASSEMBLY****A**

G19737 S0006569226_V2

**Elevator Control Cables Adjustment
Figure 6 (Sheet 2 of 2)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

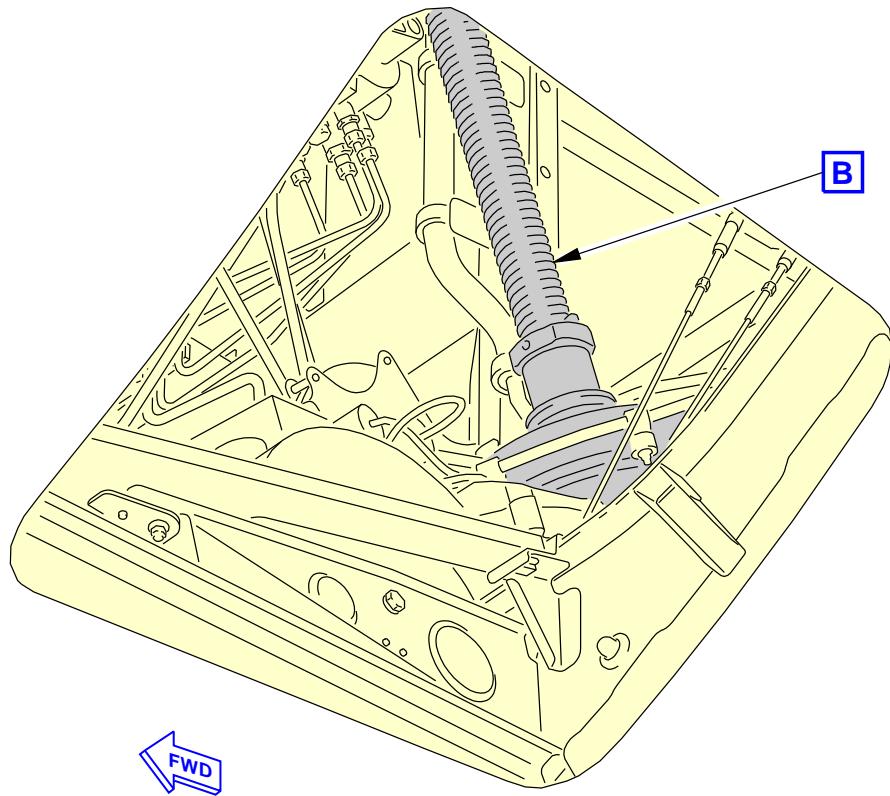
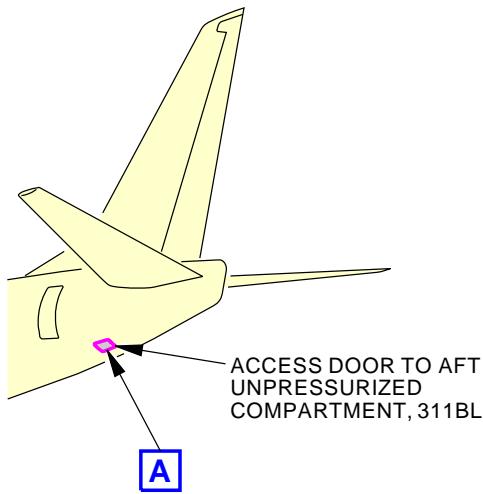
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL

A

Stabilizer Trim Jackscrew Setting
Figure 7 (Sheet 1 of 2)

G19616 S0006569227_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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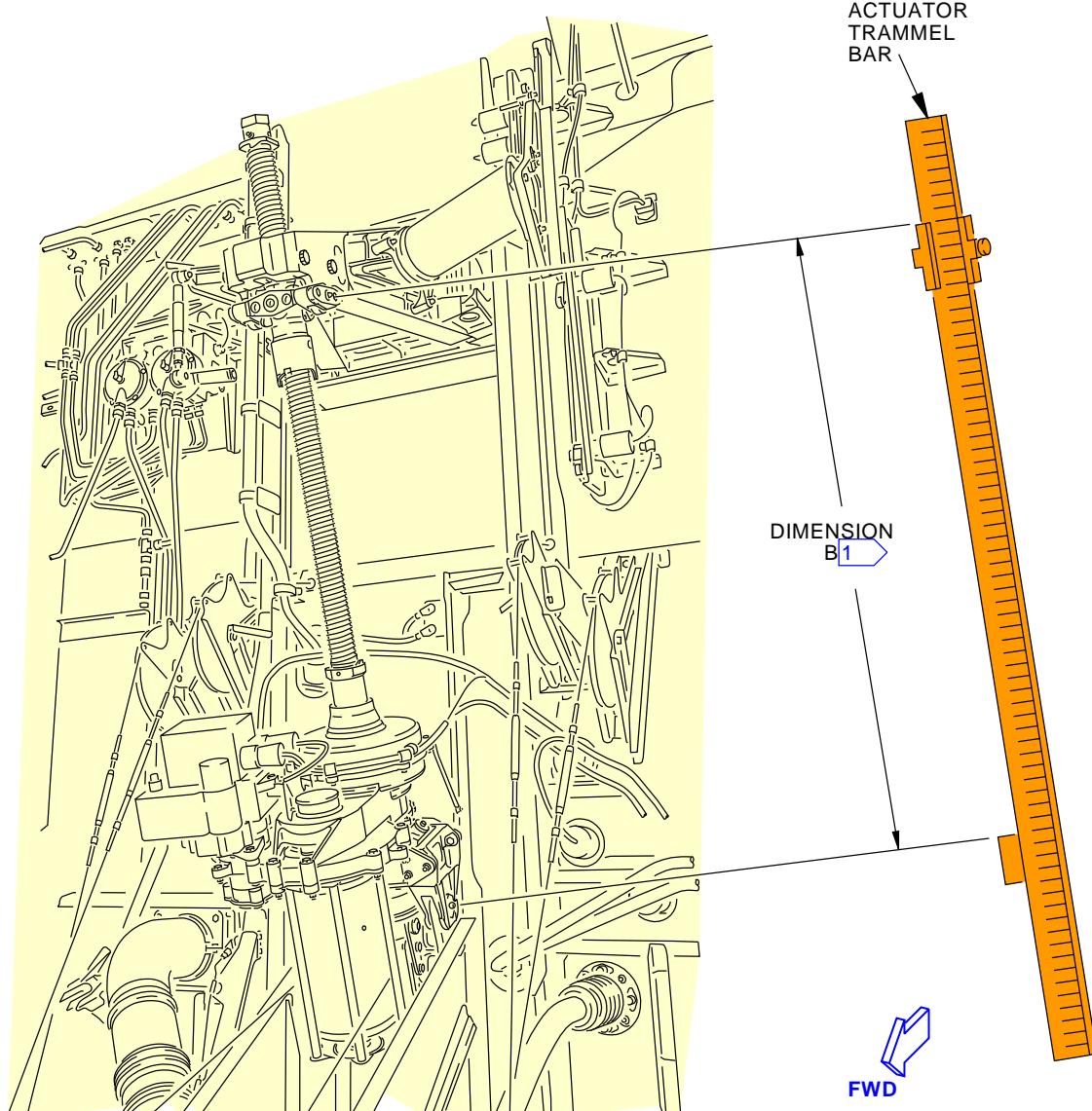
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02**NOTE:**

THE STABILIZER TRIM JACKSCREW IS SHOWN WITH THE STABILIZER LEADING EDGE AT ZERO DEGREES.

- 1 THE DIMENSION B IS MEASURED BETWEEN THE CENTER OF THE UPPER AND LOWER GIMBAL PINS, (CENTER OF GREASE FITTINGS).

G19620 S0006569228_V2

**Stabilizer Trim Jackscrew Setting
Figure 7 (Sheet 2 of 2)**EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 43 of 56
Oct 15/2015**

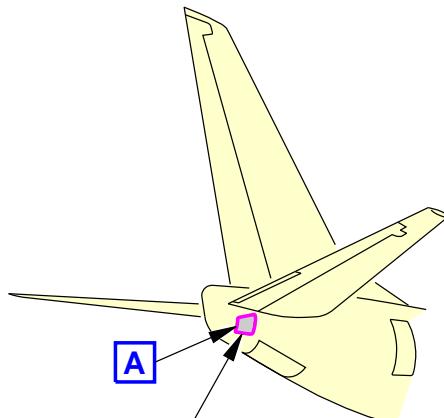
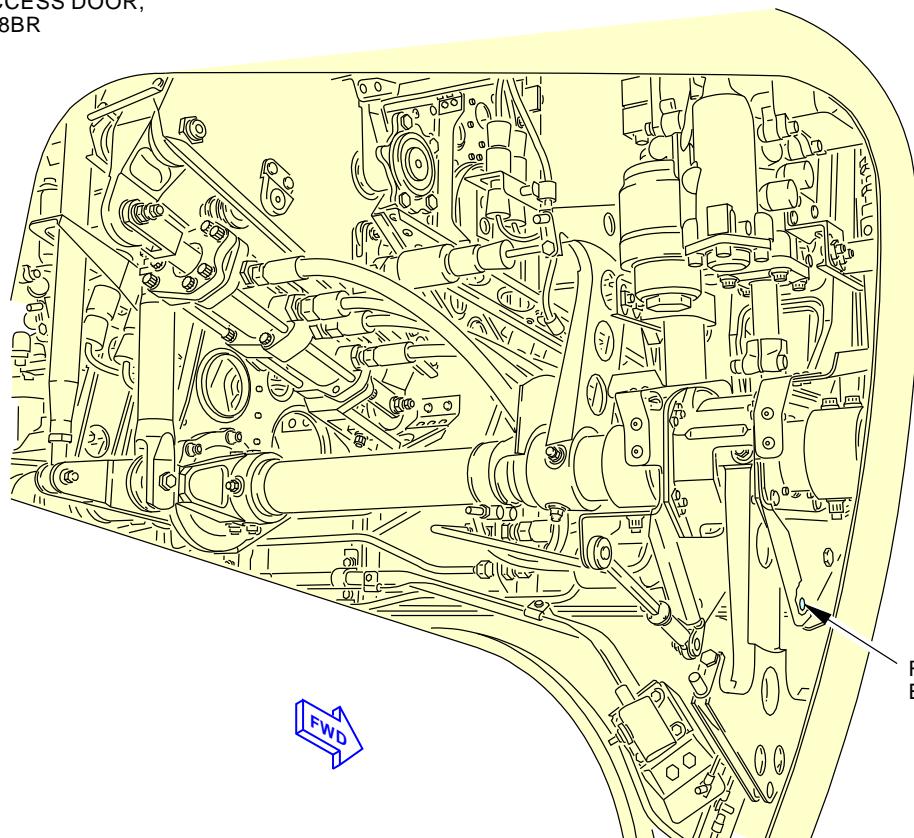
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

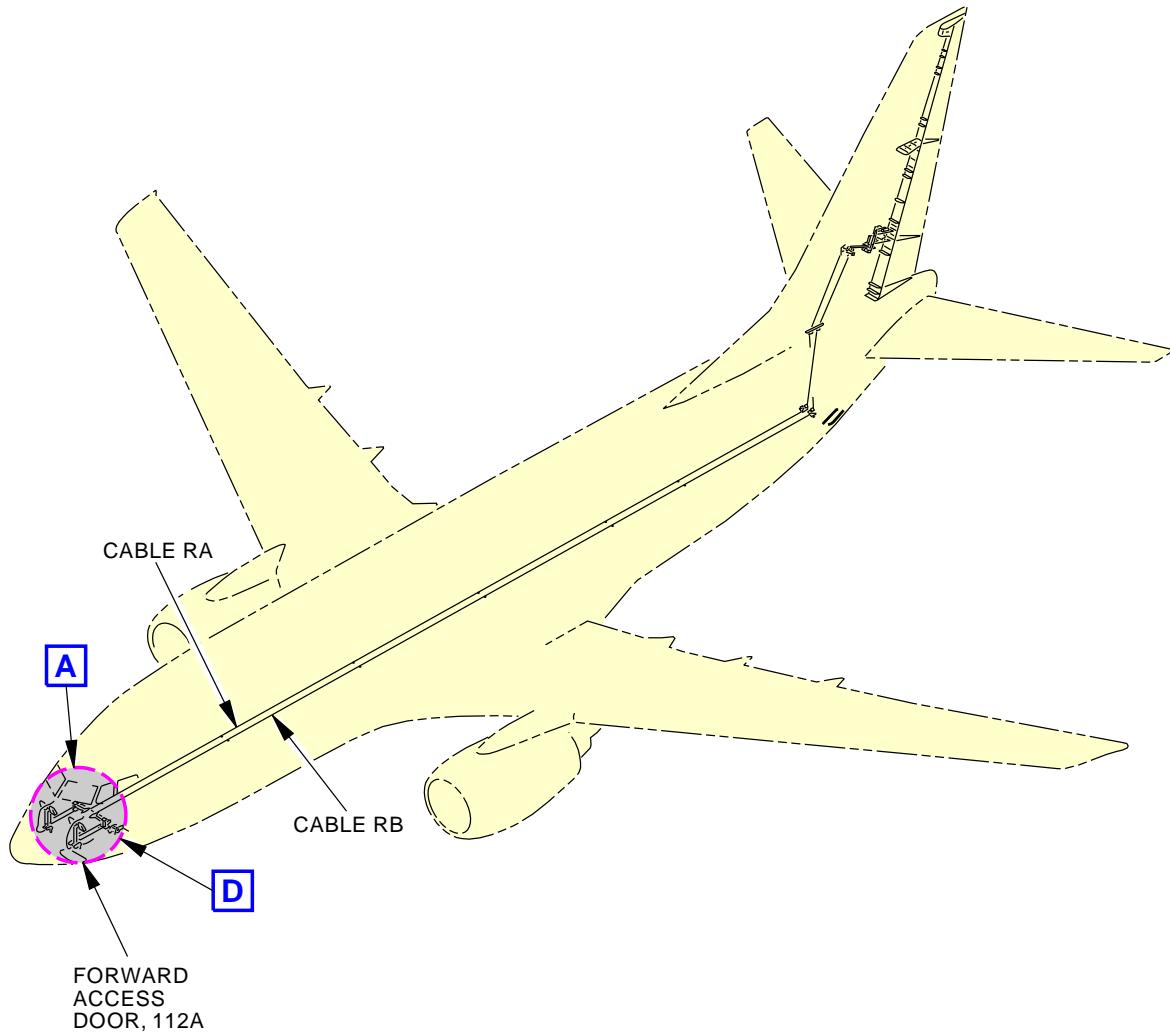
BOEING CARD NO.
27-235-00-02**TAILCONE
ACCESS DOOR,
318BR****VIEW THROUGH THE TAILCONE
ACCESS DOOR, 318BR**

G19625 S0006569229_V2

**Elevator Aft Control Quadrant Rig Pin Location
Figure 8****EFFECTIVITY
AKS ALL****SOURCE
MRB****FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 44 of 56
Oct 15/2015**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-235-00-02 |



N46108 S0006568935_V2

**Rudder Control System Forward Components
Figure 9 (Sheet 1 of 4)**

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

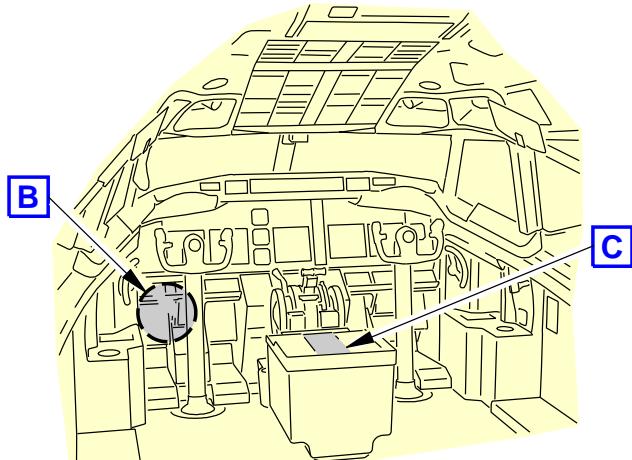
AKS**737-600/700/800/900
TASK CARDS**

DATE

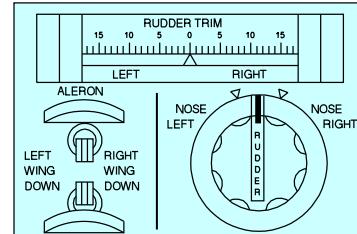
TAIL NUMBER

STATION

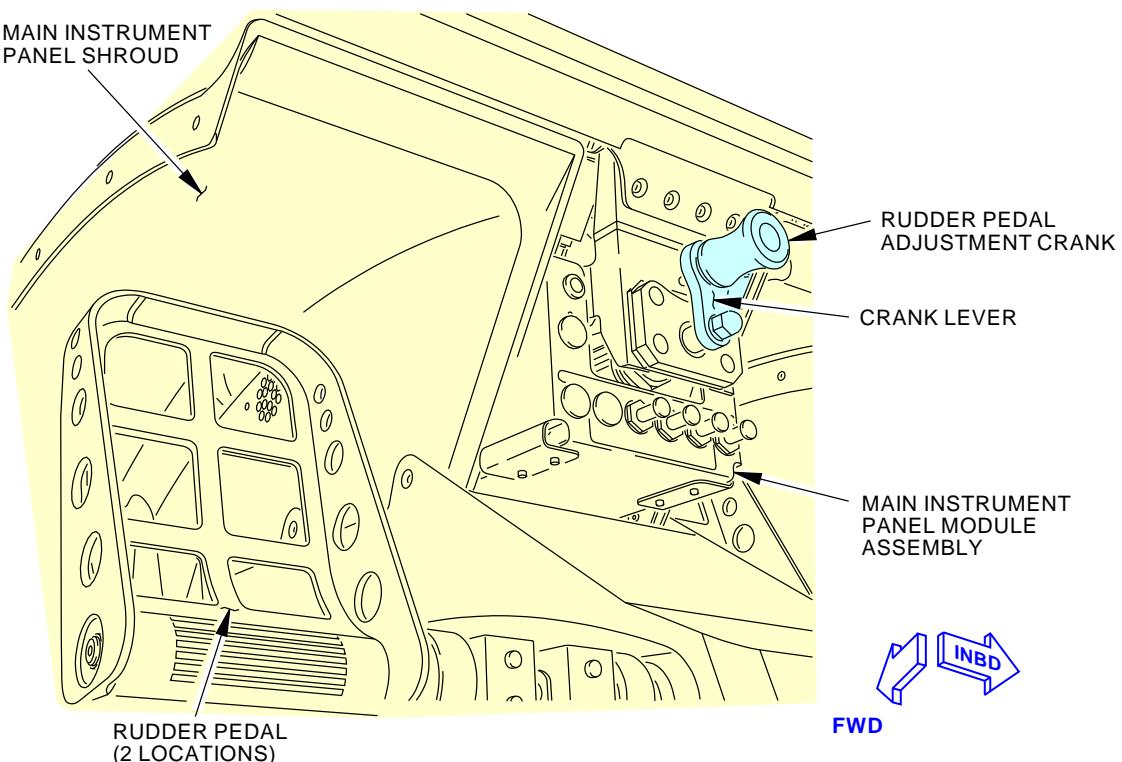
AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

FLIGHT COMPARTMENT



AILERON AND RUDDER TRIM MODULE (P8)

C

(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

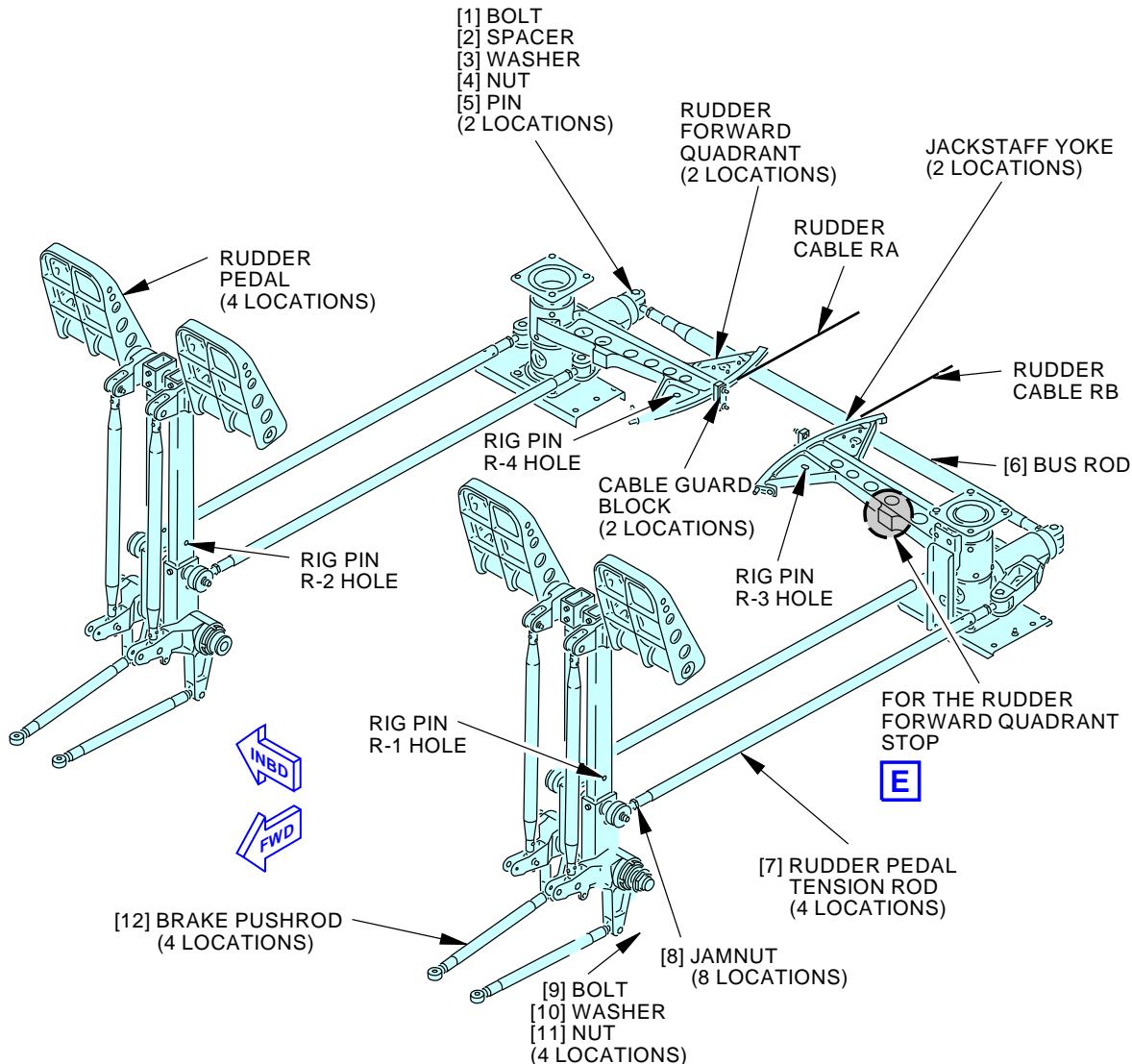
B**Rudder Control System Forward Components**
Figure 9 (Sheet 2 of 4)

N46114 S0006568936_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS**
27-235-00-02**Page 46 of 56**
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AKS**BOEING****737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**PEDAL SHAFTS AND FORWARD QUADRANTS****D**

N46136 S0006568937_V2

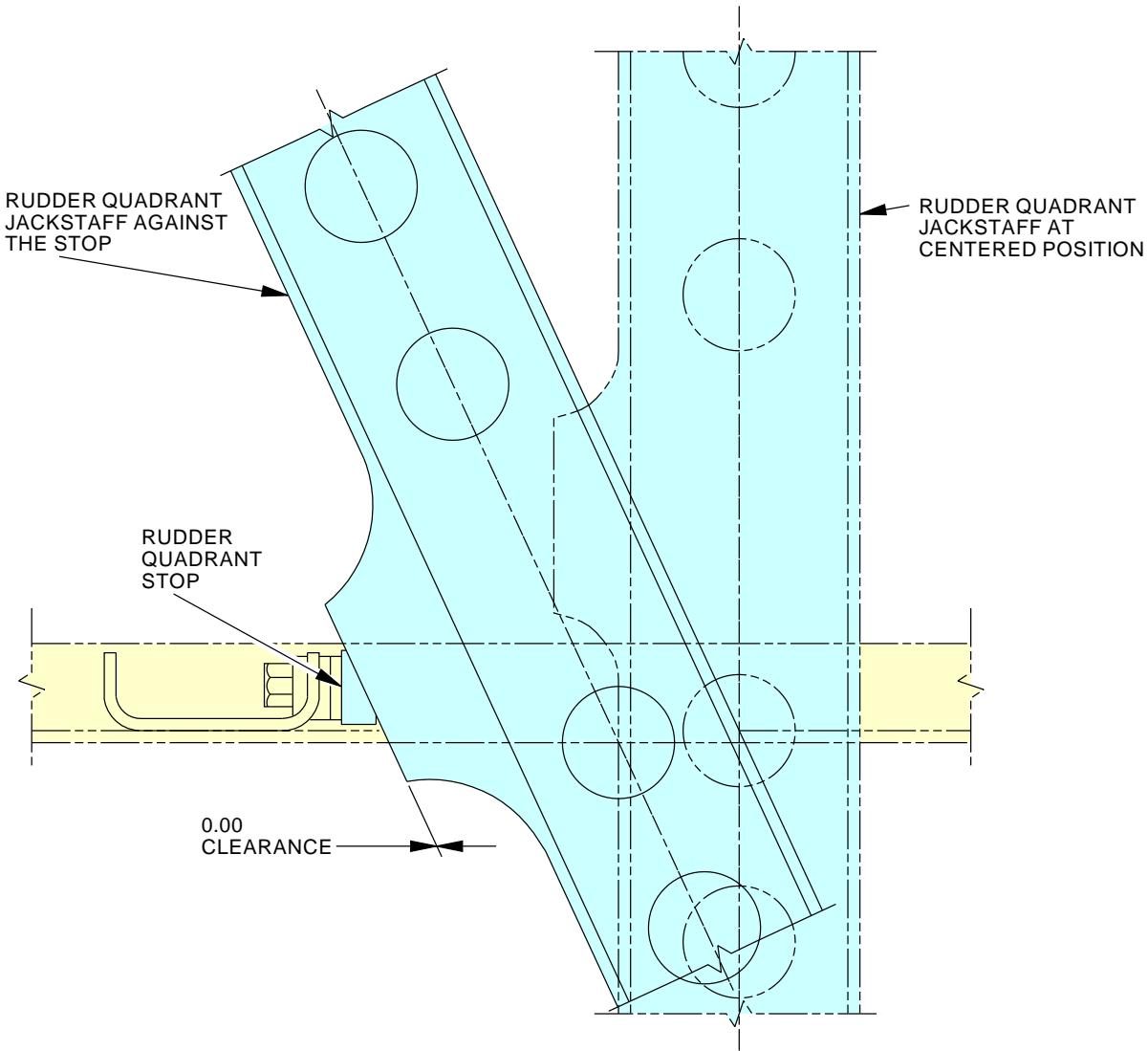
**Rudder Control System Forward Components
Figure 9 (Sheet 3 of 4)**

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-235-00-02 |



Rudder Control System Forward Components
Figure 9 (Sheet 4 of 4)

N46190 S0006568938_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Oct 15/2015

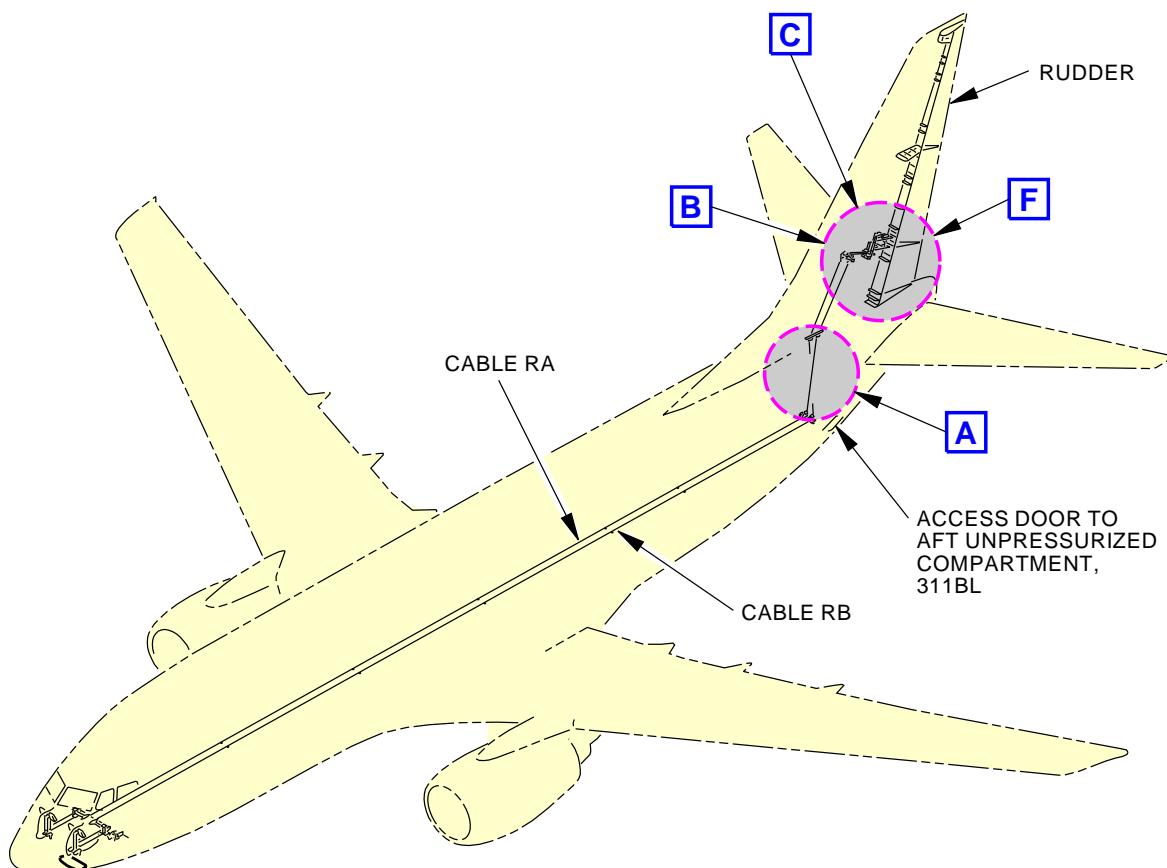
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

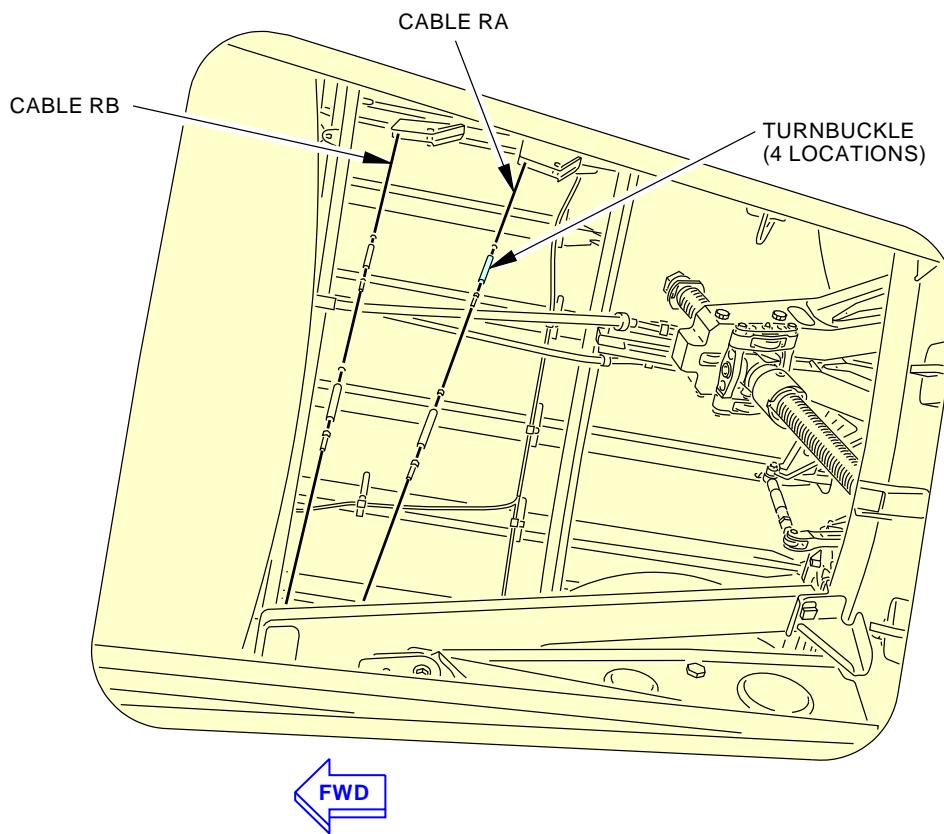
BOEING CARD NO.
27-235-00-02

N46191 S0006568944_V2

**Rudder Control System Aft Components
Figure 10 (Sheet 1 of 8)**EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 49 of 56
Jun 15/2016**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. |
|------|-------------|---------|------------------|---------------------|
| | | | | 27-235-00-02 |



VIEW THROUGH THE ACCESS DOOR TO
AFT UNPRESSURIZED COMPARTMENT, 311BL

A

Rudder Control System Aft Components
Figure 10 (Sheet 2 of 8)

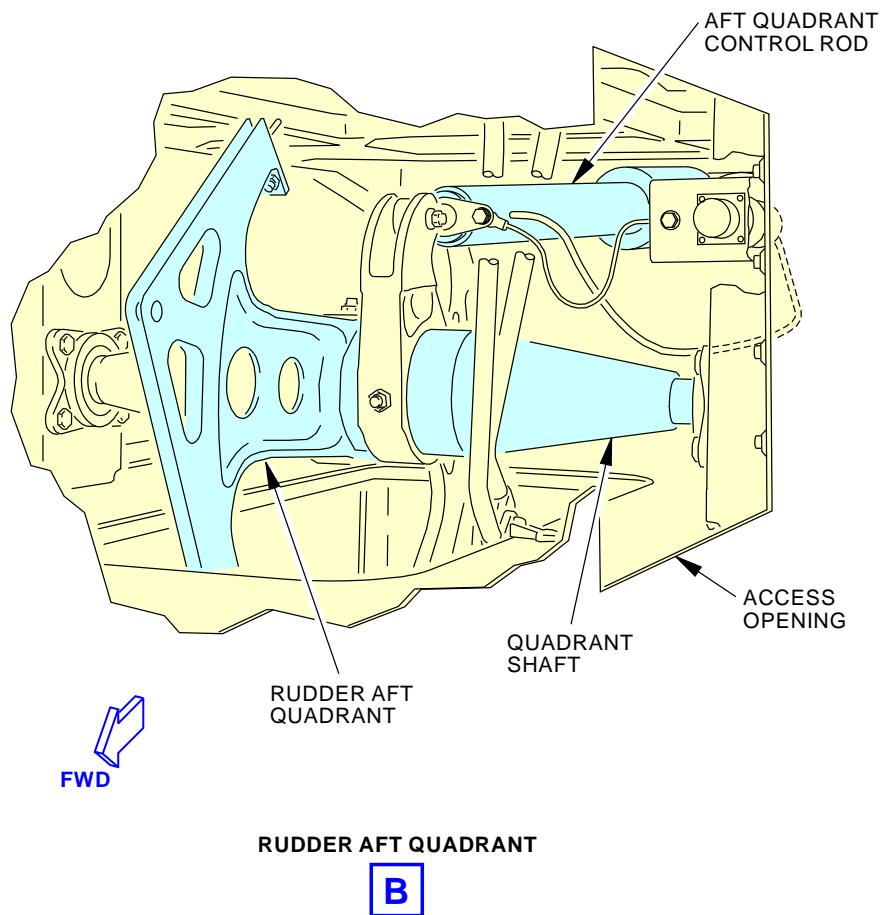
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| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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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. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



Rudder Control System Aft Components
Figure 10 (Sheet 3 of 8)

N46193 S0006568946_V2

| | | |
|-------------------------------|----------------------|-------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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Jun 15/2016

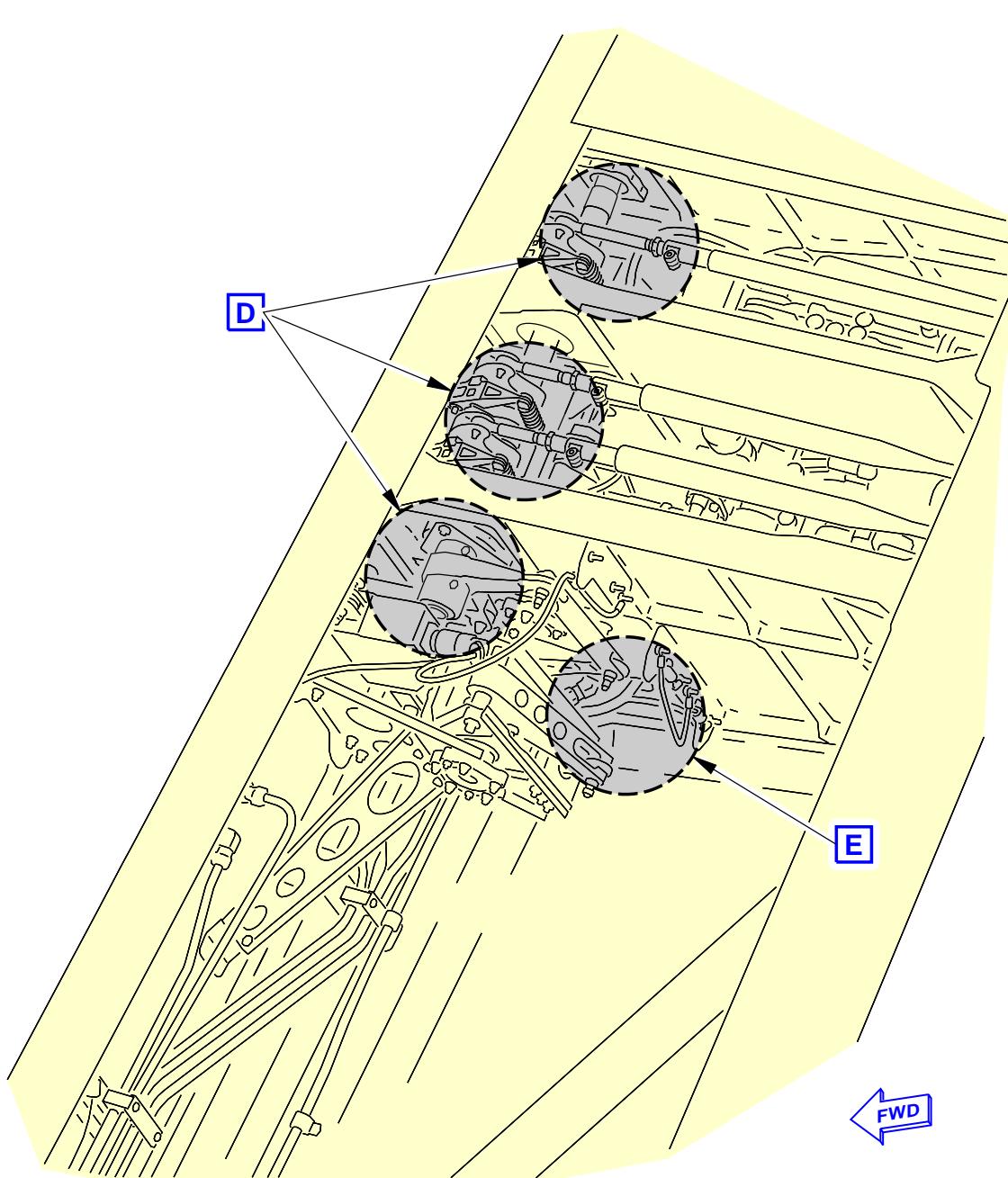
AKS**737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02

N46221 S0006568947_V2

**Rudder Control System Aft Components
Figure 10 (Sheet 4 of 8)**EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 52 of 56
Jun 15/2016**

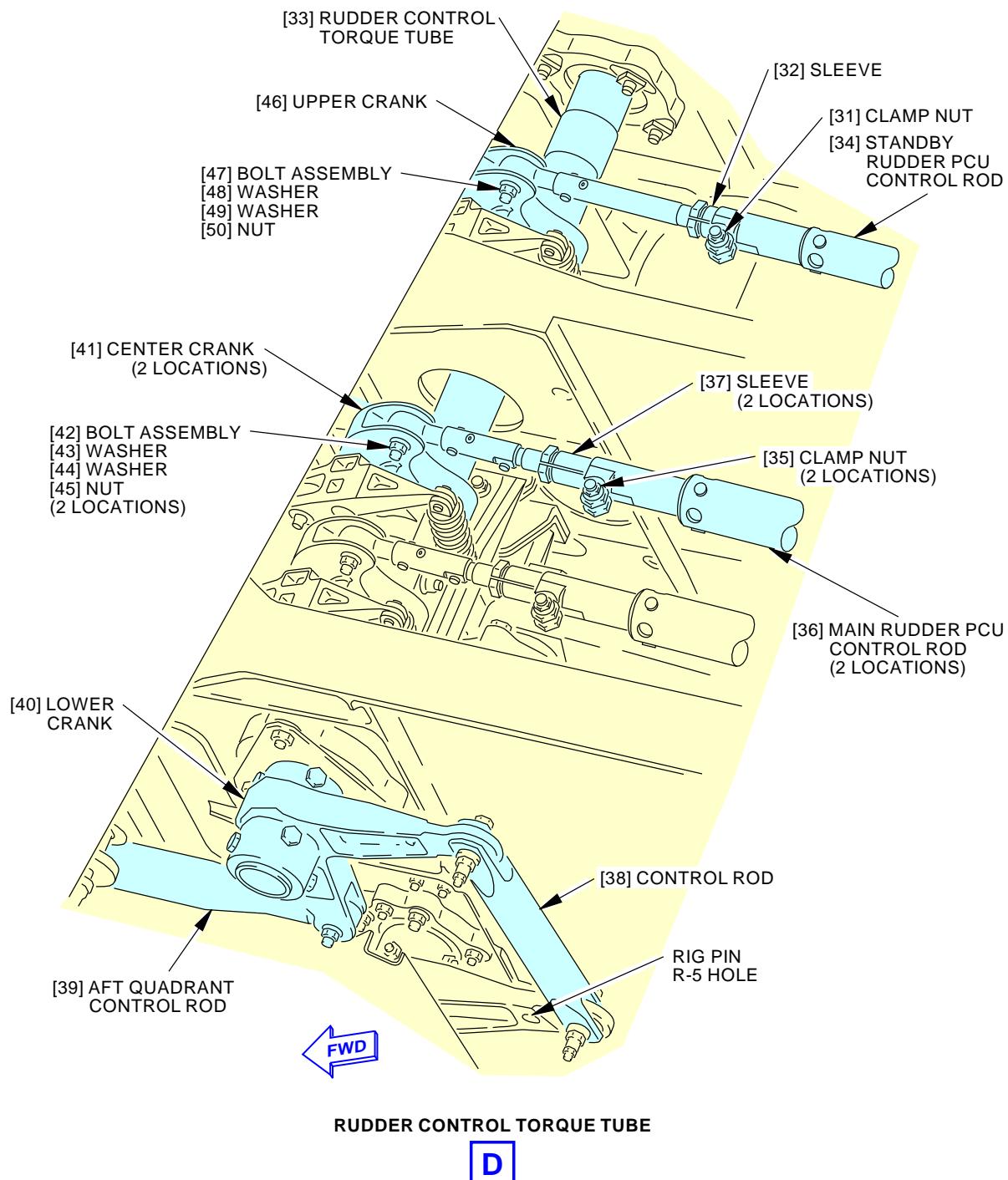
AKS**BOEING****737-600/700/800/900
TASK CARDS**

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

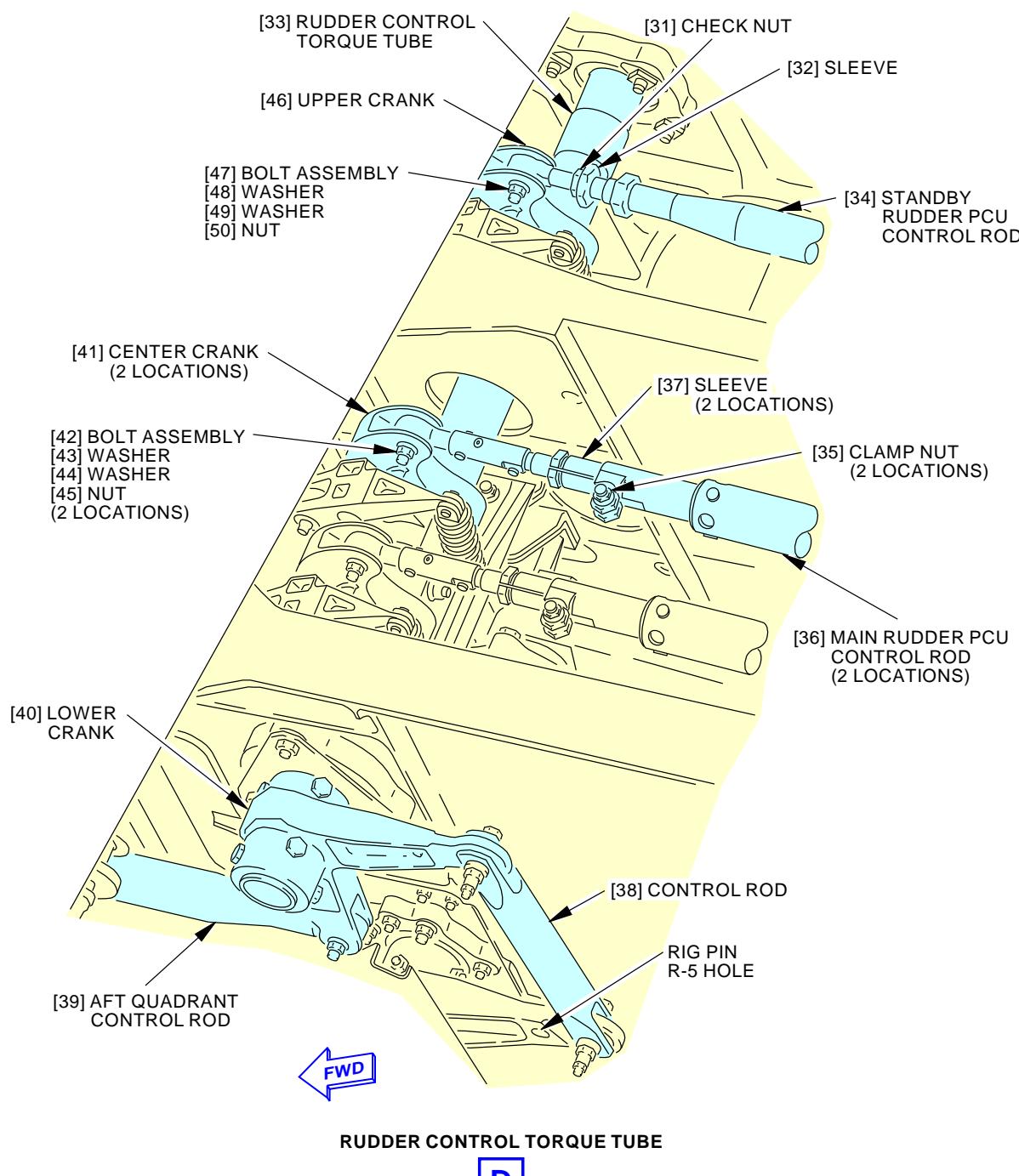
BOEING CARD NO.
27-235-00-02

N47054 S0006568948_V3

**Rudder Control System Aft Components
Figure 10 (Sheet 5 of 8)****EFFECTIVITY**
**AKS ALL; AIRPLANES WITH 251A3495-1 OR
-7 CONTROL ROD****SOURCE**
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 53 of 56
Jun 15/2016**

AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|



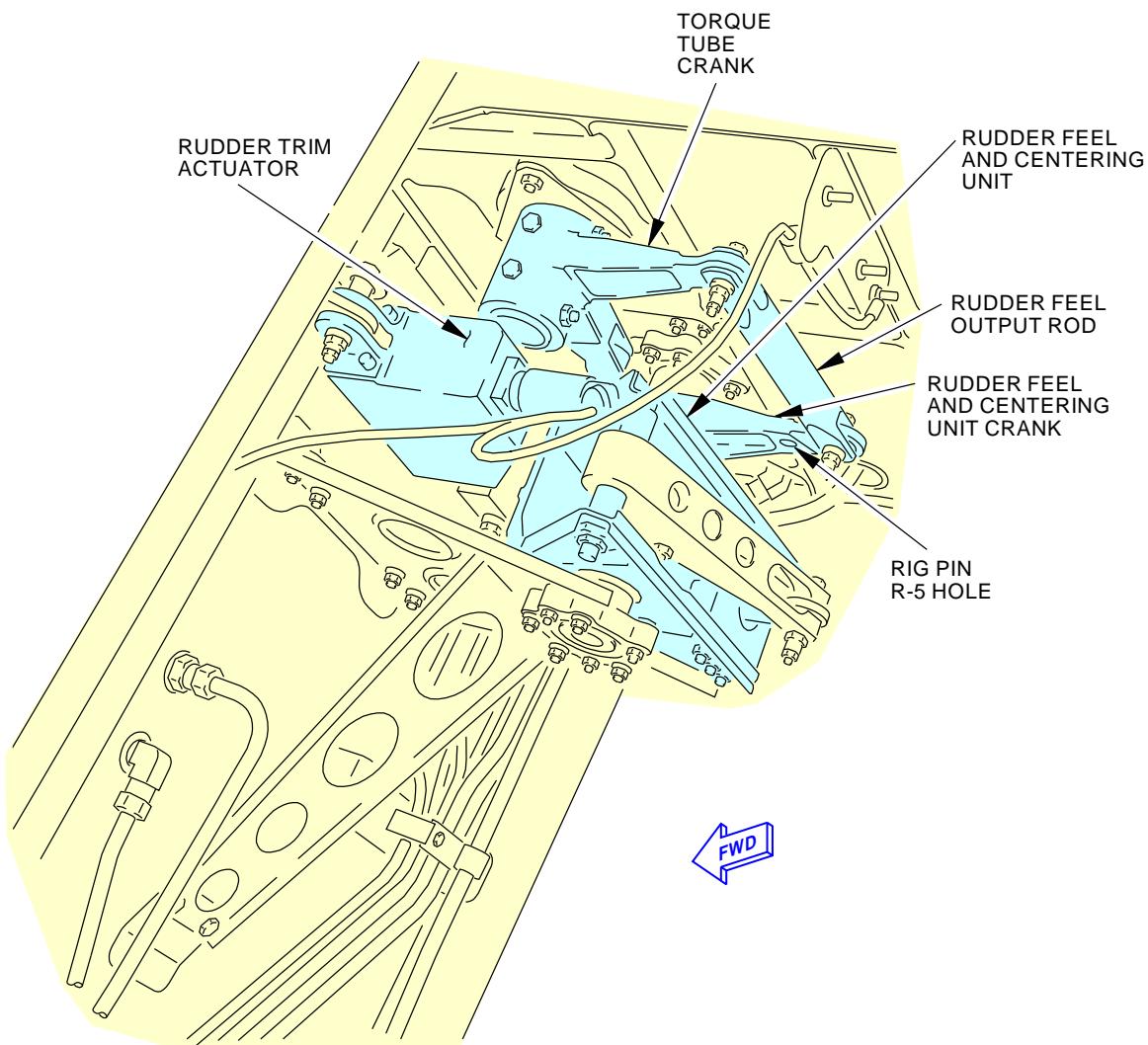
Rudder Control System Aft Components
Figure 10 (Sheet 6 of 8)

1308321 S0000227164_V2

EFFECTIVITY
**AKS ALL; AIRPLANES WITHOUT 251A3495-1
OR -7 CONTROL ROD**SOURCE
MRB**FLIGHT CONTROL CABLE TENSION****D633A109-AKS
27-235-00-02****Page 54 of 56
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AKS**737-600/700/800/900
TASK CARDS**

| DATE | TAIL NUMBER | STATION | AIRLINE CARD NO. | BOEING CARD NO. 27-235-00-02 |
|------|-------------|---------|------------------|--|
|------|-------------|---------|------------------|--|

**Rudder Control System Aft Components
Figure 10 (Sheet 7 of 8)**

N46194 S0006568949_V2

| | | |
|-------------------------------|----------------------|--------------------------------------|
| EFFECTIVITY AKS ALL | SOURCE MRB | FLIGHT CONTROL CABLE TENSION |
| | | D633A109-AKS 27-235-00-02 |

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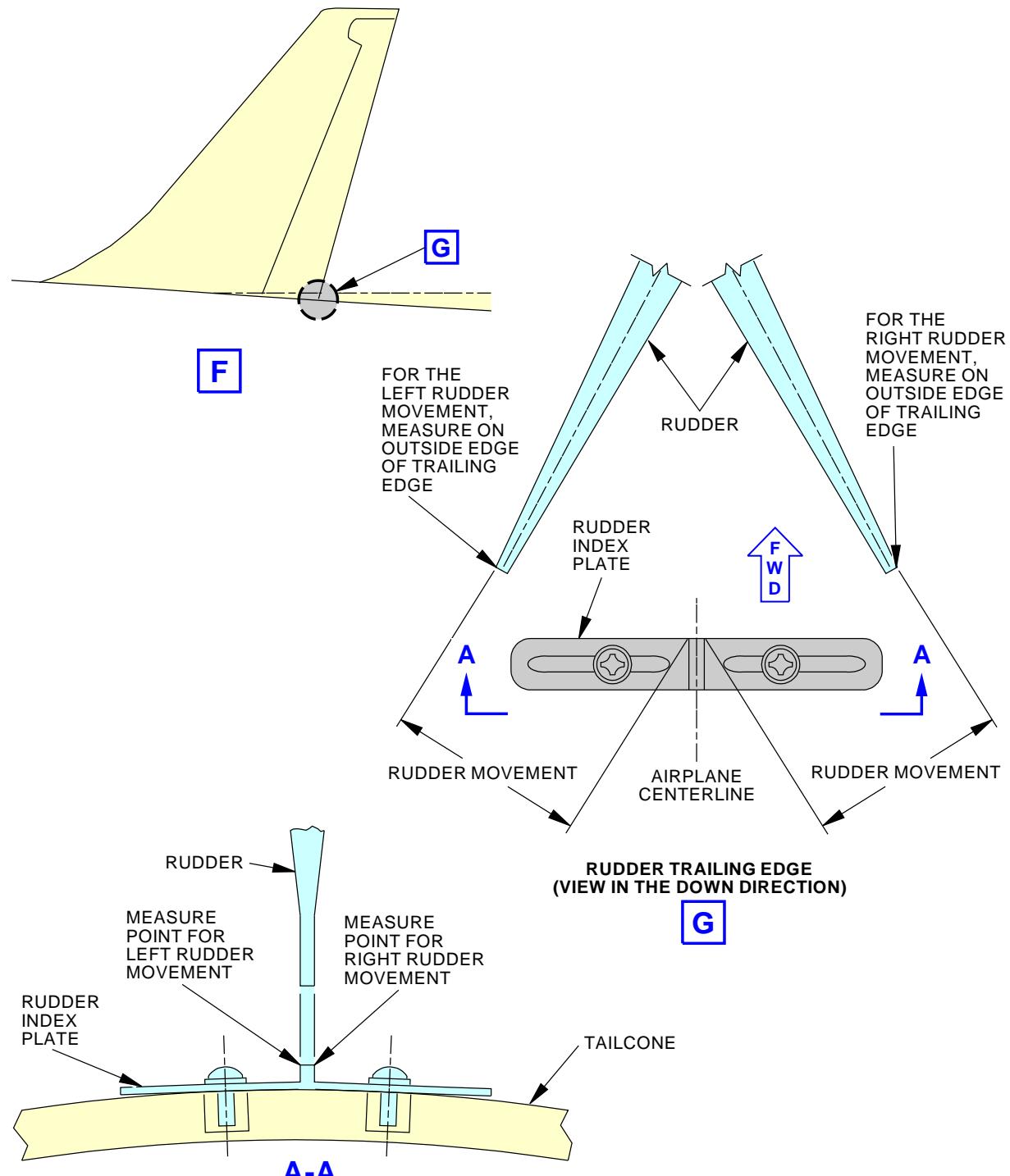
AKS737-600/700/800/900
TASK CARDS

DATE

TAIL NUMBER

STATION

AIRLINE CARD NO.

BOEING CARD NO.
27-235-00-02Rudder Control System Aft Components
Figure 10 (Sheet 8 of 8)

N46197 S0006568950_V2

EFFECTIVITY
AKS ALLSOURCE
MRB**FLIGHT CONTROL CABLE TENSION**D633A109-AKS
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