CHECK BEING PERFORMED: Custom

ZONES: 119 211 212 500 **W/C NUMBER: 221M2701** **DATE:**
A/C NUMBER: **W/O:**
REV. DATE: 11/13/03 **JAC CODE:**
FREQUENCY: 1A

REFERENCES

FIGURES 1 AND 2

MECH INSP

CHECK OPERATION OF THE STALL WARNING SYSTEM AND AUTO SLATS.

ZONES AFFECTED: 119, 211, 212, 500, 600

AIRPLANES WITH ADVANCED STALL WARNING COMPUTER.

1 OPERATIONAL TEST - STALL WARNING SYSTEM

A REFERENCES

1 AMM 24-22-00/201, ELECTRICAL POWER - CONTROL

2 AMM 27-51-00/201, TRAILING EDGE FLAP SYSTEM

3 AMM 27-81-00/201, LEADING EDGE SLAT SYSTEM

4 AMM 29-11-00/201, PRESSURIZE/DEPRESSURIZE MAIN HYDRAULIC SYSTEM

5 AMM 31-41-00/201, ENGINE INDICATION AND CREW ALERTING SYSTEM.

6 AMM 34-21-00/501, INERTIAL REFERENCE SYSTEM

7 AMM 34-22-00/501, FLIGHT INSTRUMENT SYSTEM

8 AMM 71-11-04/201, FAN COWL PANELS

9 AMM 78-31-00/201, THRUST REVERSER SYSTEM

B ACCESS

1 LOCATION ZONES

A 120 MAIN EQUIPMENT CENTER (RH SIDE)

B 211 CONTROL CABIN (LH SIDE)

C 212 CONTROL CABIN (RH SIDE)

D 500 RIGHT WING

E 600 LEFT WING

2 ACCESS PANEL

A 119BL MAIN EQUIPMENT CENTER

C PREPARE FOR THE TEST

_____ XXXXX 1 MAKE SURE THESE CIRCUIT BREAKERS ON THE MAIN POWER DISTRIBUTION PANEL, P6, ARE CLOSED:

A 6D3, IRS L

B 6D4, IRS C

C 6D5, IRS R

D 6D20, ALTN SLAT PWR

E 6D23, ALTN FLAP PWR

_____ XXXXX 2 MAKE SURE THESE CIRCUIT BREAKERS ON THE OVERHEAD CIRCUIT BREAKER PANEL, P11, ARE CLOSED:

A 11A10, AIR DATA CMPTR LEFT

B 11A11, AIR DATA AOA SENSOR LEFT

C 11A12, AIR DATA BARO CORRECT LEFT

D 11B18, WARN ELEX B

E 11C11, STICK SHAKER LEFT

F 11C14, FWEU 2 PWR

G 11C15, FSEU 2 CONT

H 11C16, FSEU 2 SENSOR

I 11C30, LANDING GEAR POS AIR/GND SYS 1

J 11F1, IRS LEFT

K 11F8, EFIS SYM GEN LEFT

L 11F9, EFIS SYM GEN CENTER

M 11F21, IRS CENTER

N 11F22, IRS RIGHT

O 11F29, EFIS SYSM GEN RIGHT

P 11F30, AIR DATA CMPTR RIGHT

Q 11F31, AIR DATA AOA SENSOR RIGHT

R 11F32, AIR DATA BARO CORRECT RIGHT

S 11G12, FSEU 1 PWR

T 11G13, FSEU 1 CONT

U 11G14, FSEU 1 SENSOR

V 11G21, FSEU 3 PWR

W 11G22, FSEU 3 CONT

X 11G23, FSEU 3 SENSOR

Y 11H12, FLAP POS IND LEFT

Z 11H13, FLAP POS IND RIGHT

AA 11H14, FLAP/SLAT ALTN DR SHUTOFF 1

AB 11H24, FLAP/SLAT ALTN DR SHUTOFF 2

AC 11J2, EICAS CMPTR LEFT

AD 11J3, EICAS UPPER IND

AE 11J21, STICK SHAKER RIGHT

AF 11J29, EICAS CMPTR RIGHT

AG 11J30, EICAS LOWER IND

AH 11J31, EICAS DISPLAY SW

AI 11J32, EICAS PILOTS DSP

AJ 11J33, WARN ELEX A

AK 11S15, AIR/GND SYS 1

AL 11S19, AIR/GND SYS 2

_____ XXXXX 3 DEACTIVATE THE THRUST REVERSERS FOR GROUND MAINTENANCE PER AMM 78-31-00/201.

_____ XXXXX 4 SUPPLY ELECTRICAL POWER (REF. AMM 24-22-00/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

_____ XXXXX 5 MAKE SURE THESE SYSTEMS OPERATE:

A EFIS (REF. AMM 34-22-00/501).

B EICAS (REF. AMM 31-41-00/201).

_____ XXXXX 6 MAKE SURE THESE SWITCHES ARE IN THE CORRECT POSITIONS:

A MAKE SURE THE IRS AND EFI SWITCHES ON THE INSTRUMENT SOURCE SELECT PANELS (P1 AND P3) ARE IN THE NORMAL POSITION (ALTN LEGEND NOT DISPLAYED).

B PUT THE L, R, AND C IRS MODE SELECT SWITCHES ON THE

INERTIAL REFERENCES MODE PANEL P5 IN THE "NAV" POSITION (REF. AMM 34-21-00/501) AND AWAIT ALIGNMENT.

NOTE: IT MAY TAKE UP TO 11 MINUTES FOR THE SYSTEMS TO ALIGN.

CAUTION: MAKE SURE THE MOVEMENT OF THE SLATS DOES NOT HIT OR CATCH THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

_____ XXXXX 7 MAKE SURE THE MOVEMENT OF THE LEADING EDGE SLATS WILL NOT HIT OR CATCH THESE PANELS (REF. AMM 71-11-04/201):

A THE ACCESS DOOR FOR THE LEFT AND RIGHT ENGINE STRUT.

B THE INBOARD FAN COWLINGS ON THE LEFT AND RIGHT ENGINE.

C THE THRUST REVERSER COWLINGS ON THE LEFT AND RIGHT ENGINES.

_____ XXXXX 8 PRESSURIZE THE LEFT HYDRAULIC SYSTEM AND RESERVOIR (REF. AMM 29-11-00/201).

A IF A GROUND CART IS NOT AVAILABLE, DO THESE STEPS:

1 PRESSURIZE THE LEFT AND RIGHT ACMP'S (REF. AMM 29-11-00/201).

2 SET THE PTU MANUAL SWITCH ON THE RIGHT SIDE PANEL, P61, TO THE "ON" POSITION.

_____ XXXXX 9 MAKE SURE THE TRAILING EDGE FLAPS AND THE LEADING EDGE SLATS ARE FULLY RETRACTED (REF. AMM 27-51-00/201 AND AMM 27-81-00/201).0

D LEFT STALL WARNING SYSTEM OPERATIONAL TEST (FIG. 1 AND 2)

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS,

SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. OPERATION OF STALL WARNING TEST SWITCHES CAN CAUSE THE SLATS TO MOVE TO THEIR FULLY EXTENDED POSITION. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

_____ XXXXX 1 HOLD DOWN THE L STALL TEST SWITCH ON THE RIGHT SIDE PANEL, P61.

_____ XXXXX 2 MAKE SURE THAT:

A THE LEFT STICK SHAKER AND BOTH COLUMNS SHAKE,

B THE WINDSHEAR PITCH LIMIT INDICATOR (PLI) SHOWS ON THE LEFT EADI,

C ALL SEGMENTS ON THE LEFT STALL HEX DISPLAY OF THE WEU BITE MODULE (P51) COME ON, AND THAT CODE "D9" SHOWS ON THE OPPOSITE (RIGHT) STALL HEX DISPLAY,

D THE EICAS STATUS MESAGE "WARN ELEX" SHOWS.

_____ XXXXX 3 RELEASE THE L STALL TEST SWITCH.

_____ XXXXX 4 MAKE SURE THAT:

A THE LEFT STICK SHAKER AND BOTH COLUMNS STOP,

B THE WINDSHEAR PLI DOES NOT SHOW ON THE LEFT EADI,

C THE EICAS MESSAGE "WARN ELEX" DOES NOT SHOW,

D THE LEFT STALL HEX DISPLAY ON THE WEU BITE MODULE (P51) SHOWS THE FOLLOWING CODE:

FOR ALL 757-200 AIRCRAFT;

"4F"

FOR ALL 757-300 AIRCRAFT;

"5F"

5 PUT THE FLAP LEVER IN THE 25-UNIT DETENT.

6 HOLD DOWN THE L STALL TEST SWITCH.

7 MAKE SURE THAT:

A THE LEFT STICK SHAKER AND BOTH COLUMNS SHAKE.

8 RELEASE THE L STALL TEST SWITCH.

9 MAKE SURE THAT:

A THE LEFT STICK SHAKER AND BOTH COLUMNS STOP.

10 RETURN FLAP LEVER TO THE 0-UNIT DETENT (FLAPS UP).

E RIGHT STALL WARNING SYSTEM OPERATIONAL TEST (FIG. 1 AND 2)

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. OPERATION OF STALL WARNING TEST SWITCHES CAN CAUSE THE SLATS TO MOVE TO THEIR FULLY EXTENDED POSITION. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

_____ XXXXX 1 HOLD DOWN THE R STALL TEST SWITCH ON THE RIGHT SIDE PANEL, P61.

_____ XXXXX 2 MAKE SURE THAT:

A THE RIGHT STICK SHAKER AND BOTH COLUMNS SHAKE,

B THE WINDSHEAR PITCH LIMIT INDICATOR (PLI) SHOWS ON THE RIGHT EADI,

C ALL SEGMENTS ON THE RIGHT STALL HEX DISPLAY OF THE WEU BITE MODULE (P51) COME ON, AND THAT CODE "D9" SHOWS ON THE OPPOSITE (LEFT) STALL HEX DISPLAY,

D THE EICAS STATUS MESAGE "WARN ELEX" SHOWS.

_____ XXXXX 3 RELEASE THE R STALL TEST SWITCH).

_____ XXXXX 4 MAKE SURE THAT:

A THE RIGHT STICK SHAKER AND BOTH COLUMNS STOP,

B THE WINDSHEAR PLI DOES NOT SHOW ON THE RIGHT EADI,

C THE EICAS MESSAGE "WARN ELEX" DOES NOT SHOW,

D THE RIGHT STALL HEX DISPLAY ON THE WEU BITE MODULE (P51) SHOWS THE FOLLOWING CODE:

FOR ALL 757-200 AIRCRAFT;

"4F"

FOR ALL 757-300 AIRCRAFT;

"5F"

5 PUT THE FLAP LEVER IN THE 25-UNIT DETENT.

6 HOLD DOWN THE R STALL TEST SWITCH.

7 MAKE SURE THAT:

A THE RIGHT STICK SHAKER AND BOTH COLUMNS SHAKE,

8 RELEASE THE R STALL TEST SWITCH.

9 MAKE SURE THAT:

A THE RIGHT STICK SHAKER AND BOTH COLUMNS STOP.

F LEFT AUTO SLATS SYSTEM TEST (FIG. 2)

_____ XXXXX 1 PUT THE FLAP LEVER IN THE 1-UNIT DETENT.

_____ XXXXX 2 MAKE SURE THE LEADING EDGE FLAPS MOVE TO THE INTERMEDIATE POSITION.

_____ XXXXX 3 HOLD DOWN THE L STALL TEST SWITCH.

_____ XXXXX 4 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE FULLY EXTENDED POSITION.

NOTE: THE LEFT STICK SHAKER WILL SHAKE BOTH COLUMNS. A SLIGHT HESITATION OF THE SLAT MOTION MAY BE NOTICED. THIS IS DUE TO THE TOGGLING OF THE AUTOSLAT DISCRETE WHEN THE STALL WARNING TEST SWITCH IS HELD DOWN. THIS HESITATION IS NORMAL.

_____ XXXXX 5 RELEASE THE L STALL TEST SWITCH.

_____ XXXXX 6 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE INTERMEDIATE POSITION.

NOTE: THE LEFT STICK SHAKER AND COLUMNS WILL STOP.

G RIGHT AUTO SLATS SYSTEM TEST (FIG. 2)

_____ XXXXX 1 PUT THE FLAP LEVER IN THE 1-UNIT DETENT.

_____ XXXXX 2 MAKE SURE THE LEADING EDGE FLAPS MOVE TO THE INTERMEDIATE POSITION.

_____ XXXXX 3 HOLD DOWN THE R STALL TEST SWITCH.

_____ XXXXX 4 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE FULLY EXTENDED POSITION.

NOTE: THE RIGHT STICK SHAKER WILL SHAKE BOTH COLUMNS. A SLIGHT HESITATION OF THE SLAT MOTION MAY BE NOTICED. THIS IS DUE TO THE TOGGLING OF THE AUTOSLAT DISCRETE WHEN THE STALL WARNING TEST SWITCH IS HELD DOWN. THIS HESITATION IS NORMAL.

_____ XXXXX 5 RELEASE THE R STALL STALL TEST SWITCH.

_____ XXXXX 6 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE INTERMEDIATE POSITION.

NOTE: THE RIGHT STICK SHAKER AND COLUMNS WILL STOP.

H DUAL CHANNEL AUTO SLATS SYSTEM TEST (FIG. 2)

1 HOLD DOWN THE L AND R STALL TEST SWITCHES.

_____ XXXXX 2 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE FULLY EXTENDED POSITION.

NOTE: THE LEFT AND RIGHT STICK SHAKERS WILL SHAKE BOTH COLUMNS. A SLIGHT HESITATION OF THE SLAT MOTION MAY BE NOTICED. THIS IS DUE TO THE TOGGLING OF THE AUTOSLAT DISCRETE WHEN THE STALL WARNING TEST SWITCH IS HELD DOWN. THIS HESITATION IS NORMAL.

_____ XXXXX 3 RELEASE THE L AND R STALL TEST SWITCHES.

_____ XXXXX 4 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE INTERMEDIATE POSITION.

NOTE: THE LEFT AND RIGHT STICK SHAKERS AND COLUMNS WILL STOP.

_____ XXXXX 5 PUT THE FLAP LEVER IN THE ZERO (FLAPS UP) DETENT.

_____ XXXXX 6 MAKE SURE THE LEADING EDGE SLATS MOVE TO THE FULLY RETRACTED POSITION.

I PUT THE AIRPLANE BACK TO ITS USUAL CONDITION (IF THE SYSTEM TEST IS NOT REQUIRED)

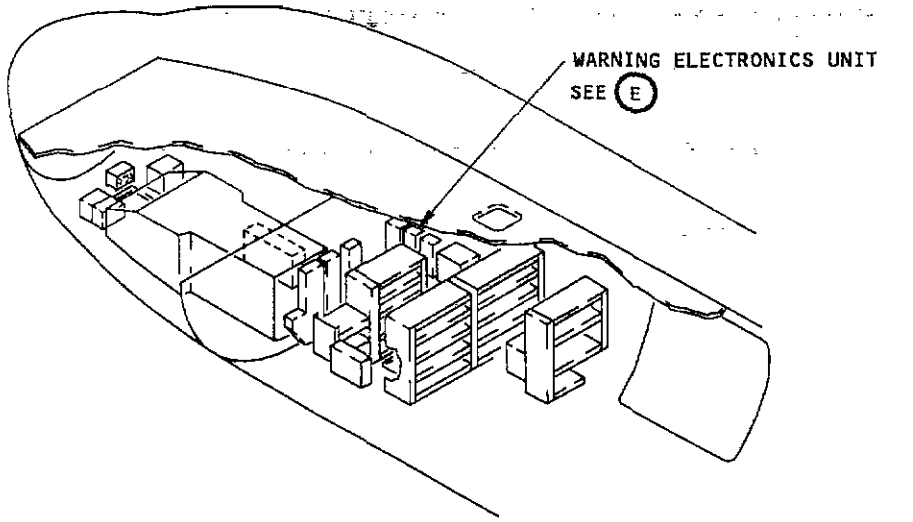
_____ XXXXX 1 REMOVE PRESSURE FROM THE LEFT HYDRAULIC SYSTEM (REF. AMM 29-11-00/201).

_____ XXXXX 2 PUT THE LEFT, CENTER, AND RIGHT IRS MODE SELECT SWITCHES IN THE OFF POSITION (REF. AMM 34-21-00/501).

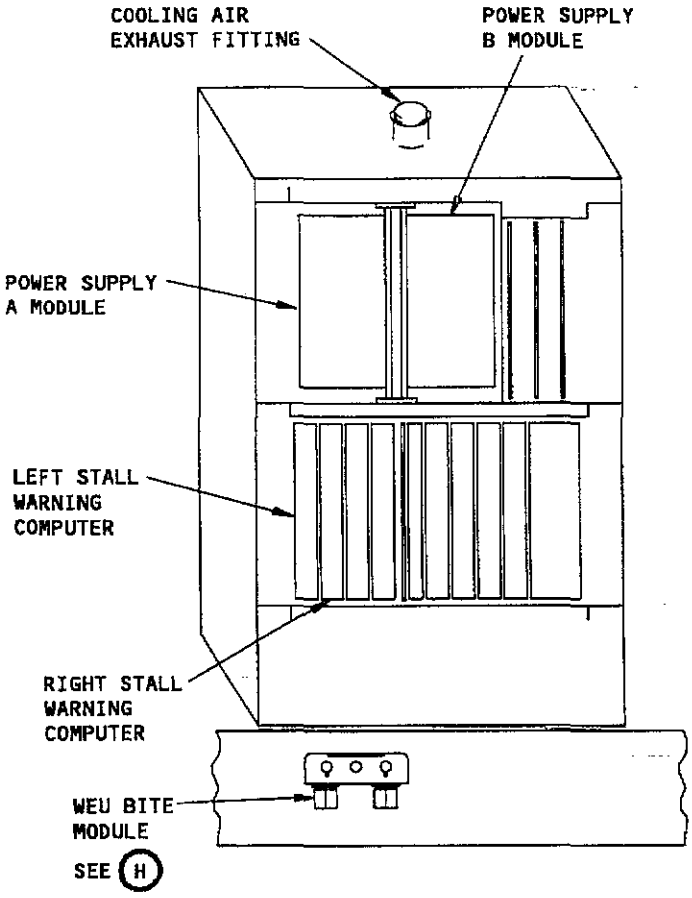
_____ XXXXX 3 REMOVE ELECTRICAL POWER IF IT IS NOT NECESSARY (REF. AMM 24-22-00/201).

_____ XXXXX 4 ACTIVATE THE THRUST REVERSERS PER AMM 78-31-00/201.

**********END OF WORKCARD**********

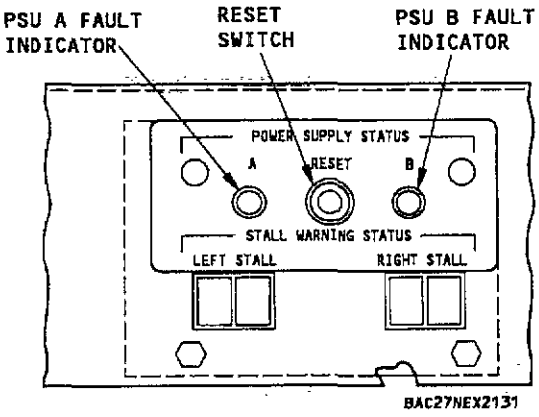


MAIN EQUIP CTR



WARNING ELECTRONICS UNIT P51

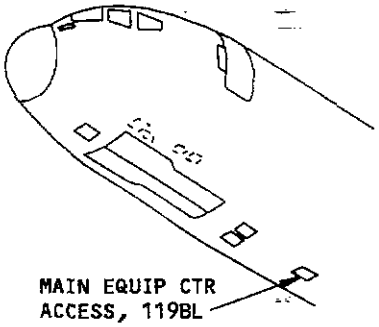
(E)

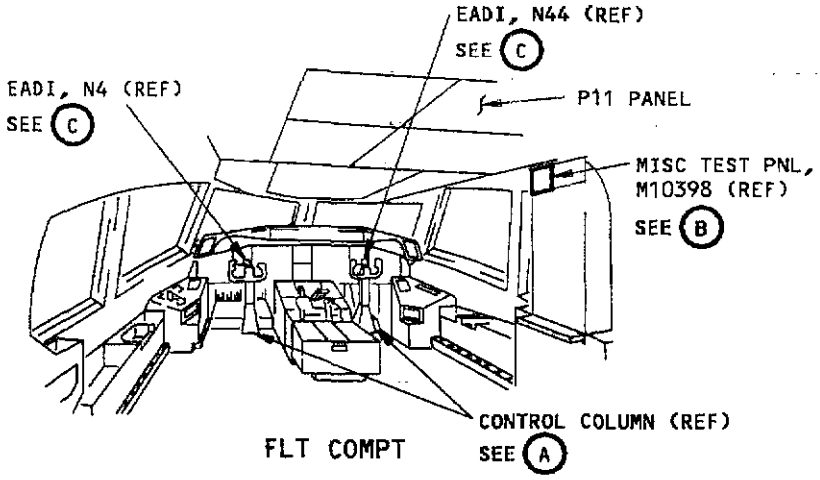


WEU BITE MODULE

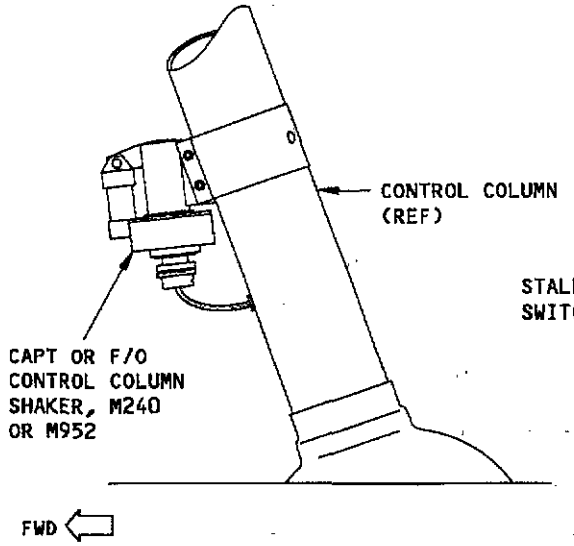
(H)

Component Location





FLT COMPT



CONTROL COLUMN (REF)

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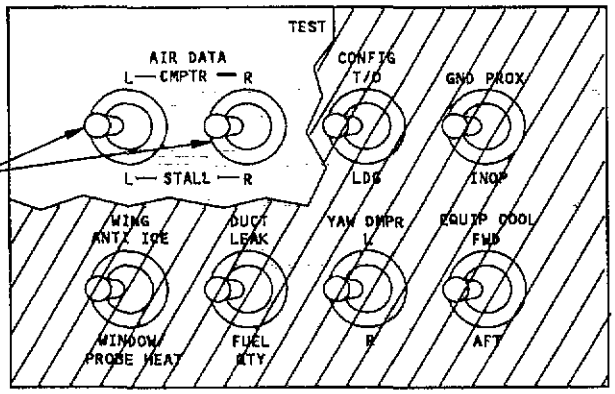
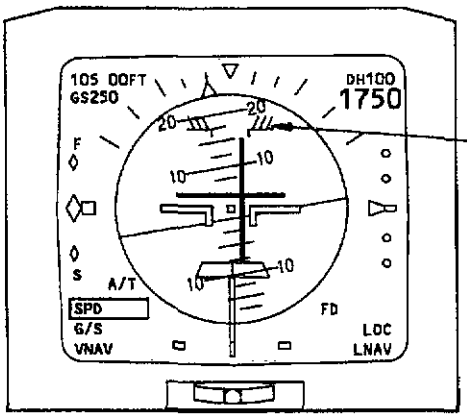


MISC TEST PANEL, M10398 (REF)

B



L (R) ELEX ATTITUDE DIRECTION
INDICATOR (EADI) N4 (N44) (REF)

C

Component Location