

# ATA AIRLINES, INC.

STABILIZER TRIM CONTROL SYSTEM LUBRICATION

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CHECK BEING PERFORMED: Custom

ZONES: 311 312 313 314 W/C NUMBER: 230L1202 DATE:  
A/C NUMBER: W/O:  
REV. DATE: 11/04/02 JAC CODE:  
FREQUENCY: PCI

MFR P/N	DESCRIPTION	QTY
BMS 3-33	Grease, Aircraft General Purpose	A/R

## PANELS

311AL

## REFERENCES

Figures 1-2; AMM 06-42-00, 29-11-00

MECH INSP

ZONES AFFECTED: 311, 312, 313, 314

MPD ITEM: 12-21-05-3A, 12-21-05-3B, 12-21-05-3C, 12-21-05-3D

WARNING: INTERMIXING GREASES IS NOT ALLOWED UNLESS SPECIFICALLY CALLED OUT IN LUBRICATION PROCEDURES. IF EVIDENCE OF DISSIMILAR GREASE IS NOTICED AT ANY JOINT OR BEARING, SLOWLY CONTINUE PURGING AT EACH FITTING UNTIL ONLY THE NEW GREASE COMES OUT.

CAUTION: LUBRICATION PRESSURES FROM 100-200 PSIG ARE NORMALLY SUFFICIENT FOR JOINTS TO ACCEPT THE LUBRICANT. DO NOT EXCEED 2500 PSIG. FITTINGS CAN BLOW OUT, BECOME DAMAGED, OR DAMAGE TO FITTING BOSS MAY OCCUR. NORMALLY, THE FLOW OF GREASE SHOULD BE STOPPED AT FIRST EVIDENCE OF SEAL DEFORMATION OR GREASE SEEPAGE FROM BEARING.

NOTE: FOR LUBRICATION FITTING REPLACEMENT, REFER TO AMM 20-10-29.

XXXXX 1 Prepare For the Lubrication

WARNING: STAY OFF SERVICE ACCESS DOORS 311AL AND 313AL. THE WEIGHT OF A PERSON CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. A PERSON CAN BE INJURED IF THEY FALL THROUGH THE OPEN DOOR.

A Open the access door, 311AL, to the forward stabilizer compartment (Ref. AMM 06-42-00/201).

B Open these circuit breakers on the overhead panel, P11, and attach DO-NOT-CLOSE tags:

1) 11C6, CSEU 1L AC or FLT CONT ELEC 1L AC

REVISION DATE: 11/04/02

ATA AIRLINES, INC. B757 FLEET

W/C #: 230L1202

DATE WORK CARD COMPLETE \_\_\_/\_\_\_/\_\_\_

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 230L1202 (continued)

MECH: INSP:

- 2) 11C8, CSEU 2L AC or FLT CONT ELEC 2L AC
- 3) 11G17, CSEU 1R AC or FLT CONT ELEC 1R AC
- 4) 11G27, CSEU 2R AC or FLT CONT ELEC 2R AC

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 OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

- C Pressurize the left, right, and center hydraulic systems (Ref. AMM 29-11-00/201).
- D Make sure that the trailing edge flaps and the leading edge slats are in the fully retracted position.
- E Make sure that the flap lever is in the zero detent (FLAPS UP).
- F Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- G Remove any old grease and dirt from the ballscrew threads by wiping them with a clean, dry, non-abrasive cloth.

\_\_\_\_\_ XXXXX 2 Lubricate the Upper and Lower Stabilizer Gimbals With Grease (Fig. 1).

\_\_\_\_\_ XXXXX 3 Lubricate the Ballscrew

- A Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.
- B Move the captain's stabilizer-trim control-wheel-switches up (airplane nose down).
  - 1) Make sure that the stabilizer moves to its full leading edge up position.

2) Release the stabilizer-trim control-wheel-switches.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 230L1202 (continued)

MECH: INSP:

- C Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- D Use grease on your hand to lubricate the bottom of the ballscrew between the ballnut and the endstop (Fig. 1).
- E Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.
- F Move the captain's stabilizer-trim control-wheel-switches down (airplane nose up).
  - 1) Make sure that the stabilizer moves to its full leading edge down position.
  - 2) Release the stabilizer-trim control-wheel-switches.
- G Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- H Use grease on your hand to lubricate the top of the ballscrew between the ballnut and the endstop (Fig. 1).
- I Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.

XXXXX 4 Lubricate the Ballscrew Ballnut (Fig. 1).

WARNING: KEEP PERSONS AND EQUIPMENT AS FAR AWAY AS POSSIBLE FROM ALL MOVING PARTS WHILE MOVING THE STABILIZER UP OR DOWN. PERSONNEL APPLYING THE GREASE SHOULD BE IN DIRECT CONTACT WITH THE CONTROL WHEEL SWITCH OPERATOR. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN MOVING THE STABILIZER UP OR DOWN.

- A Put grease into the ballscrew ballnut until grease exits the seals at the top and the bottom of the ballnut.
- B Use the stabilizer trim switches on the control wheel to move the stabilizer from one endstop to the other endstop.
- C Put grease again into the ballscrew ballnut until the grease exits the seals at the top and the bottom of the ballnut (Fig. 1).

A/C NUMBER:

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MECH: INSP:

D Remove the pressure from the left, right, and center hydraulic systems (Ref. AMM 29-11-00/201).

XXXXX 5 Lubricate the Pivot Bearing (Fig. 2).

A Lubricate the two zerk fittings with BMS 3-33 grease (Fig. 2).

XXXXX 6 Put the Airplane Back to its Usual Condition

A Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

1) 11C6, CSEU 1L AC or FLT CONT ELEC 1L AC

2) 11C8, CSEU 2L AC or FLT CONT ELEC 2L AC

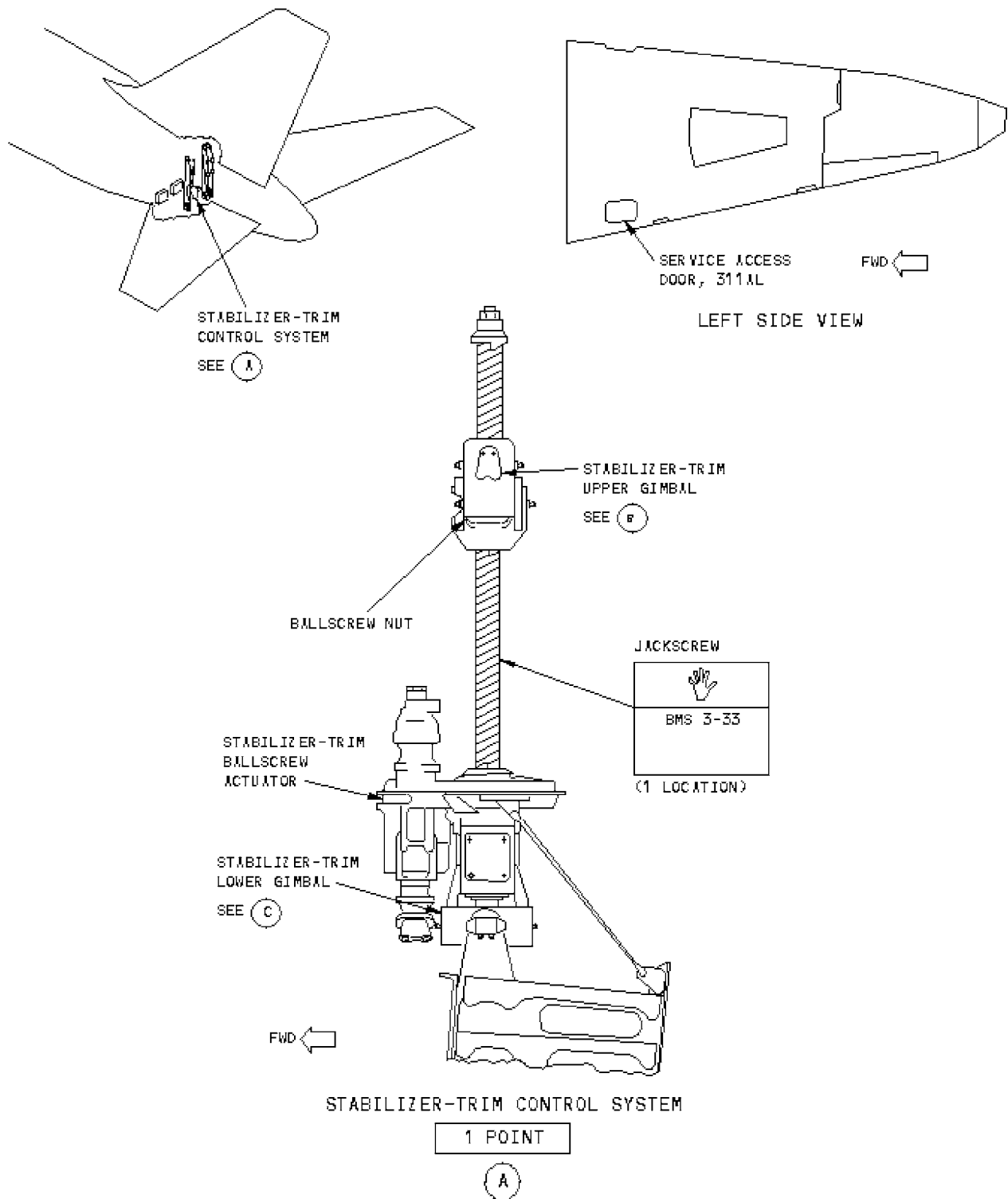
3) 11G17, CSEU 1R AC or FLT CONT ELEC 1R AC

4) 11G27, CSEU 2R AC or FLT CONT ELEC 2R AC

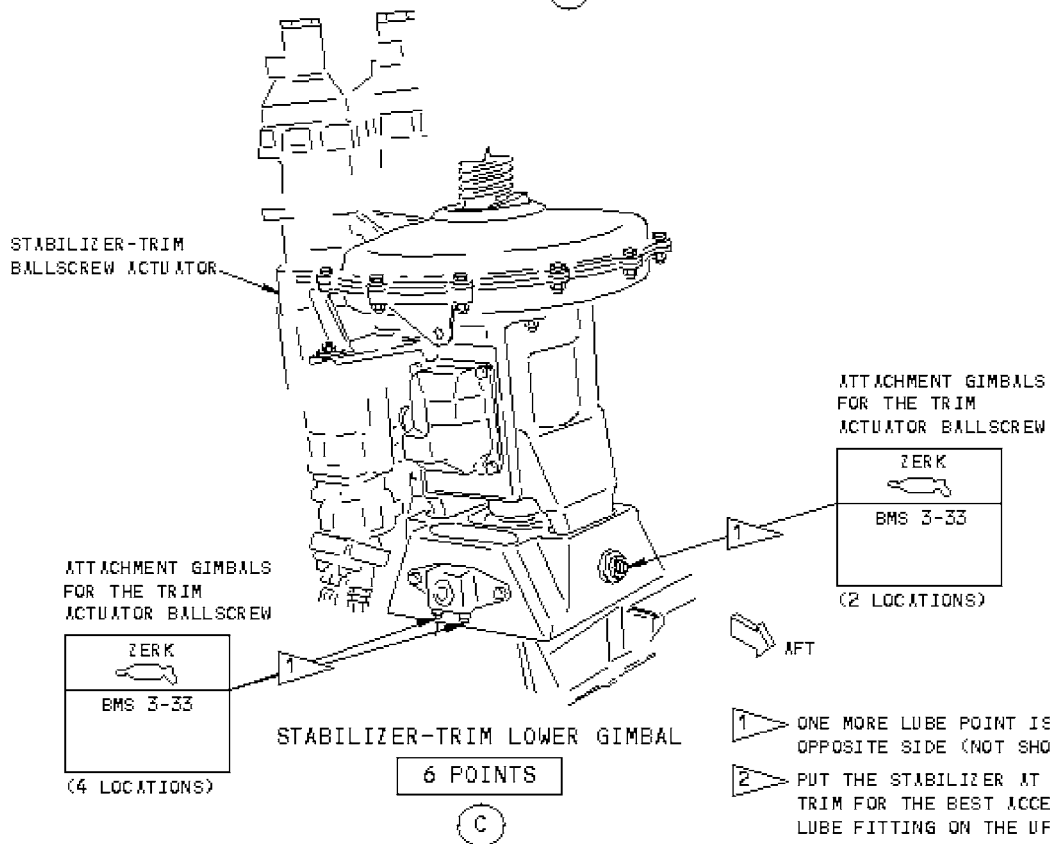
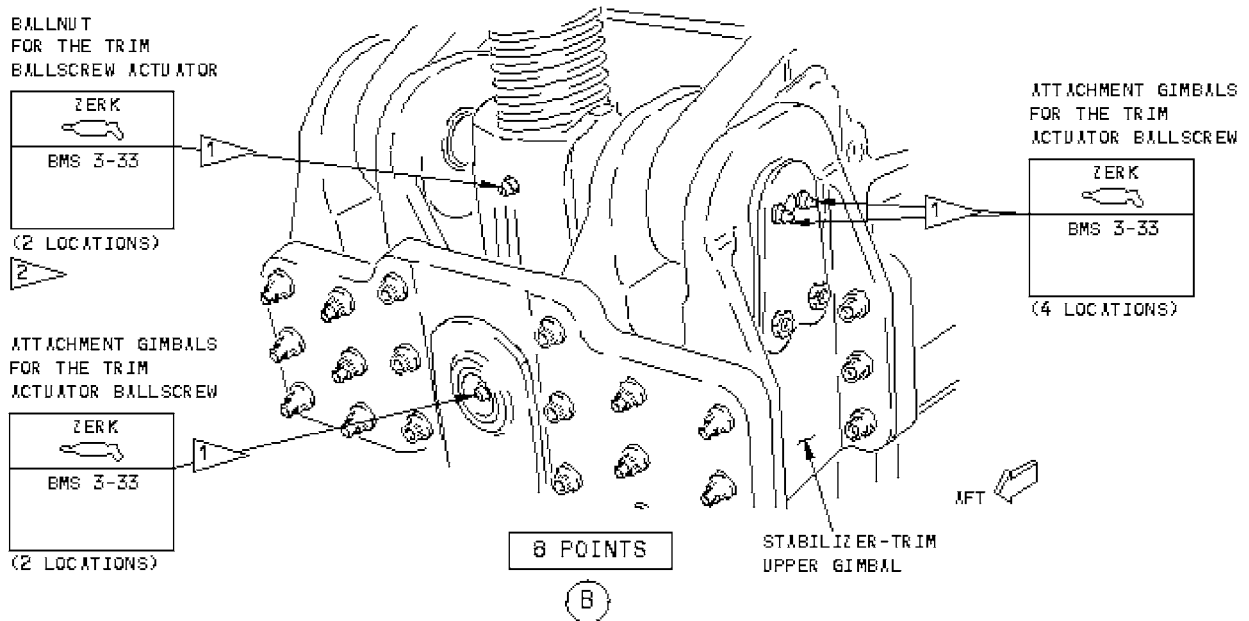
B Perform a General Visual Inspection of the area behind service access panel 311AL.

C Close service access panel 311AL (Ref AMM 06-42-00/201).

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

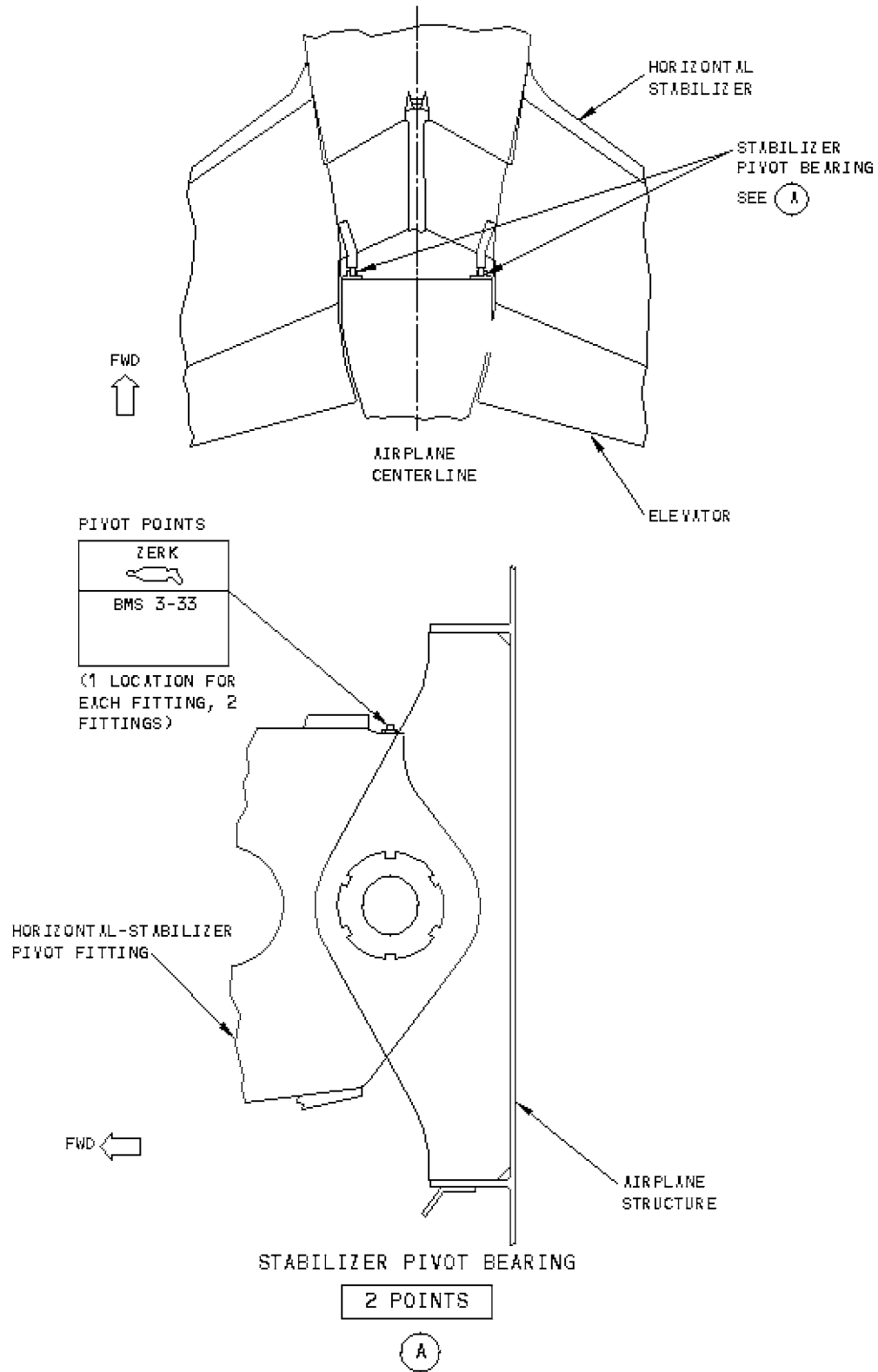


Stabilizer Control System Lubrication



- 1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN)
- 2 PUT THE STABILIZER AT 15 UNITS OF TRIM FOR THE BEST ACCESS TO THE AFT LUBE FITTING ON THE UPPER GIMBAL

Stabilizer Control System Lubrication



Stabilizer Pivot Bearings Lubrication