

# ATA AIRLINES, INC.

#1 ENGINE INLET COWL HIGH PRESSURE SWITCH

PAGE 1 / 3

CHECK BEING PERFORMED: Custom

ZONES: 211 411  
A/C NUMBER:  
REV. DATE: 04/21/99  
FREQUENCY: 1C

W/C NUMBER: 241M3001 DATE:  
W/O:  
JAC CODE:

## PANELS

413AL

## REFERENCES

1, 2

MECH INSP

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OPERATIONALLY CHECK THE LEFT ENGINE INLET COWL TAI HIGH PRESSURE SWITCH CIRCUIT AND INDICATION SYSTEM.

1. Operational Test - Engine Inlet TAI High Pressure Switch Circuitry.

A. References.

- (1) 24-22-00/2-1, Electrical Power - Control.
- (2) 31-41-00/201, Engine Indication and Crew Alerting System (EICAS).
- (3) 71-11-04/201, Fan Cowl Panels.
- (4) 78-31-00/201, Thrust Reverser System.

B. Access.

- (1) Access Panels.
  - (a) 413 Fan cowl panel (left).
  - (b) 414 Fan cowl panel (right).
  - (c) 423 Fan cowl panel (left).
  - (d) 424 Fan cowl panel (right).

C. Prepare for the Test.

- \_\_\_\_\_ XXXXX (1) Supply electrical power (Ref. 24-22-00/201).
- \_\_\_\_\_ XXXXX (2) Remove the engine shutdown inhibit from the EICAS computer (Ref. 31-41-00).

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REVISION DATE: 04/21/99

ATA AIRLINES, INC. B757 FLEET

W/C #: 241M3001

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

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 241M3001 (continued)

MECH: INSP:

Note: A 3 1/2 minute time delay will occur before any EICAS messages is shown after the engine shutdown inhibit is removed from the EICAS computer.

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

\_\_\_\_\_ XXXXX (3) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (Ref. 78-31-00/201).

\_\_\_\_\_ XXXXX (4) Open the left fan cowl on the left or right engine. Obey the CAUTIONS for the Kevlar wrapping. (REF 71-11-04)

D. Do a Test of the Left Engine TAI System (Fig. 1 and 2).

\_\_\_\_\_ XXXXX (1) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tag:  
(a) 11C27, ENG ANTI-ICE LEFT.

\_\_\_\_\_ XXXXX (2) Disconnect the electrical connectors that follow:  
(a) The high pressure switch.  
(b) The low pressure switch.  
(c) The Thermal Anti-ice (TAI) valve.

\_\_\_\_\_ XXXXX (3) Remove the DO-NOT-CLOSE tag and close this P11 panel circuit breaker:  
(a) 11C27, ENG ANTI-ICE LEFT.

\_\_\_\_\_ XXXXX (4) Put the L ENGINE ANTI-ICE switch-light on the P5 panel in the ON position.

\_\_\_\_\_ XXXXX (5) Make sure the six EICAS circuit breakers on the P11 panel are closed.

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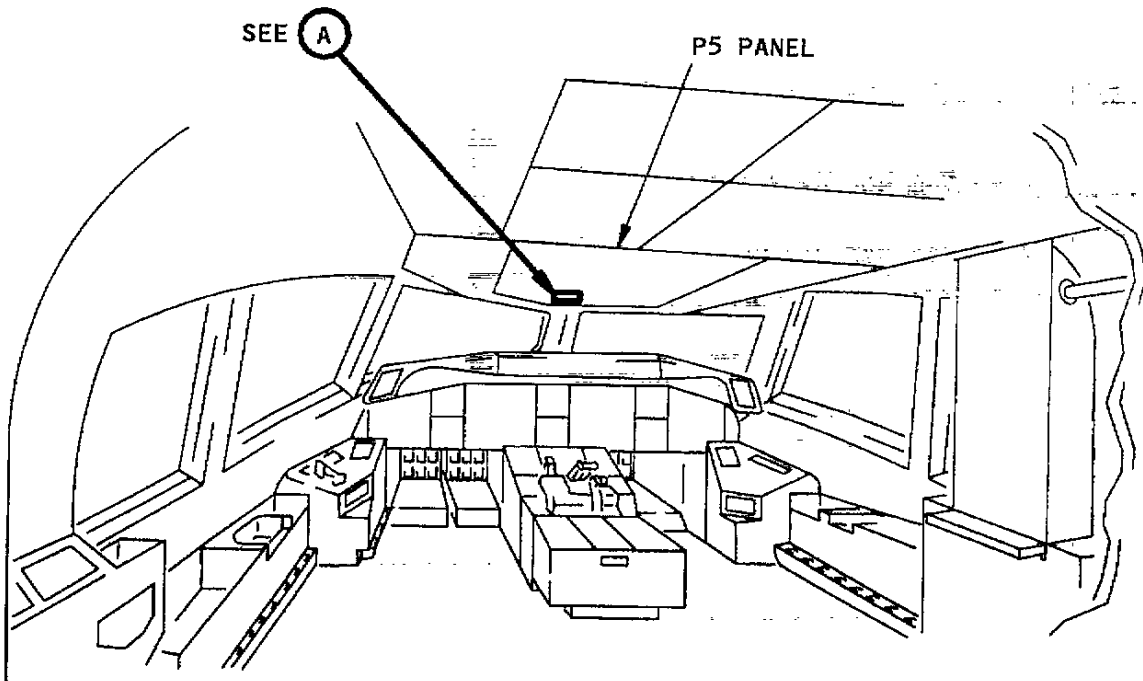
W/C NUMBER: 241M3001 (continued)

MECH: INSP:

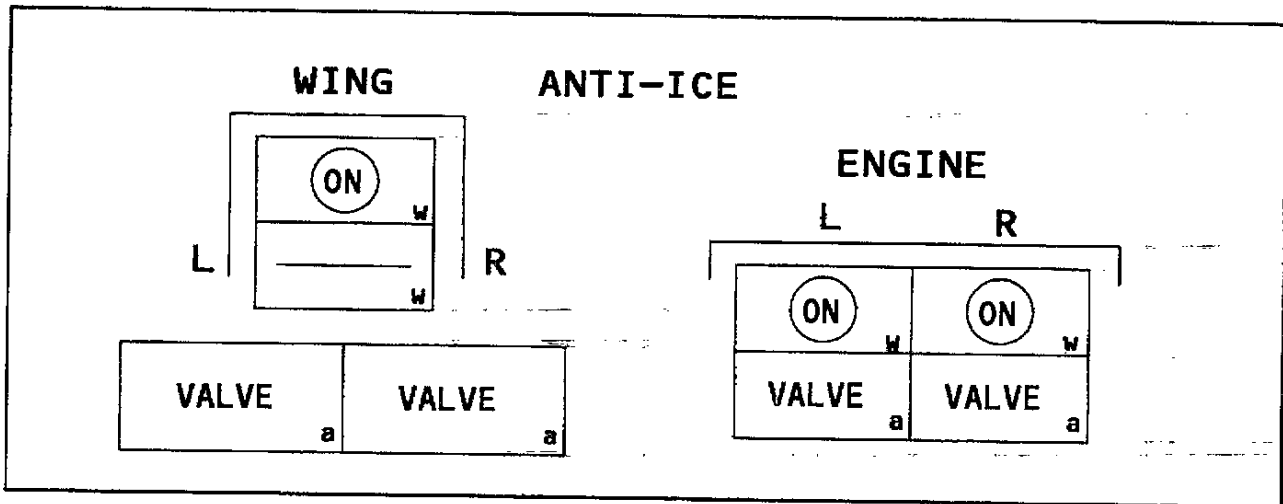
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- \_\_\_\_\_ XXXXX (6) Put a jumper between pins 1 and 2 of the high pressure switch electrical connector. Make sure the EICAS message is shown on the EICAS display.
  - \_\_\_\_\_ XXXXX (7) Remove the jumper from pins 1 and 2 of the high pressure switch electrical connector.
  - \_\_\_\_\_ XXXXX (8) Reconnect the electrical connectors to the following:
    - (a) The high pressure switch.
    - (b) The low pressure switch.
    - (c) The Thermal Anti-ice (TAI) valve.
  - \_\_\_\_\_ XXXXX (9) Put the L ENGINE ANTI-ICE switch-light on the P5 panel in the OFF position.
- E. Put the Airplane Back to It's Usual Condition.
- \_\_\_\_\_ XXXXX (1) Close the left fan cowl on the left or right engine (Ref. 71-11-04/201).
  - \_\_\_\_\_ XXXXX (2) Put the engine shutdown inhibit back on the EICAS computers (Ref. 31-41-00/201).
  - \_\_\_\_\_ XXXXX (3) Do the activation procedure for the thrust reverser. (REF 78-31-00/201)
  - \_\_\_\_\_ XXXXX (4) Remove electrical power if it is not necessary. (REF 24-22-00/201)

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

241M3001



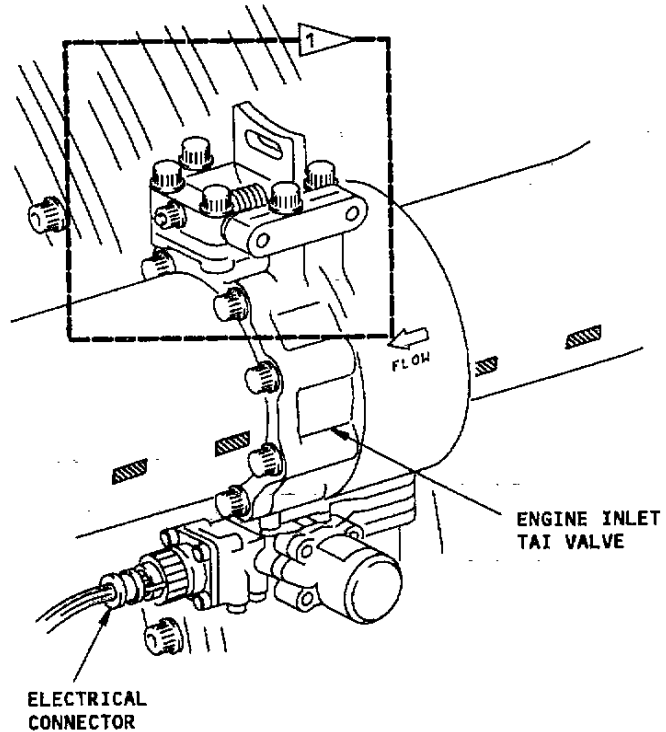
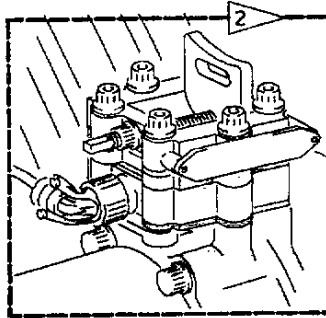
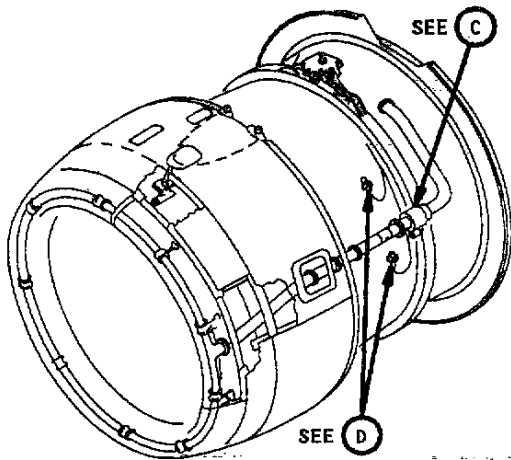
FLIGHT COMPARTMENT



WING AND ENGINE ANTI-ICE CONTROL PANEL, M10397

(A)

Engine Inlet TAI Test



HIGH PRESSURE SWITCH

LOW PRESSURE SWITCH

ELECTRICAL CONNECTOR

ELECTRICAL CONNECTOR

ENGINE INLET TAI VALVE

ENGINE INLET THERMAL ANTI-ICE VALVE

ANTI-ICE HIGH AND LOW PRESSURE SWITCHES

(D)

(C)

- 1 ENGINES WITHOUT RR SB 30-9534
- 2 ENGINES WITH RR SB 30-9534

Engine Inlet TAI Test