

ZONES: 139 211 212  
 A/C NUMBER:  
 REV. DATE: 08/28/06  
 FREQUENCY: 1C

W/C NUMBER: 321F2901 DATE:

## REFERENCES

AMM 24-22-00, 29-11-00, 29-11-01, 29-22-11, 29-22-21, 32-09-00, 29-09-00

MECH INSP

| MPD ITEMS: 29-250-00, 29-280-00

OPERATIONALLY CHECK THE POWER TRANSFER UNIT CONTROL SYSTEM TO INCLUDE A VISUAL CHECK OF THE CONTROL VALVE FOR PROPER POSITION

1. Power Transfer Unit Operational Test

\_\_\_\_\_ XXXXX A. Prepare for the Test

(1) Pressurize the hydraulic reservoirs. To pressurize them, do this task: Hydraulic Reservoirs Pressurization (AMM TASK 29-11-01-860-801 p201) or (AMM TASK 29-09-00-860-801).

(2) Do this task: Supply Electrical Power (AMM TASK 24-22-00-860-811 p201).

(3) Make sure the two Stall Warning Vanes (AOA) are at the zero position.

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND LANDING GEAR WHEN HYDRAULIC POWER IS SUPPLIED. THE AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, STABILIZER, AND THE LANDING GEAR ARE SUPPLIED WITH POWER BY THE HYDRAULIC SYSTEM. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE HYDRAULIC POWER IS SUPPLIED.

(4) Supply hydraulic power to systems A and B. To supply them, do this task: Hydraulic System A or B Pressurization (AMM TASK 29-11-00-860-801 p201).

(5) Move the flap control lever to the 5 unit position.

(6) Remove the hydraulic power from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal (AMM TASK 29-11-00-860-805 p201).

| B. PTU Operational Test

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE

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LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- | \_\_\_\_\_ XXXXX (1) Put the ALTERNATE FLAPS arm switch on the P5 panel in the ARM position.
- | (a) Make sure the standby hydraulic pump operates.
- | \_\_\_\_\_ XXXXX (2) Momentarily move the ALTERNATE FLAPS control switch on the P5 panel to the DOWN position.
- | (a) Make sure the leading edge slats move to the fully extended position.
- | NOTE: The LE FLAPS TRANSIT light will stay on.
- | NOTE: The LE devices can retract a small amount when you move them to the fully extended position.
- | \_\_\_\_\_ XXXXX (3) Put the ALTERNATE FLAPS arm switch in the OFF position.
- | (a) Make sure the standby hydraulic pump stops.

CAUTION: MAKE SURE THE SYSTEM B HYDRAULIC RESERVOIR IS PRESSURIZED. THE CHECK VALVE FOR THE PTU CAN BE DAMAGED IF YOU OPERATE THE PTU WITHOUT PRESSURE IN THE HYDRAULIC RESERVOIR.

- | \_\_\_\_\_ XXXXX (4) Look at the pressure gages for the system B hydraulic reservoir (above the electric motor driven pump in the main wheel well).
- | (a) Make sure the system B hydraulic reservoir has a pressure of 45-65 psig.

WARNING: MAKE SURE THAT CHOCKS ARE INSTALLED AT THE WHEELS. PUTTING THE AIRCRAFT IN THE AIR MODE WILL CAUSE THE BRAKES TO RELEASE. THIS MAY CAUSE THE AIRPLANE TO MOVE SUDDENLY. INJURY TO PERSONS AND DAMAGE TO TO EQUIPMENT CAN OCCUR IF CHOCKS ARE NOT INSTALLED ON THE WHEELS.

WARNING: IF THE ENGINE-DRIVEN PUMP (EDP) IS USED TO PRESSURIZE THE HYDRAULIC SYSTEM, DO NOT LIFT

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THE AIRPLANE ON JACKS TO PUT THE AIRPLANE IN THE AIR MODE. THE AIRPLANE MAY MOVE SUDDENLY IF THE ENGINE IS RUN WITH THE AIRPLANE ON JACKS. THIS MAY CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

| \_\_\_\_\_ XXXXX (5) Put the airplane in the air mode. To do it, do this task: Put the Airplane in the Air Mode (AMM TASK 32-09-00-860-801 p201).

NOTE: When the airplane is put in the air mode with the engines running, the engines will advance to flight idle speed.

| \_\_\_\_\_ XXXXX (6) Make sure the PTU starts.

| \_\_\_\_\_ XXXXX (7) Make sure the leading edge slats retract to the intermediate position.

| \_\_\_\_\_ XXXXX (8) Put the airplane in the ground mode. To do it, do this task: Return the Airplane to the Ground Mode (AMM TASK 32-09-00-860-802 p201).

| \_\_\_\_\_ XXXXX (9) Do the steps that follow to check the PTU check valve:

| (a) Remove pressure 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 p201).

| (b) Put the airplane in the air mode. To do it, do this task: Put the Airplane in the Air Mode (AMM TASK 32-09-00-860-801 p201).

| (c) Supply hydraulic power to system B with the EMDP. To supply it, do this task: Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (AMM TASK 29-11-00-860-803 p201).

| (d) Move the flap control lever to the 1 unit position.

| (e) Make sure the PTU control valve is open.

| (f) Feel and listen to the PTU to make sure it does

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- | not operate.
  - | (g) Make sure the hydraulic pressure in system A
  - | does not increase.
  - | (h) If the PTU operates or the pressure in hydraulic
  - | system A increases, then do these steps:
  - | 1) Replace the PTU. To replace it, These are
  - | the tasks: Power Transfer Unit (PTU) Removal,
  - | AMM TASK 29-22-11-000-801, Power Transfer
  - | Unit Installation, AMM TASK 29-22-11-400-801.
  - | 2) Replace the PTU check valve.
  - | 3) Replace the PTU pressure filter element.
  - | To replace it, These are the tasks: PTU
  - | Pressure Filter Element Removal, AMM TASK
  - | 29-22-21-020-801, PTU Pressure Filter
  - | Element Installation, AMM TASK
  - | 29-22-21-400-802.

\_\_\_\_\_ XXXXX C. Put the Airplane Back to Its Usual Condition

- (1) Move the flap control lever on the control stand to the UP position.
- (2) Remove the hydraulic power from hydraulic system B. To remove it, do this task: Hydraulic System A or B Power Removal (AMM TASK 29-11-00-860-805 p201).
- (3) Return the airplane to its usual on-ground condition. To do it, do this task: Return the Airplane Systems Back to Their Normal On Ground Condition (AMM TASK 32-09-00-840-802 p201).

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