AMC-Antiskid Dashboard

737 Antiskid System Troubleshooting and Repair

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737 Antiskid System Troubleshooting and Repair Work Instructions

1. Start the clock.

2. Supply ground power by moving the GRD PWR switch to the ON position.

3. Turn on the Antiskid Test Box.

4. Verify that the Parking Brake is set and the Brake light is illuminated.
   Note: If Brake is not set, move the parking brake switch to the ON position.

5. On the P5-8 panel, complete the following:
   a. Turn on Hydraulic System A ELEC 2 pump.
   b. Ensure Hydraulic System A LOW PRESSURE light is out.
   c. Turn on Hydraulic System B ELEC 1 pump.
   d. Ensure Hydraulic System B LOW PRESSURE light is out.

6. Verify Brake Pressure is 3000 psi (+/- 100) on the brake pressure gauge N230.

7. Ensure that the Auto Brake selector on the P2-2 panel is in the OFF position.

8. Visually observe that the ANITSKID INOP light is illuminated, which indicates that there is a fault with the Antiskid/Auto Brake System.

Next

Antiskid / Auto Brake Control Test for the AACU

1. Release the Parking Brake by moving the Brake switch to the OFF position.

2. Set the rotary switch on the AACU M1431 to Position 1.

3. Press and hold ENABLE/VERIFY switch on the AACU.

4. While holding the ENABLE/VERIFY switch, press and hold the VERIFY switch.

5. The value will populate in the table.
   NOTE: The Fault Box in the table will show green if no system fault is detected, and it will show red if a system fault is detected.

6. Release the ENABLE/VERIFY and VERIFY switches.

7. Using the same procedure, test all remaining positions on the AACU rotary switch accordingly to fully populate the table.

8. Return AACU rotary switch to the NORMAL position.

9. Verbally identify the failed system to the judge. (For Example, “Judge, A/B System failed.”)

Connected

Rotary Switch Position	Resistance	Fault
1	-.--	
2	-.--	
3	-.--	
4	-.--	
A/B	-.--	
INBD	-.--	
OUTBD	-.--	

Next

Replace the failed component

1. Prepare for component replacement.
   a. Verify that the Parking Brake switch is in the ON position and the Brakes are set.
   b. On the P5-8 panel, Turn off ELEC 1 and ELEC 2 hydraulic pumps.
   c. Pull and collar C10 ANTISKID CONT circuit breaker.
   d. Pull and collar C9 HYD CONT circuit breaker.
   e. Pull and collar circuit breaker for the failed component you are replacing.

A/B	Antiskid Valve V737	C8
INBD	Antiskid Transducer	C3
OUTBD	Antiskid Transducer	C5

2. Select the failed component below for removal and replacement instructions.

ANTISKID VALVE

WHEEL SPEED TRANSDUCER

Antiskid Valve Replacement

1. Obtain the tools necessary for the removal and replacement.
2. Remove the connector from the failed valve assembly.
3. Remove the antiskid mount bolts and washers (4 each).
4. Remove the antiskid valve.
5. Obtain the new antiskid valve from the work tray and install it.
6. Reinstall the mount bolts and washers (4 each).
7. Set torque wrench to 40 in/lbs.
   Verify torque wrench setting with the Event Judge.
8. Torque the mount bolts.
9. Reinstall the connector to the valve.
10. Return torque wrench to 0 in/lbs.
11. Return tooling and parts to proper tray locations.

Next

Wheel Speed Transducer Removal and Replacement

1. Obtain the tools and part necessary for the removal and replacement.
2. Install Gear Safety Pin that is located on the MLG stand.
3. Remove the nuts, washers, and bolts that secure the Wheel Speed Transducer support assembly to the axle.
4. Slowly pull the Wheel Speed Transducer support assembly from the axle and disconnect the connector.
   CAUTION: Failure to slowly remove the Wheel Speed Transducer support assembly from the axle will result in damage to the wiring. Event damage penalty assessment will be applied.
5. Install the harness connector to the new Wheel Speed Transducer.
6. Slide the new Wheel Speed Transducer support assembly into the axle.
7. Reinstall the bolts, washers, and nuts.
8. Set torque wrench to 30 in/lbs.
   Verify torque wrench setting with the Event Judge.
9. Torque the Wheel Speed Transducer support assembly nuts.
10. Return torque wrench to 0 in/lbs.
11. Remove and stow Gear Safety Pin.
12. Return tooling and parts to their proper locations.

Next

Repair Confirmation

1. Reset the breakers that were pulled for component replacement and stow the collars.

2. On the P5-8 panel complete the following:
   a. Turn on Hydraulic System A ELEC 2 pump.
   b. Ensure Hydraulic System A LOW PRESSURE light is out.
   c. Turn on Hydraulic System B ELEC 1 pump.
   d. Ensure Hydraulic System B LOW PRESSURE light is out.

3. Release the Parking Brake by moving the Brake switch to the OFF position.

4. Move the M1431 AACU rotary switch to the position of the component you replaced.

5. Press and hold ENABLE/VERIFY switch on the AACU.

6. While holding the ENABLE/VERIFY switch, press and hold the VERIFY switch.

7. Verify that the fault light for the failed component you replaced has changed from red to green.

8. Release ENABLE/VERIFY and VERIFY switches.

9. Verify ANTISKID INOP light is out on the P2-2 panel.

Connected

Rotary Switch Position	Resistance	Fault
1	204 Ω	
2	202 Ω	
3	200 Ω	
4	204 Ω	
A/B	195 Ω	
INBD	565 Ω	
OUTBD	564 Ω	

Next

Return Aircraft to normal configuration

1. Return the M1431 AACU rotary switch to Normal.

2. Set the parking brake by moving the parking brake switch to the ON position.

3. On the P5-8 panel, turn off System B ELEC 1 hydraulic pump and System A ELEC 2 hydraulic pump switches.

4. Turn off Antiskid Test Box.

5. Move GND PWR switch to the OFF position.

6. Check for F.O.D.

7. Stop the clock.

FINISH