Service Bulletin B787-81205-SB320028-00 LANDING GEAR - PARKING BRAKE SYSTEM - Parking Brake and Alternate Pitch Trim Module Change

Publication:	B787-81205-SB320028-00	Issue 001, 31 Oct 2016

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The applicability information below is referenced at the lower left of each page to indicate the page applicability. These references are valid for this print copy only.

PM Applicability (Publication Module applicability)
787-8 and 787-9 Airplanes. Refer to Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 1., Effectivity for the list of affected airplanes.

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List of Illustrations

Special Attention: BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

Description

Group 1:

Table 1 List of Illustrations - Service Bulletin B787-81205-SB320028-00

ICN	Used In
ICN-B787-A-000061-A-81205-12475-A-01-1	B787-A-32-00-0028-00A-931C-D Issue 001

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List of Effective Data Modules

Special Attention: BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

Description

Group 1:

Table 1 List of Effective Data Modules - Service Bulletin B787-81205-SB320028-00

Data Module – Information Name	Issue	Issue Status	Issue Date
B787-A-32-00-0028-00A-00AA-D – List of Illustrations	001	New	2016-10-31
B787-A-32-00-0028-00A-00SA-D – List of Effective Data Modules	001	New	2016-10-31
B787-A-32-00-0028-00A-931C-D – Summary	001	New	2016-10-31
B787-A-32-00-0028-00A-932A-D – PLANNING INFORMATION	001	New	2016-10-31
B787-A-32-00-0028-00A-934A-D – MATERIAL INFORMATION	001	New	2016-10-31
B787-A-32-00-0028-00A-933A-D – ACCOMPLISHMENT INSTRUCTIONS	001	New	2016-10-31

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Summary

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References

Reference	Title
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 1.B.	Spares Affected
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 5.	Compliance
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 8.	Weight and Balance Changes
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 9.	Electrical Load Data
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 11.	Publications Affected
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 3.A.	Kits/Parts
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 3.B.	Parts and Materials Supplied by the Operator
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 6.	Special Tooling Necessary to do this Service Bulletin
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 1.	Effectivity
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 7.	Manpower
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 1.	Material - Price and Availability

Description

Group 1:

1. CONCURRENT REQUIREMENTS

None.

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2. BACKGROUND

This service bulletin is sent to instruct operators to install the new Parking Brake and Alternate Pitch Trim Module (PBM). The current PBM may be unintentionally disengaged, fail to set, fail to release, or become jammed. The new PBM cannot be disengaged without depressing the brake pedals, will incorporate changes in the assembly that eliminate jammed solenoid errors, and will introduce a better design. If the changes in this service bulletin are not done, operators may experience error messages, jammed PBM solenoid, unintended parking brake release, and may be unable to set or release the parking brake, which could result in damage to the airplane and hazards to persons or property on the ground.

The 787 fleet has experienced in-service delays due to reliability issues with the current PBM. It is possible for the parking brake to release from the set position without depressing the brake pedals if the lever is bumped. Difficulty setting the parking brake has occurred when the timing between pulling the lever and depressing the brake pedals is not correct. It is also possible for the brakes to remain set after the lever has returned to the released position. Any of these conditions may occur without a maintenance message.

The new PBM will reduce friction in the assembly to allow the solenoid to retract under all pilot loads. Improved design in the new PBM will eliminate the 32-38007 maintenance message due to switch hysteresis. The new PBM will also increase the parking brake lever travel before the interlock is encountered, to increase the timing margin to engage the parking brake when the pilots pull on the lever as they push on the brake pedals. This change will make setting the parking brake on the 787 more like the 777 operation.

NOTE: New PBM 4260-0037-5 is obtained by removing the existing PBM and sending the unit directly to the supplier. As an alternative, new PBM can be obtained directly from the supplier.

Boeing Service Related Problem (SRP) 787 SRP-32-0199 is related to this service bulletin.

Boeing Fleet Team Digest (FTD) 787-FTD-32-14007 is related to this service bulletin.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

Table 1

Planning Data	Affected	Data Module Reference
Spares Affected	Yes	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 1.B., Spares Affected
AD Related	Yes	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 5., Compliance
Weight and Balance Changed	No	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 8., Weight and Balance Changes
Electrical Load Changed	No	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 9., Electrical Load Data
Publications Affected	Yes	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 11., Publications Affected
Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual)	Yes	Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 11., Publications Affected

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Table 1

Planning Data	Affected	Data Module Reference
Kits/Parts Required	Yes	Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 3.A., Kits/Parts
Operator Supplied Parts/Material	Yes	Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 3.B., Parts and Materials Supplied by the Operator
Special Tooling Required	No	Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 6., Special Tooling Necessary to do this Service Bulletin

3. ACTION

(CN-AA50583D)

Replace the Parking Brake and Alternate Pitch Trim Module (PBM).

NOTE: Parking Brake and Alternate Pitch Trim Module (PBM) 4260-0037-5 is obtained by removing the existing PBM and sending the unit directly to the supplier. As an alternative, new PBM can be obtained directly from the supplier.

4. EFFECTIVITY

787-8 and 787-9 Airplanes. Refer to Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 1., Effectivity for the list of affected airplanes.

5. COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Boeing recommends that the change given in this service bulletin be done within 60 months after the Issue 001 date of this service bulletin.

6. INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the configuration changes given in this service bulletin.

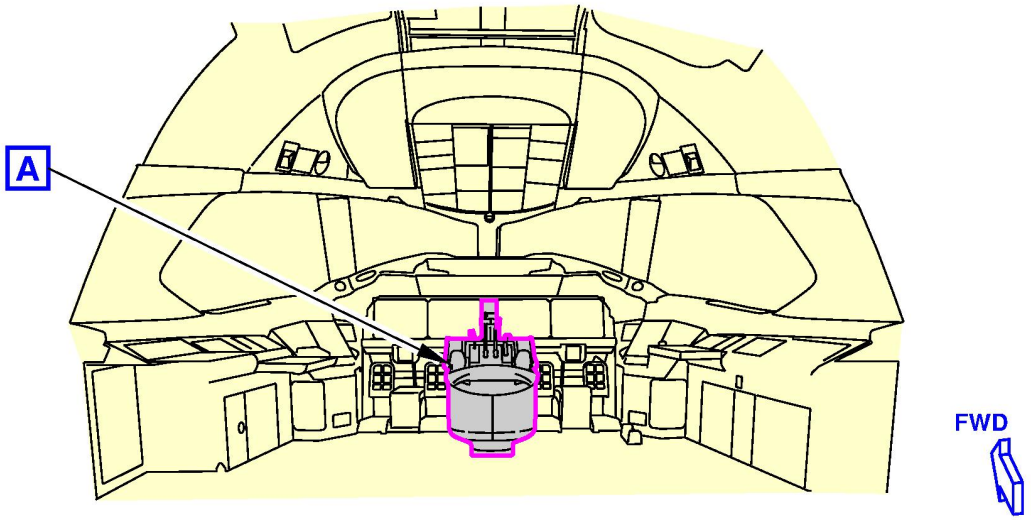
7. MANPOWER

Refer to Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 7., Manpower.

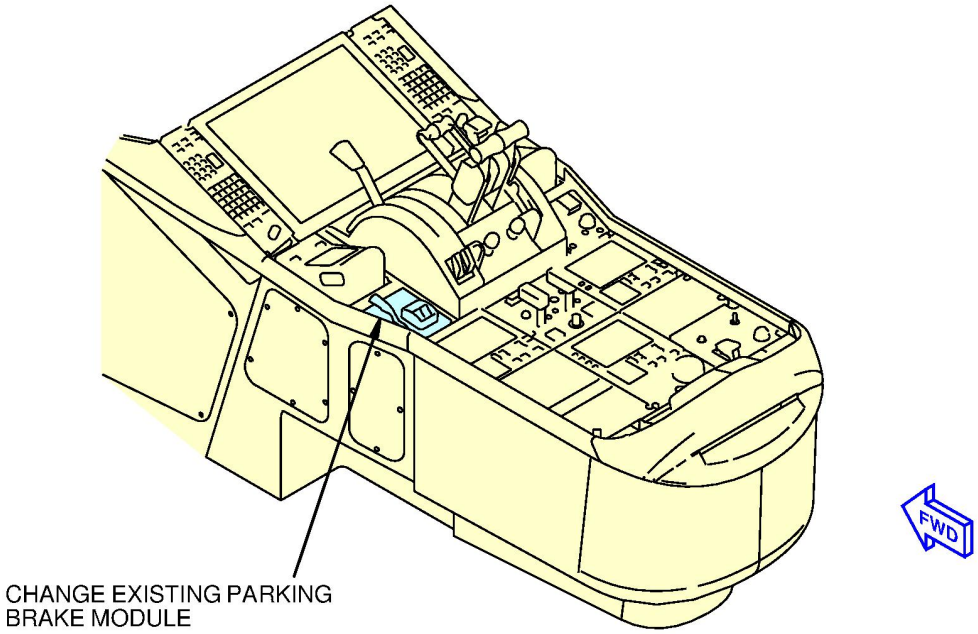
8. MATERIAL INFORMATION

Refer to Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 1., Material - Price and Availability.

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FLIGHT COMPARTMENT



CONTROL STAND

A

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Figure 1

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PLANNING INFORMATION

Special Attention: BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

References

Reference	Title
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 3.C.	Parts Modified and Reidentified
SB B787-A-32-00-0028-00A-934A-D Issue 001, Paragraph 3.	Parts Necessary for Each Airplane
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SWPM 20-10-11	Standard Wiring Practices Manual
SWPM 20-10-12	Standard Wiring Practices Manual
SWPM 20-10-19	Standard Wiring Practices Manual
787 AMM 32-44-01	PARKING BRAKE AND ALTERNATE PITCH TRIM MODULE

Description

Group 1:

1. Effectivity

A. Airplanes

This service bulletin is applicable to 787-8 and 787-9 Airplanes, line numbers 4-462 in 1 Group. The Variable Numbers and Group information for the applicable airplanes is given below. An equivalent change is on subsequent production airplanes. Refer to CN-AA50583D for data about this change.

Table 1

GROUP	CONFIGURATION	DESCRIPTION
1	-	787-8 and 787-9 Airplanes with Rockwell Collins P/N 4260-0037-3 or Rockwell Collins P/N 4260-0037-4 Parking Brake and Alternate Pitch Trim Module (PBM) installed.

Airplane Models: 787-8, 787-9

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Table 2

Variable Number	Group
ZA004-ZA006	1
ZA100-ZA105	1
ZA116-ZA124	1
ZA135-ZA144	1
ZA152-ZA155	1
ZA175-ZA189	1
ZA195-ZA204	1
ZA215-ZA225	1
ZA230-ZA250	1
ZA260-ZA275	1
ZA285-ZA296	1
ZA317-ZA324	1
ZA327	1
ZA334-ZA335	1
ZA341-ZA342	1
ZA380-ZA389	1
ZA430-ZA439	1
ZA445-ZA448	1
ZA450-ZA457	1
ZA460-ZA489	1
ZA506-ZA516	1
ZA536-ZA545	1
ZA560-ZA567	1
ZA576-ZA580	1
ZA586	1
ZA588-ZA593	1
ZA610-ZA617	1
ZA650-ZA652	1
ZA655-ZA663	1
ZA665-ZA672	1

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Table 2

Variable Number	Group
ZA680-ZA685	1
ZA695	1
ZA715-ZA716	1
ZA718-ZA719	1
ZA740-ZA741	1
ZA768-ZA769	1
ZA778-ZA779	1
ZA783-ZA784	1
ZA817-ZA831	1
ZA839	1
ZA841-ZA842	1
ZA846-ZA848	1
ZA853-ZA857	1
ZA881-ZA882	1
ZA916-ZA917	1
ZB001-ZB007	1
ZB021-ZB025	1
ZB027-ZB039	1
ZB047-ZB051	1
ZB077-ZB081	1
ZB097-ZB100	1
ZB127-ZB132	1
ZB167-ZB184	1
ZB197-ZB198	1
ZB224-ZB228	1
ZB234-ZB238	1
ZB299	1
ZB302	1
ZB362-ZB374	1
ZB407-ZB416	1

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Table 2

Variable Number	Group
ZB536-ZB540	1
ZB545-ZB546	1
ZB558-ZB570	1
ZB603-ZB606	1
ZB611-ZB617	1
ZB646-ZB648	1
ZB688	1
ZB763	1
ZB778	1
ZB782-ZB783	1
ZD001-ZD009	1

B. Spares Affected

Examine your spares supply for the parts or components identified below . If any parts or components are found, refer to Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 3.C., Parts Modified and Reidentified for the recommended action.

Table 3

Part Number	Name
Rockwell Collins P/N 4260-0037-3	Parking Brake/Alternate Pitch Trim Assembly
Rockwell Collins P/N 4260-0037-4	Parking Brake/Alternate Pitch Trim Assembly

2. Concurrent Requirements

None.

3. Reason

This service bulletin is sent to instruct operators to install the new Parking Brake and Alternate Pitch Trim Module (PBM). The current PBM may be unintentionally disengaged, fail to set, fail to release, or become jammed. The new PBM cannot be disengaged without depressing the brake pedals, will incorporate changes in the assembly that eliminate jammed solenoid errors, and will introduce a better design. If the changes in this service bulletin are not done, operators may experience error messages, jammed PBM solenoid, unintended parking brake release, and may be unable to set or release the parking brake, which could result in damage to the airplane and hazards to persons or property on the ground.

The 787 fleet has experienced in-service delays due to reliability issues with the current PBM. It is possible for the parking brake to release from the set position without depressing the brake pedals if the lever is bumped. Difficulty setting the parking brake has occurred when the timing between pulling the lever and

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depressing the brake pedals is not correct. It is also possible for the brakes to remain set after the lever has returned to the released position. Any of these conditions may occur without a maintenance message.

The new PBM will reduce friction in the assembly to allow the solenoid to retract under all pilot loads. Improved design in the new PBM will eliminate the 32-38007 maintenance message due to switch hysteresis. The new PBM will also increase the parking brake lever travel before the interlock is encountered, to increase the timing margin to engage the parking brake when the pilots pull on the lever as they push on the brake pedals. This change will make setting the parking brake on the 787 more like the 777 operation.

NOTE: New PBM 4260-0037-5 is obtained by removing the existing PBM and sending the unit directly to the supplier. As an alternative, new PBM can be obtained directly from the supplier.

Boeing Service Related Problem (SRP) 787 SRP-32-0199 is related to this service bulletin.

Boeing Fleet Team Digest (FTD) 787-FTD-32-14007 is related to this service bulletin.

4. Description

Replace the Parking Brake and Alternate Pitch Trim Module (PBM).

NOTE: Parking Brake and Alternate Pitch Trim Module (PBM) 4260-0037-5 is obtained by removing the existing PBM and sending the unit directly to the supplier. As an alternative, new PBM can be obtained directly from the supplier.

The work in this service bulletin is done in the maintenance zone(s) given below.

Table 4

Affected Maintenance Zones	
Model	**Zone**
787-8, 787-9	211

5. Compliance

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Boeing recommends that the change given in this service bulletin be done within 60 months after the Issue 001 date of this service bulletin.

6. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

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7. Manpower

The table below shows an estimate of the task hours necessary to do this change for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task hour data if necessary. The estimate does not include lost time. These are some examples of lost time:

– Time to adjust to the workplace
– Time to schedule the work
– Time to inspect the work
– Time to cure the materials
– Time to make the parts
– Time to find the tools

The time to make the change to the change in accordance with Rockwell Collins Service Bulletin 4260-0037-27-502 is not included.

Table 5

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	1.00	1.00
Change	1	1.40	1.40
Test	1	0.60	0.60
Close Access	1	1.00	1.00
TOTAL FOR EACH AIRPLANE		4.00	4.00

8. Weight and Balance Changes

None.

9. Electrical Load Data

Not changed.

10. References

A. Existing Data:

1. Change Notice CN-AA50583D
2. Aircraft Maintenance Manual (AMM) 787 AMM 32-44-01
3. Boeing Fleet Team Digest (FTD) 787-FTD-32-14007
4. Boeing Service Related Problem (SRP) 787 SRP-32-0199
5. Rockwell Collins Service Bulletin 4260-0037-27-502
6. Standard Overhaul Practices Manual (SOPM) SOPM 20-50-01
7. Standard Wiring Practices Manual (SWPM) SWPM 20-10-11, SWPM 20-10-12, SWPM 20-10-19

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B. Data Supplied with this Service Bulletin:

None.

C. Installation Requirement Modules Used in the Preparation of this Service Bulletin:

None.

11. Publications Affected

Table 6

Publication	Chapter-Section
787 Flight Crew Operations Manual	FCOM Bulletins
787 Fault Isolation Manual	32-00
787 Illustrated Parts Data	27-41, 32-44

Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin does not affect FCS, therefore DTIs are not necessary.

12. Interchangeability and Intermixability of Parts

Refer to Data Module SB B787-A-32-00-0028-00A-934A-D, Paragraph 3., Parts Necessary for Each Airplane, for interchangeability and intermixability information.

13. Software Accomplishment Summary

Not Affected.

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MATERIAL INFORMATION

Special Attention: BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

Description

Group 1:

1. Material - Price and Availability

The operator can supply the parts and materials shown in Paragraph 3., Parts Necessary for Each Airplane, if needed. Refer to Rockwell Collins Service Bulletin 4260-0037-27-502.

2. Industry Support Information

Boeing warranty remedies are not available for the changes given in this service bulletin.

3. Parts Necessary for Each Airplane

A. Kits/Parts:

None.

B. Parts and Materials Supplied by the Operator:

Table 1

Part Number / Specification	QTY	Name	Existing Part Number	Notes
4260-0037-5	1	Parking Brake and Alternate Pitch Trim Module	4260-0037-3 or 4260-0037-4	*[1] *[2] *[3]

*[1] Existing Parking Brake and Alternate Pitch Trim Module must be changed by Rockwell Collins authorized representative or service center.
Rockwell Collins
Customer Response Center, M/S 133-100
400 Collins Road NE
Cedar Rapids, IA 52498-0001
TELEPHONE: 1.888.265.5467
INTERNATIONAL: 1.319.265.5467
FAX NO: 1.319.295.4941
Email: response@rockwellcollins.com

*[2] Alternatively, a new Parking Brake and Alternate Pitch Trim Module may be purchased directly from the supplier.

*[3] Rockwell Collins P/N 4260-0037-5 may not be replaced with Rockwell Collins P/N 4260-0037-3 or Rockwell Collins P/N 4260-0037-4.

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C. Parts Modified and Reidentified:

Table 2

Existing Rockwell Collins Part Number	QTY	Name	New Rockwell Collins Part Number	Notes
4260-0037-3 or 4260-0037-4	1	Parking Brake and Alternate Pitch Trim Module	4260-0037-5	*[1] *[2] *[3]

*[1] Existing Parking Brake and Alternate Pitch Trim Module must be changed by Rockwell Collins authorized representative or service center.
Rockwell Collins
Customer Response Center, M/S 133-100
400 Collins Road NE
Cedar Rapids, IA 52498-0001
TELEPHONE: 1.888.265.5467
INTERNATIONAL: 1.319.265.5467
FAX NO: 1.319.295.4941
Email: response@rockwellcollins.com

*[2] Alternatively, a new Parking Brake and Alternate Pitch Trim Module may be purchased directly from the supplier.

*[3] Rockwell Collins P/N 4260-0037-5 may not be replaced with Rockwell Collins P/N 4260-0037-3 or Rockwell Collins P/N 4260-0037-4.

D. Parts Removed and Not Replaced:

None.

4. Parts Necessary to Change Spares

None.

5. Special Tooling - Price and Availability

None.

6. Special Tooling Necessary to do this Service Bulletin

None.

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ACCOMPLISHMENT INSTRUCTIONS

Special Attention: BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

References

Reference	Title
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 10.	References
SB B787-A-32-00-0028-00A-932A-D Issue 001, Paragraph 5.	Compliance
SWPM 20-10-11	Standard Wiring Practices Manual
SWPM 20-10-12	Standard Wiring Practices Manual
SWPM 20-10-19	Standard Wiring Practices Manual
SOPM 20-50-01	BOLT AND NUT INSTALLATION
787 AMM 32-44-01	PARKING BRAKE AND ALTERNATE PITCH TRIM MODULE

Procedure

Group 1:

1. GENERAL INFORMATION

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

NOTE: 1. Manual titles are referred to by acronyms. Refer to Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 10., References, for definition of the acronyms.

2. Obey all of the warnings and cautions given in the specified manual sections.

3. Unless shown differently, these dimensions and tolerances are used:

- Linear dimensions are in inches
- Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
- Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
- Angular tolerance is plus or minus 2 degrees

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- Hole dimensions for standard solid rivets and fasteners are in SRM Chapter 51
- Torque Values:
  - Values for structural fasteners are given in 787 Structural Repair Manual, Chapter 51.
  - Values for airframe maintenance tasks are included in Chapter 20 of 787 Aircraft Maintenance Manual (AMM).
  - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
  - Values for engine maintenance tasks are included in Chapter 70 of 787 Aircraft Maintenance Manual (AMM).
  - Non-standard torque values for maintenance tasks are included in the applicable installation step.

4. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.

5. Refer to the SWPM 20-10-11 and SWPM 20-10-12 for the wire installation procedures, and SWPM 20-10-19 for the wire separation requirements, as accepted procedures.

6. The necessary conditions for selection of clamp type and size are included in SWPM 20-10-12. If any wire bundle support clamp specified in this service bulletin does not make a correct fit on the wire bundle, refer to SWPM 20-10-12 as an accepted procedure to select a clamp that fits correctly.

7. If the length of any fastener specified in this service bulletin does not meet the installation standards in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51. Refer to SOPM 20-50-01 for alternate full threaded fasteners (screws) needed for installation in this service bulletin.

8. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.

9. The instructions in Step 2., Work Instructions and the Tasks can include operation of tools or test equipment. Boeing Engineering Tool Drawings, the Illustrated Tool and Equipment Manual, and the Special Tool and Ground Handling Drawing Index contain data on versions of the tools or test equipment that you can use. It is permitted to use replaced tools. It is not permitted to use superseded tools.

10. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.

11. This service bulletin includes functional test procedures for the systems changed by this service bulletin. More functional tests can possibly be necessary in accordance with standard maintenance practices because of interruption to other airplane systems.

12. The compliance times for the actions in Step 2., Work Instructions are in Data Module SB B787-A-32-00-0028-00A-932A-D, Paragraph 5., Compliance.

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13. Some steps in the Work Instructions are labeled as Required for Compliance (RC). If this service bulletin is mandated by an Airworthiness Directive (AD), then the steps labeled as RC, including sub-steps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An Alternative Method of Compliance (AMOC) is required for any deviations to RC steps, including sub-steps and identified figures. Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC. This is provided that the RC steps, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

2. WORK INSTRUCTIONS

A. Get access to the flight deck.

B. Remove the existing Parking Brake and Alternate Pitch Trim Module (PBM) in accordance with 787 AMM 32-44-01.

C. RC - Install PBM Rockwell Collins P/N 4260-0037-5 in accordance with 787 AMM 32-44-01.

D. RC - Do the PBM installation test in accordance with 787 AMM 32-44-01.

E. Put the airplane back to a serviceable condition.

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