FOR REFERENCE ONLY> <u>737 MAX Initial Power-Up Recommendations</u> <FOR REFERENCE ONLY

1. Due to reports of MAINT light and status message(s) appearing upon airplane power-up, the following information is provided for understanding and resolving the nuisance condition(s)
2. Airplane configuration during APU power-up with no external power available:
    a. To accomplish an APU start, the battery switch is first placed to the ON position
    b. When the battery is ON, you should ***wait for at least 30 seconds*** to allow the MAX Display System (MDS) to complete a power up BITE prior to moving the APU switch from OFF to START
    c. The above wait time is due to a known issue which may cause **DPC 1** status message
    d. If you have a **DPC 1** status message, follow iFIM Task 31-65-00-810-833 Initial Evaluation:
        (1) Open this circuit breaker: C4023, DISPLAY DPC 1 PRI.
        (2) Wait 20 seconds.
        (3) Open this circuit breaker: C4022, DISPLAY DPC 1 HOLDUP.
        (4) Wait five seconds.
        (5) Close this circuit breaker: C4022, DISPLAY DPC 1 HOLDUP.
        (6) Close this circuit: C4023, DISPLAY DPC 1 PRI.
    e. A similar iFIM task Initial Evaluation exists for a **DPC CROSSTALK BUS** status message, however it must be known if the crosstalk failure is related to DPC 1 or DPC 2, and assure the correct associated circuit breakers are addressed
    f. Reference MyBoeingFleet 737MAX-FTD-31-18001
    g. **Message logic** that could set the above fault(s) is as follows:
        i. **DPC 1** - One or more of the internal DPC Components has failed or is faulted. This message is set either by power up BITE or continuous BITE
        ii. **DPC CROSSTALK BUS** – MDS has detected the crosstalk bus between DPC 1 and DPC 2 is failed for either the fiber, or either one of the two 429 buses. DPC 1 or DPC 2 can set this message. This message is set with a single powered off DPC
3. The new fly-by-wire spoiler system had some known nuisance faults which may cause status message(s) to appear during initial airplane power-up
    a. Status message **GROUND SPOILER CONTROL** may show for one of two reasons:
        i. If the spoiler handle is moved with no hydraulic pressure, the spoiler control electronics (SCE) will latch a ground spoiler fault due to software logic seeing ground spoiler logic control and arm solenoids powered but no A system hydraulic pressure. An Onboard Maintenance Function (OMF) ground test must be done to unlatch/clear this fault. A new SCE software part is available to correct this nuisance message. Reference MyBoeingFleet 737MAX-FTD-27-18001
        ii. During power-up with only battery, the SCE may set the **GROUND SPOILER CONTROL** message due to no radio altimeter (RA) data or flight control computer (FCC) flap position data. This fault does not latch and will clear once RA or FCC data is received. If the fault remains and is related to RA, follow iFIM Task 27-61-00-810-915:
            (1) Open and then close these circuit breakers: C1384, RADIO NAVIGATION RADIO ALTM 1 and C1385, RADIO NAVIGATION RADIO ALTM 2.
            NOTE: Open all the circuit breakers first. Then after they are all open, close them.
    b. Status message **SPOILER DIRECT LIFT CTRL** may also show for invalid RA data as above
    c. Reference MyBoeingFleet 737MAX-FTD-27-17006
    d. Status message **SPOILER LOAD ALLEVIATION** is a fault which may be seen if there is a power interrupt to Air Data Inertial Reference Units (ADIRU) for more than 60 seconds
        i. This status message will be latched for this condition and the OMF does not correlate a maintenance message.
        ii. You may erase the latched status message and confirm the fault does not return per iFIM Task 27-60-00-810-801
        iii. Reference MyBoeingFleet 737MAX-FTD-27-17005