Scheduled Maintenance Task (SMT)

Onboard Maintenance Function (OMF)

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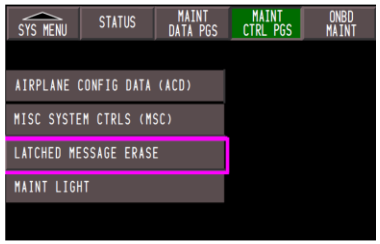
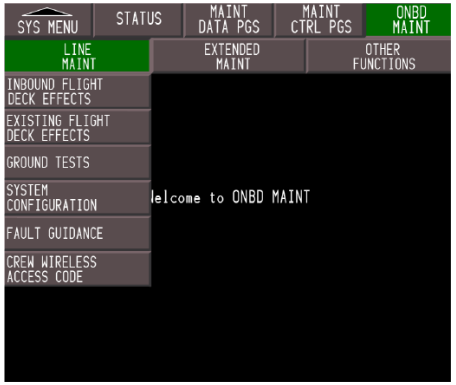
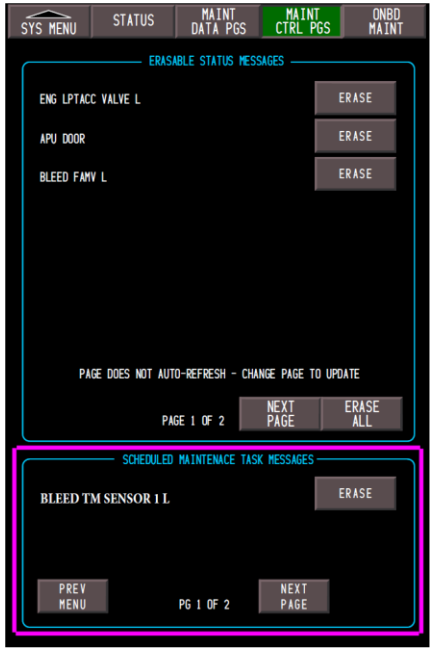
SMT’s

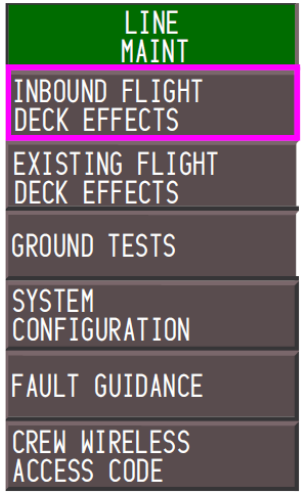
- Are Maintenance level messages provided by the MAX Display System (MDS) and Onboard Maintenance Function (OMF) as follows.
- Please note that a SMT (Scheduled Maintenance Task) fault is not a status message.
- SMT’s are currently found on the MDS MAINT CTRL PAGE LATCHED MESSAGE ERASE page (lower field) as well as on the OMF Inbound Flight Deck Effects (IFDE) page (the OMF will correlate a maintenance message). The SMT is LATCHED in the MDS and should not be un-latched until addressed per AMM chapter 5 and/or 73.
- SMT messages should not result in schedule interruptions since they are not visible to flight crews and do not prevent dispatch.

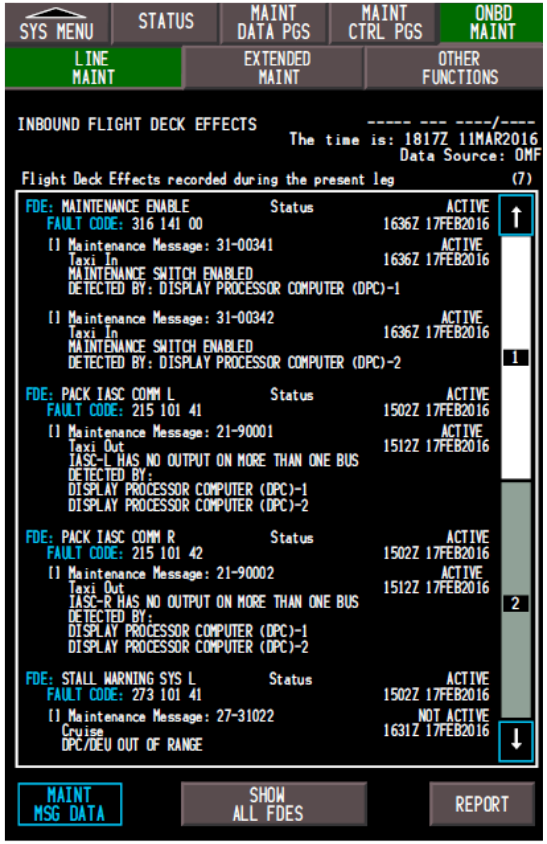
SMT's Location on MDS and/or OMF











SMT's DDG

- Scheduled Maintenance Task (SMT): These are a special category of messages that are uniquely associated with a Certification Maintenance Requirement (CMR) or a Scheduled Maintenance Task (SMT). They are displayed on a special MFD maintenance page. SMT messages are checked as a result of a specified maintenance task defined by the CMR or maintenance program requirement, which also defines a specific time interval when corrective maintenance action is required. There is no requirement to check SMT messages prior to each flight. SMT messages are not included in the Cross Reference List. SMT repair time limits can be found in AMM 05-00-00/201 and AMM 73-00-00/501.

OMF
Maintenance Messages

- Onboard Maintenance Function: Onboard Maintenance System processes BITE fault reports into maintenance messages. These are nonessential messages that are displayed on Maintenance Laptops or specific flight deck display formats. **Maintenance messages are not used to determine the airworthiness of the airplane.** They provide diagnostic information useful in troubleshooting or maintenance planning. There are two general types of OMF maintenance messages: correlated and uncorrelated. Correlated messages are associated with a specific status message or other flight deck effect. Each fault indicated by a status message has at least one correlated maintenance message to assist the maintenance personnel in determining the root cause of the fault. Uncorrelated messages do not have a corresponding flight deck effect. OMF maintenance messages are not included in the Cross Reference List.

SMT's
AMM Repair Limits

- TASK 05-00-00-750-801 4. Scheduled Maintenance Task (SMT) - Repair Time Limits
- The frequency of this check may be reduced to allow repair time for fault corrective action, time for fault corrective action does not exceed the repaprovided the check interval plus the ir time limit specified in this procedure. NOTE: For Example: R = 150 FH - Q, where "R" is the repair time limit for corrective action, and "Q" is the scheduled maintenance task check interval. (a) Repair time limit 150 FH: Scheduled maintenance task check interval (Q) of 150 FH, if faults are found, corrective action for fault is required immediately (R = 0 FH). Scheduled maintenance task check interval (Q) of 70 FH allows repair time limit for fault corrective action (R) of 80 FH. (b) Repair time limit 3000 FH: Scheduled maintenance task check interval (Q) of 70 FH allows repair time limit for fault corrective action (R) of 2930 FH. (c) Repair time limit MMEL: Refer to the MMEL for deferral.

MAX Display System (MDS) - Scheduled Maintenance Task (SMT) Messages

Table 201/05-00-00-993-801 Scheduled Maintenance Task - Repair Limits

SMT Message	Repair Time Limit
PACK CONTROL CHANNEL L PACK CONTROL CHANNEL R	150 FH 150 FH
PACK RAM AIR SENSOR L PACK RAM AIR SENSOR R	150 FH 150 FH
TEMP ZONE CTRL AFT CAB TEMP ZONE CTRL CONT CAB TEMP ZONE CTRL FWD CAB	3000 FH 3000 FH 3000 FH
BLEED CTRL CARD L BLEED CTRL CARD R	3000 FH 3000 FH
BLEED FAMV RVDT L BLEED FAMV RVDT R	150 FH 150 FH
BLEED PM SENSOR 1 L BLEED PM SENSOR 1 R	3000 FH 3000 FH
BLEED PRSOV CTRL L BLEED PRSOV CTRL R	150 FH 150 FH
BLEED TM SENSOR 1 L BLEED TM SENSOR 1R BLEED TM SENSOR 2 L BLEED TM SENSOR 2 R	150 FH 150 FH 150 FH 150 FH
TAKEOFF CONFIG FLAPS	150 FH
AIR / GROUND SENSOR PSEU ARINC BUS	150 FH 150 FH
GEAR XFER HYD QTY SIGNAL	MMEL 32–51–02
MLG L UP SENSOR MLG R UP SENSOR	150 FH 150 FH
TAILSKID CONTROL	MMEL 32–71–01
DOOR R ENG RUN RLY	3000 FH
ENG X EEC C1*[1]	TASK 73-00-00-700-801-G00
ENG X EEC C2*[1]	TASK 73-00-00-700-802-G00
ENG X REVERSER SENSOR	300 FH
ENG X REVERSER INTERLOCK	300 FH

*[1] For allowable repair time limits for ENG X EEC C1 and ENG X EEC C2 SMT messages, see the applicable AMM

ETOPS

737-7/8/8200/9/10 Configuration, Maintenance and Procedures Supplement CMP Supplemental Data

- Interrogate the Electronic Engine Control (EEC) Scheduled Maintenance Task (SMT) messages. If either of the following EEC SMT messages are active, ETOPS dispatch is not permitted: ENG 1 EEC C1 ENG 2 EEC C1 Maintenance task escalation not allowed. Required prior to ETOPS dispatch.
- Prior to an ETOPS flight dispatch, the operator is to use AMM Task 73-00-00-700-801-G00 to interrogate the EEC Scheduled Maintenance Task (SMT) messages for either "ENG 1 EEC C1" or "ENG 2 EEC C1" messages. No ETOPS dispatch is allowed with active EEC C1 SMT messages. The absence of these two messages confirms the functionality of both N2 channels for dispatch of an ETOPS flight. This interim action has been added to the 737 MAX CMP as a requirement for ETOPS operation until final corrective action becomes available. Final corrective action: EEC Software Version 5.1 (or later) will incorporate updates to the sub-idle N2 sensor fault accommodation logic to ensure a failed sensor channel is not used as a selected N2 speed.

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- 737 MAX Display System (MDS) has incorporated Scheduled Maintenance Task (SMT) messages
- MAINT light does not illuminate Does not affect dispatch MSG-3 analysis used for determination of SMT check and repair intervals
- There are 36 SMT messages
- Air Conditioning (7) Propulsion (8) Proximity Sensing Electronic Unit (PSEU) (9) Pneumatic (12)

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- Similar process on 737NG (Time-Limited Dispatch EEC faults) No MEL relief, but generous repair limits defined in AMM 05-00-00/201 Easy to incorporate into frequent maintenance checks (3 clicks)
- Recommendation: Check SMTs often

综述

- 737MAX的SMT信息分析系统类和发动机类。
- 系统类的信息（含反推）参考TASK 05-00-00-750-801表，修复时间限制主要为150FH、3000FH和参考MEL 三类。
- 发动机类的信息分为C1（短时）和C2（长时）两类，参考TASK73-00-00-700801/802，C1为150FH，C2为250FH
- 系统类读取信息后的可保留时间计算方式为

  R (剩余时间)=RTM（修复时间限制） - Q（检查间隔时间）
- 发动机类读取信息后的可保留时间计算方法为

  R （C1）= 150 – Q/2　　R （C2）= 250 – Q/2