

FRCSE DETMAY T700-GE-401C PRE-START, SHUTDOWN AND EMERGENCY PROCEDURES CHECKLIST

T700-GE-401C PRE-START CHECKLIST	OPER	CDI
1. Engine records signed off and engine released for test.		
2. Record complete set of zero readings.		
3. Record serial number and part number of ECU/DEC, HMU.		
4. Check oil level, add as necessary. A1-T700A-MMI-200 (WP 005 00)		
5. Oil tank cap assembly properly installed. A1-T700A-MMI-200 (WP 005 00)		
6. Check electrical cables for chafing and broken or missing clamps and connectors for security.		
7. Check fuel, oil, and air hoses/tubing for chafing and broken or missing clamps and security.		
8. PAS and LDS actuation controls secure and rigged. A1-T700A-MMI-200 (WP 016 00)		
9. Check V-band clamps on HMU, particle separator blower and compressor blank-off plates for security.		
10. Check outside of engine for fuel/oil leaks and missing/broken nuts and bolts.		
11. Check inlet and exhaust for FOD.		
12. Ensure oil filter impending bypass button has not popped.		
13. Ensure fuel filter impending bypass button has not popped.		
14. Ensure engine mounts are secure.		
15. Ensure actuating system linkage assembly is secure.		
16. Ensure that the quick-disconnect pins on linkage assembly, anti-icing bleed, and start valve are engaged.		
17. Ensure bellmouth and inlet screen are properly aligned and securely mounted.		
18. Ensure that engine drain hoses are properly installed and that drain bottles are empty.		
19. Ensure all accelerometers, brackets, and leads are correctly positioned and secure.		
20. Move PAS and LDS levers through full range of travel. When PAS lever goes through 127-130 degrees, check ECU/DEC lockout operation by listening for a click from the HMU or if the white scribe line is not completely visible, check PAS lever rigging. A1-T700A-MMI-200 (WP 016 00)		
21. Ensure that test electrical leads are not touching feed hoses or tubes, so they cannot be shorted.		
<p>22. Check operation of electrical chip detector light as follows:</p> <p style="text-align: center;"><b>WARNING</b> Testing Electrical Chip Detectors</p> <p>Electrical chip detectors are powered by test cell AC electrical power. To prevent electrical shock, do not hold detector by its metal housing when making the following test.</p>		
22a. Remove electrical chip detector and screen, with green electrical cable attached. A1-T700A-MMI-10(WP 025 00).		
22b. Hold detector by insulated electrical cable		
22c. With power on, place an insulated screwdriver across gap of chip detector, then ground detector to engine.		
22d. Check to see that electrical chip detector light comes on. If not, remove and inspect green cable A1-T700A-MMI-210(WP 024 00), or troubleshoot test stand electrical system (AG-240AC-OMP-000).		
23. Position engine trailer so that engine inlet is facing into the wind. (As per the A1-T700A-MMI-200, WP 017 00, Pages 13-14)		
24. Perform a FOD walk down of the test facility, noting everything that is found. To ensure prevention of micro foreign object damage, thoroughly spray down the test stand surrounding area with water. After washing down, remove all remaining standing water.		

**FRCSE DETMAY T700-GE-401C PRE-START, SHUTDOWN AND EMERGENCY PROCEDURES CHECKLIST**

<b>T700-GE-401C PRE-START CHECKLIST</b>	<b>OPER</b>	<b>CDI</b>
25. Ensure all tools are accounted for, and tool boxes and/or other containers have been moved clear of the line of sight from control cab to engine test stand.		
<b>T700-GE-401C SHUTDOWN CHECKLIST</b>	<b>OPER</b>	<b>CDI</b>
1. Set LDS lever to 0°, set PAS lever to 26° and adjust dyno load to hold Np at 45%-55%. Remain at ground idle for a minimum of 5 minutes.		
2. If engine has been at ground idle for at least 5 minutes, move PAS lever to 0°.		
3. Set dyno shroud position to 10%.		
4. Monitor TGT after shutdown. If TGT rises above 1000° or if there is evidence of combustion after shutdown, motor the engine until TGT decreases below 1000°.		
5. Record a complete set of zero readings.		
6. If engine is equipped with a DEC, record fault code that is displayed 30 seconds after engine shutdown.		

<p align="center"><b>T700-GE-401C EMERGENCY SHUTDOWN CHECKLIST</b></p>	<p align="center">OPER</p>	<p align="center">CDI</p>
<p><b>NOTE: An Emergency Shutdown occurs when the engine is shut down without first running the engine for 2 minutes at idle speed. Before testing observe the following rules.</b></p>		
<p><b>1. After an Emergency Shutdown, do not try to restart engine until fault has been found and corrected.</b></p>		
<p><b>2. If an abnormal engine condition, such as a compressor stall, flameout, or over temperature occurs, shut down engine immediately. During compressor rotor coastdown, listen for any unusual noises or for signs of a mechanical failure.</b></p>		
<p><b>NOTE: Observe vibration level on rollover for any unusual conditions before attempting a restart.</b></p>		
<p><b>3. If (after shutdown) there is evidence of combustion, and TGT rises rapidly, if TGT is greater than 1000 degrees Fahrenheit, be sure that PAS lever is at 0 and that ignition switch is off. Motor engine until TGT indicates combustion has stopped or until TGT is below 1000 degrees Fahrenheit. Continue to monitor TGT to be sure combustion or TGT greater than 1000 degrees Fahrenheit does not occur. If either occurs, repeat motoring of engine. (As per the A1-T700A-MMI-200, WP 017 00, Pages 11-12)</b></p>		
<p><b>4. Allow motor to cool, and hand crank motor to be sure that Gas Generator rotor turns freely. A1-T700A-MMI-200(WP 005 00)</b></p>		
<p><b>5. Ensure that after all work and inspections are complete, all tools have been accounted for, and the test cell grounds and test stand are FOD free before attempting to start engine.</b></p>		