### TROUBLE SHOOTING MANUAL

#### **HIGHLIGHTS**

REVISION NO. 54 May 01/08

Pages which have been revised are outlined below, together with the Highlights of the Revision

CH/SE/SU C PAGES	REASON FOR CHANGE	EFFECTIVITY

### CHAPTER 52

T. OF C. 2- 6,	REVISED TO REFLECT THIS REVISION INDICATING NEW, REVISED, AND/OR DELETED PAGES REVISED TO REFLECT THIS REVISION	
8 52-ECAM 101- 103, 105	FAULT LIST UPDATED	ALL
52-0BSV 105, 110, 116, 118	FAULT LIST UPDATED	ALL
52-11-00 209- 214, 219, 222, 225, 228, 258- 261	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
52-13-00 210- 212, 216- 218, 222- 224, 227, 231, 234, 264- 267	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
	EFFECTIVITY UPDATED CIRCUIT BREAKER(S) DATA UPDATED	201-225, 227-227, 229-275, 426-475, 551-599, 701-749,
	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-275, 426-475, 551-599, 701-749,
52-31-00 202, 206	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-253, 276-299, 426-499, 503-549, 551-599, 701-749,

52-HIGHLIGHTS Page 1 of 2 REVISION NO. 54 May 01/08

### TROUBLE SHOOTING MANUAL

CH/SE/SU C PAGES	REASON FOR CHANGE	EFFECTIVITY				
	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	227-227, 229-299, 426-450, 476-499, 503-549, 701-749,				
	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-245, 276-286, 426-428, 476-480,				
	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-299, 426-499, 503-549, 551-599, 701-749,				
	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-275, 426-475, 551-599, 701-749,				

### TROUBLE SHOOTING MANUAL

#### CHAPTER 52

#### **DOORS**

#### LIST OF EFFECTIVE PAGES

N, R or D indicates pages which are New, Revised or Deleted respectively Remove and insert the affected pages and complete the Record of Revisions and the Record of Temporary Revisions as necessary

CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE
RECORD				52-0BSV	R	116	May01/08	52-11-00		236	Nov01/06
OF TEMP.				52-0BSV			Nov01/03	52-11-00			May01/96
REVISION				52-0BSV	R		May01/08	52-11-00			Nov01/06
				52-0BSV	.,		Nov01/03	52-11-00			Feb01/96
L.E.P.	R	1- 3	May01/08					52-11-00			Feb01/96
T. of C.		1	•	52-CFDS		101	Feb01/07	52-11-00			May01/98
T. of C.	R	2				_		52-11-00			May01/98
T. of C.	R	3	•	52-11-00		201	Nov01/06	52-11-00			Feb01/96
T. of C.	R		May01/08	52-11-00			Nov01/06	52-11-00		244	Feb01/96
T. of C.	R	5	May01/08	52-11-00		203	Nov01/06	52-11-00		245	May01/98
T. of C.	R	6	May01/08	52-11-00		204	Nov01/06	52-11-00			May01/98
T. of C.		7	Feb01/08	52-11-00		205	Nov01/06	52-11-00		247	Feb01/96
T. of C.	R	8	May01/08	52-11-00		206	Nov01/06	52-11-00		248	Feb01/96
T. of C.		9	Feb01/08	52-11-00		207	Nov01/06	52-11-00		249	Feb01/99
				52-11-00		208	Nov01/06	52-11-00		250	Feb01/99
52-ECAM	R	101	May01/08	52-11-00	R	209	May01/08	52-11-00		251	Feb01/96
52-ECAM	R	102	May01/08	52-11-00	R	210	May01/08	52-11-00		252	Feb01/96
52-ECAM	R	103	May01/08	52-11-00	R	211	May01/08	52-11-00		253	Nov01/98
52-ECAM			Aug01/06	52-11-00	R	212	May01/08	52-11-00		254	Nov01/98
52-ECAM	R		May01/08	52-11-00	R	213	May01/08	52-11-00			Nov01/98
52-ECAM		106	Aug01/06	52-11-00	R		May01/08	52-11-00		256	Nov01/02
				52-11-00			Nov01/05	52-11-00			Nov01/02
52-LOCAL			Nov01/02	52-11-00			Nov01/05	52-11-00	R		May01/08
52-LOCAL			Nov01/03	52-11-00			Nov01/05	52-11-00	R		May01/08
52-LOCAL			Nov01/97	52-11-00			Nov01/05	52-11-00	R		May01/08
52-LOCAL		104	Nov01/03	52-11-00	R		May01/08	52-11-00	R	261	May01/08
_				52-11-00			Nov01/03				
52-0BSV			Feb01/08	52-11-00		221		52-13-00			Nov01/06
52-0BSV			Feb01/08	52-11-00	R		May01/08	52-13-00			Nov01/06
52-0BSV			Feb01/07	52-11-00			Nov01/03	52-13-00			Feb01/96
52-0BSV	_		Feb01/07	52-11-00	_		Nov01/03	52-13-00			Feb01/96
52-0BSV	R		May01/08	52-11-00	R		May01/08	52-13-00			Nov01/06
52-0BSV			Feb01/07	52-11-00			May01/98	52-13-00			Nov01/06
52-0BSV			Feb01/07	52-11-00	_	227	•	52-13-00			Nov01/06
52-0BSV			Feb01/07	52-11-00	R		May01/08	52-13-00			Nov01/06
52-0BSV	_		Feb01/07	52-11-00			May01/96	52-13-00	_		Nov01/06
52-0BSV	R		May01/08	52-11-00			May01/96	52-13-00	R		May01/08
52-0BSV			Feb01/07	52-11-00			Nov01/06	52-13-00	R		May01/08
52-0BSV			Feb01/07	52-11-00			Nov01/06	52-13-00	R		May01/08
52-OBSV			Feb01/07	52-11-00			May01/96	52-13-00			Nov01/05
52-OBSV			Feb01/07	52-11-00			Nov01/06	52-13-00			Nov01/05
52-0BSV		115	Nov01/03	52-11-00		255	Nov01/06	52-13-00		215	Nov01/05

52-L.E.P. Page 1 May 01/08

### TROUBLE SHOOTING MANUAL

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CH/SE/SU	C	PAGE	DATE	CH/SE/SU	C	PAGE	DATE	CH/SE/SU	С	PAGE	DATE
	_		04400		_	- · -	04400				0440=
52-13-00	R		May01/08	52-13-00	R	267	May01/08	52-22-00			Nov01/05
52-13-00	R		May01/08					52-22-00			Nov01/05
52-13-00	R		May01/08	52-21-00	R		May01/08	52-22-00			Nov01/05
52-13-00			Nov01/05	52-21-00	R		May01/08	52-22-00			Nov01/05
52-13-00			Nov01/05	52-21-00	R	203	May01/08	52-22-00		227	Nov01/05
52-13-00			Nov01/05	52-21-00	R	204	May01/08	52-22-00		228	Nov01/05
52-13-00	R	222	May01/08	52-21-00	R	205	May01/08	52-22-00		229	Feb01/06
52-13-00	R	223	May01/08	52-21-00	R	206	May01/08	52-22-00		230	Nov01/05
52-13-00	R	224	May01/08	52-21-00	R	207	May01/08	52-22-00		231	Nov01/05
52-13-00		225	Nov01/03	52-21-00	R	208	May01/08	52-22-00		232	Nov01/05
52-13-00		226	Nov01/03	52-21-00	R		May01/08	52-22-00		233	Nov01/05
52-13-00	R	227	May01/08	52-21-00	R		May01/08	52-22-00		234	Nov01/05
52-13-00			Nov01/03	52-21-00	R		May01/08	52-22-00			Nov01/05
52-13-00			Nov01/03	52-21-00	R		May01/08	52-22-00			Nov01/05
52-13-00			Nov01/03	52-21-00			Nov01/05	52-22-00			Nov01/05
52-13-00	R		May01/08	52-21-00			Nov01/05	52-22-00			Nov01/05
52-13-00			Nov01/03	52-21-00			Nov01/05	52-22-00		239	
52-13-00			Nov01/03	52-21-00			Feb01/04	52-22-00		240	
52-13-00	R		May01/08	52-21-00	R		May01/08	52-22-00		241	
52-13-00 52-13-00	K		Nov01/03	52-21-00	R		May01/08	52-22-00			Nov01/05
52-13-00			Nov01/03	52-21-00	R		May01/08	52-22-00			Feb01/06
52-13-00 52-13-00			Nov01/03	52-21-00	R		•	52-22-00			Feb01/06
							May01/08				
52-13-00			Nov01/06	52-21-00	R		May01/08	52-22-00			Feb01/04
52-13-00			Nov01/03	52-21-00	R		May01/08	52-22-00			Feb01/06
52-13-00			Nov01/06	52-21-00	R		May01/08	52-22-00			Feb01/06
52-13-00			Nov01/03	52-21-00	R		May01/08	52-22-00			Feb01/06
52-13-00			Nov01/06	52-21-00	R		May01/08	52-22-00		249	Feb01/06
52-13-00			Nov01/06	52-21-00	R	226	May01/08				- 0440=
52-13-00			Nov01/03					52-31-00	_		Aug01/03
52-13-00			Nov01/06	52-22-00			Nov01/05	52-31-00	R		May01/08
52-13-00			Nov01/06	52-22-00			Nov01/05	52-31-00			Nov01/07
52-13-00			Nov01/03	52-22-00			Nov01/05	52-31-00			Nov01/07
52-13-00			Nov01/03	52-22-00			Nov01/05	52-31-00			Nov01/07
52-13-00			Nov01/03	52-22-00			Nov01/05	52-31-00	R		May01/08
52-13-00		250	Nov01/03	52-22-00		206	Nov01/05	52-31-00			Nov01/07
52-13-00		251	Nov01/03	52-22-00			Nov01/05	52-31-00		208	Nov01/07
52-13-00		252	Nov01/03	52-22-00		208	Nov01/05				
52-13-00		253	Nov01/03	52-22-00		209	Nov01/05	52-33-00	R	201	May01/08
52-13-00		254	Nov01/03	52-22-00		210	Nov01/05	52-33-00	R	202	May01/08
52-13-00		255	Nov01/03	52-22-00		211	Nov01/05				
52-13-00		256	Nov01/03	52-22-00		212	Nov01/05	52-35-00		201	May01/06
52-13-00		257	Nov01/03	52-22-00		213	Nov01/05	52-35-00			May01/06
52-13-00		258	Nov01/03	52-22-00		214	Nov01/05	52-35-00			May01/06
52-13-00			Nov01/03	52-22-00			Nov01/05	52-35-00			May01/06
52-13-00			Nov01/03	52-22-00			Nov01/05	52-35-00			Aug01/96
52-13-00			Nov01/03	52-22-00			Nov01/05	52-35-00			May01/06
52-13-00			Nov01/03	52-22-00			Nov01/05	<del>_</del>			,
52-13-00			Nov01/03	52-22-00			Nov01/05	52-36-00		201	May01/04
52-13-00	R		May01/08	52-22-00			Nov01/05	52-36-00			May01/04
52-13-00	R		May01/08	52-22-00			Nov01/05	52-36-00			May01/04
52-13-00	R		May01/08	52-22-00			Nov01/05	52-36-00			May01/04
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52-L.E.P. Page 2 May 01/08

## TROUBLE SHOOTING MANUAL

CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE
0117 027 00	Ū	IAGE	PAIL	011/ 01/ 00	Ü	IAGE	PAIL	011/ 02/ 00	Ū	IAGE	PAIL
52-36-00		205	Feb01/07	52-36-00		256	Feb01/07	52-41-00		212	Nov01/03
52-36-00	R	206	May01/08	52-36-00		257	Feb01/07	52-41-00		213	Aug01/00
52-36-00	R	207	May01/08	52-36-00		258	Feb01/07	52-41-00		214	Aug01/00
52-36-00	R		May01/08	52-36-00		259	Feb01/07	52-41-00		215	Aug01/00
52-36-00			Feb01/08	52-36-00	R		May01/08	52-41-00			Aug01/00
52-36-00			Feb01/08	52-36-00	R		May01/08	52-41-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Aug01/00
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Aug01/00
52-36-00			Feb01/07	52-36-00			Feb01/08	52-41-00			Aug01/00
52-36-00	_		Feb01/07	52-36-00	R		May01/08	52-41-00		224	Aug01/00
52-36-00	R		May01/08	52-36-00	R		May01/08	50 54 00	_	204	04/00
52-36-00			Feb01/08	52-36-00	R		May01/08	52-51-00	R		May01/08
52-36-00			Feb01/08	52-36-00			Feb01/08	52-51-00	_		Feb01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00 52-51-00			Feb01/08
52-36-00	_		Feb01/07	52-36-00 52-36-00			Feb01/08 Feb01/08	52-51-00			Feb01/08
52-36-00 52-36-00	R R		May01/08	52-36-00			Feb01/08	52-51-00			Feb01/07 Feb01/07
52-36-00 52-36-00	R		May01/08 May01/08	52-36-00			Feb01/08	52-51-00			Feb01/07
52-36-00	ĸ		Feb01/08	52-36-00			Feb01/08	52-51-00			Feb01/07
52-36-00			Feb01/08	52-36-00			Feb01/08	52-51-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00			Feb01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00			May01/07
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00			May01/07
52-36-00			Feb01/07	52-36-00	R		May01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00	R		May01/08
52-36-00			Feb01/07	52-36-00			Feb01/08	52-51-00			May01/07
52-36-00		239	Feb01/07	52-36-00		290	Feb01/08	52-51-00			May01/07
52-36-00		240	Feb01/07	52-36-00		291	Feb01/08	52-51-00		222	May01/07
52-36-00		241	Feb01/07	52-36-00		292	Feb01/08	52-51-00			May01/07
52-36-00		242	Feb01/07	52-36-00		293	Feb01/08	52-51-00			May01/07
52-36-00	R	243	May01/08	52-36-00	R	294	May01/08				
52-36-00	R	244	May01/08					52-73-00	R	201	May01/08
52-36-00		245	Feb01/08	52-41-00		201	Feb01/07	52-73-00	R	202	May01/08
52-36-00		246	Feb01/08	52-41-00		202	Feb01/07	52-73-00	R	203	May01/08
52-36-00			Feb01/07	52-41-00			Feb01/07	52-73-00	R	204	May01/08
52-36-00	R		May01/08	52-41-00			Feb01/07	52-73-00	R		May01/08
52-36-00	R		May01/08	52-41-00			Feb01/07	52-73-00			Nov01/05
52-36-00	R		May01/08	52-41-00			Feb01/07	52-73-00			Nov01/05
52-36-00			Feb01/07	52-41-00			Feb01/07	52-73-00			Nov01/05
52-36-00			Feb01/07	52-41-00			Nov01/03	52-73-00			Nov01/05
52-36-00			Feb01/08	52-41-00			Feb01/07	52-73-00			Nov01/05
52-36-00			Feb01/08	52-41-00			Feb01/07	52-73-00			Nov01/05
52-36-00		255	Feb01/07	52-41-00		211	Nov01/03	52-73-00		212	Nov01/05

52-L.E.P. Page 3 May 01/08

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT FAULT SYMPTOMS	CH/SE/SU 52-ECAM 52-LOCAL 52-OBSV 52-CFDS	<u>C</u>	101 101 101	EFFECTIVITY ALL ALL ALL ALL
FWD PASSENGER/CREW DOOR FAULT ISOLATION PROCEDURES	52-11-00		201	ALL
The SLIDE ARMED indicator light of the forward right passenger/crew door is inoperative on ground			201	ALL
The SLIDE ARMED indicator light of the forward left passenger/crew-door is inoperative on ground.			205	ALL
Disagree between the DOOR/OXY Page Indication and the Locked Position of the R Forward Passenger/Crew Door			209	ALL
Disagree between the DOOR/OXY page indication and the locked position of the L forward passenger/crew door			214	ALL
No SLIDE Indication on the DOOR/OXY Page when the R Forward Escape-Slide Handle is in the			219	ALL
SLIDE ARMED Position  No SLIDE Indication on the  DOOR/OXY Page when the L. Forward  Escape-Slide Handle is in the  SLIDE ARMED Position			222	ALL
SLIDE ARMED FOSITION  SLIDE ARMED Indicator Light On  with the R. Forward  Passenger/Crew-Door in the Locked  Position and the Handle of the			225	ALL
Escape Slide in the ARMED Position SLIDE ARMED Indicator Light On with the L. Forward Passenger/Crew-Door in the Locked Position and the Handle of the			228	ALL
Escape Slide in the ARMED Position The SLIDE ARMED indicator light of the forward right passenger/crew door is inoperative in flight			231	ALL
The SLIDE ARMED indicator light of the forward left passenger/crew-door is inoperative			235	ALL

52-CONTENTS Page 1 Nov 01/03

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT	CH/SE/SU	<u>c</u>	PAGE	<u>EFFECTIVI</u>	<u> </u>
in flight Seal of the L FWD Passenger/Crew			239	ALL	
Door Defective			2/0		
Seal of the R FWD Passenger/Crew Door Defective			240	ALL	
Failure of the Suspension of the L			241	ALL	
FWD Passenger/Crew Door					
Failure of the Suspension of the R			242	ALL	
FWD Passenger/Crew Door			- · -		
Visual Indicator of the Locking			243	ALL	
Mechanism of the L FWD Passenger/Crew Door Inoperative					
Visual Indicator of the Locking			244	ALL	
Mechanism of the R FWD			277	ALL	
Passenger/Crew Door Inoperative					
Incorrect Distribution of the			245	ALL	
Pressure Loads on the Frame for					
the L FWD Passenger/Crew Door					
Incorrect Distribution of the			246	ALL	
Pressure Loads on the Frame for					
the R FWD Passenger/Crew Door			247		
Release Mechanism of the Emergency			241	ALL	
Escape Slide of the L FWD Passenger/Crew Door Inoperative					
Release Mechanism of the Emergency			248	ALL	
Escape Slide of the R FWD			L-10	ALL	
Passenger/Crew Door Inoperative					
Impossibility to Close the Forward			249	ALL	
Passenger/Crew Door					
Impossibility to Lock/Unlock the			251	ALL	
Forward Passenger/Crew Door when					
it is Fully Open			252	A	
<pre>Incorrect Opening/Closing Speed for the Aft Passenger/Crew Door</pre>			252	ALL	
Impossibility to Open the Forward			253	ALL	
Passenger/Crew Door			233	ALL	
No Visual Indication of the Arming			255	ALL	
Position of the Escape Slide (FWD					
Passenger/Crew Door)					
Vibrations and Noise in the FWD			256	ALL	
Passenger/Crew Door Area					
Loss of Pressure in the Damper and			258	•	
Emergency Operation Cylinder for				229-250,	
the L FWD Passenger/Crew Door				426-499, 551-599,	JUJ-349
Loss of Pressure in the Damper and			260	201-225,	227-227
2000 01 11 COOCH C 111 CHC Pamper and			_00	_0,	,,
			52-	CONTENTS	Page 2

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT Emergency Operation Cylinder for the R FWD Passenger/Crew Door	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY 229-250, 252-299 426-499, 503-549 551-599,
AFT PASSENGER/CREW DOOR  FAULT ISOLATION PROCEDURES  The SLIDE ARMED indicator light of the aft right passenger/crew door is inoperative on ground	52-13-00			ALL ALL
The SLIDE ARMED indicator light of the aft left passenger/crew door is inoperative on ground			206	ALL
Disagree between the DOOR/OXY Indication and the Locked Position of the L Aft PAX/Crew Door			210	ALL
Disagree between the DOOR/OXY Page Indication and the Locked Position of the R Aft PAX/Crew Door			216	ALL
No SLIDE Indication on the DOOR/OXY Page when the R Aft Escape Slide Handle is in the SLIDE ARMED Position			222	ALL
No SLIDE Indication on the DOOR/OXY Page when the L Aft Escape Slide Handle is in the SLIDE ARMED Position			227	ALL
SLIDE ARMED Indicator Light On with the R Aft Passenger/Crew Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position			231	ALL
SLIDE ARMED Indicator Light On with the L Aft Passenger/Crew Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position			234	ALL
The SLIDE ARMED indicator light of the right aft passenger/crew door is inoperative in flight			237	ALL
The SLIDE ARMED indicator light of the left aft passenger-crew door is inoperative in flight			242	ALL
Seal of the L Aft Passenger/Crew Door Defective			246	ALL
Seal of the R Aft Passenger/Crew Door Defective			247	ALL

52-CONTENTS Page 3 May 01/08

### TROUBLE SHOOTING MANUAL

### CHAPTER 52

#### **DOORS**

### TABLE OF CONTENTS

SUBJECT	CH/SE/SU	С	PAGE	EFFECTIVITY
Failure of the Suspension of the L		_		ALL
Aft Passenger/Crew Door				
Failure of the Suspension of the R			249	ALL
Aft Passenger/Crew Door				
Visual Indicator of the Locking			250	ALL
Mechanism of the L Aft				
Passenger/Crew Door Inoperative				
Visual Indicator of the Locking			251	ALL
Mechanism of the R Aft				
Passenger/Crew Door Inoperative				
Incorrect Distribution of the			252	ALL
Pressure Loads on the Frame for				
the L Aft Passenger/Crew Door				
Incorrect Distribution of the			253	ALL
Pressure Loads on the Frame for				
the R Aft Passenger/Crew Door				
Release Mechanism of the Emergency			254	ALL
Escape Slide of the R Aft				
Passenger/Crew Door Inoperative				
Release Mechanism of the Emergency			255	ALL
Escape Slide of the L AFT				
Passenger/Crew Door Inoperative				
Impossibility to Close the Aft			256	ALL
Passenger/Crew Door				
Impossibility to Lock/Unlock the			258	ALL
aft Passenger/Crew Door When it is				
Fully Open				
Incorrect Openning/Closing Speed			259	ALL
for the aft Passenger/Crew Door				
Impossibility to Open the Aft			260	ALL
Passenger/Crew Door				
No Visual Indication of the Arming			262	ALL
Position of the Escape Slide (Aft				
Passenger/Crew Door)				
Vibrations and Noise in the Aft			263	ALL
Passenger/Crew Door Area			_	
Loss of Pressure in the Damper and			264	•
Emergency-Operation Cylinder for				229-250, 252-299
the (Aft Passenger/Crew Door)				426-499, 503-549
				551-599,
Loss of Pressure in the Damper and			266	201-225, 227-227
Emergency Operation Cylinder for				229-250, 252-299
the R Aft Passenger/Crew Door				426-499, 503-549
				551-599,

PASSENGER COMPARTMENT EMERGENCY EXIT 52-21-00

52-CONTENTS Page 4 May 01/08

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT	CH/SE/SU	<u>c</u>		EFFECTIVITY
FAULT ISOLATION PROCEDURES			201	201-225, 227-227 229-275, 426-475
				551-599, 701-749
Sensor Monitoring Fault at the LH			201	•
FWD Passenger Compartment Emergency Exit				426-450, 701-749
Sensor Monitoring Fault at the LH			204	•
AFT Passenger Compartment Emergency Exit				426-450, 701-749
Sensor Monitoring Fault at the RH			207	•
FWD Passenger Compartment Emergency Exit				426-450, 701-749
Sensor Monitoring Fault at the RH			210	•
AFT Passenger Compartment Emergency Exit				426-450, 701-749
Sensor Monitoring Fault at the LH			213	•
Passenger Compartment Emergency Exit				551-599,
Sensor Monitoring Fault at the RH			215	•
Passenger Compartment Emergency Exit				551-599,
No SLIDE Indication on the			217	•
DOOR/OXY Page for the LH Emergency				229-275, 426-475
Exits when the Latch Pin is in the Slide Armed Position				551-599, 701-749
No SLIDE Indication on the			222	201-225, 227-227
DOOR/OXY Page for the RH Emergency				229-275, 426-475
Exits when the Latch Pin is in the				551-599, 701-749
Slide Armed Position				
PASSENGER COMPARTMENT EMERGENCY EXIT	52-22-00			
FAULT ISOLATION PROCEDURES			201	276-299, 476-499 503-549,
Disagree between the DOOR/OXY page			201	-
of the ECAM System and the locked				503-549,
LH FWD Emergency Exit Door				
Disagree between the DOOR/OXY Page			205	•
of the ECAM System and the locked				503-549,
RH FWD Emergency Exit Door Disagree between the DOOR/OXY Page			209	276-299, 476-499
of the ECAM System and the locked			207	503-549,
LH AFT Emergency Exit Door				
Disagree between the DOOR/OXY Page			213	276-299, 476-499
of the ECAM System and the locked				503-549,
RH AFT Emergency Exit Door				

52-CONTENTS Page 5 May 01/08

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

CUBICCT	CII / CE / CII	<u> </u>	DACE	
SUBJECT Door Bottle Pressure (LH FWD	CH/SE/SU	<u>C</u> !		EFFECTIVITY 276-299, 476-499
Emergency Exit) - Fault			211	503-549,
Door Bottle Pressure (RH FWD			220	276-299, 476-499
Emergency Exit) - Fault			LLU	503-549,
Door Bottle Pressure (LH AFT			223	276-299, 476-499
Emergency Exit) - Fault			LLJ	503-549,
Door Bottle Procedure (RH AFT			226	276-299, 476-499
Emergency Exit) - Fault			LLU	503-549,
Water Seepage at the Emergengy			229	276-299, 476-499
Exit Doors			LL,	503-549,
No SLIDE Indication on the			231	276-299, 476-499
DOOR/OXY Page for the LH FWD			231	503-549,
Emergency Exit when the Slide				303 347,
Control handle is in the Slide				
Armed Position				
No SLIDE Indication on the			234	276-299, 476-499
DOOR/OXY Page for the RH FWD				503-549,
Emergency Exit when the Slide				300 317,
Control handle is in the Slide				
Armed Position				
No SLIDE Indication on the			237	276-299, 476-499
DOOR/OXY Page for the LH AFT				503-549,
Emergency Exit when the Slide				200 2117
Control handle is in the Slide				
Armed Position				
No SLIDE Indication on the			240	276-299, 476-499
DOOR/OXY Page for the RH AFT				503-549,
Emergency Exit when the Slide				,
Control handle is in the Slide				
Armed Position				
Pressure Leakage on the Door			243	276-299, 476-499
Damper and Emergency Operation				503-549,
Cylinder				•
,				
FWD CARGO COMPARTMENT DOOR	52-31-00			
FAULT ISOLATION PROCEDURES			201	ALL
Sensor Monitoring Fault at the FWD				ALL
Cargo Compartment Door				
Sensor Monitoring Fault at the AFT			205	ALL
Cargo Compartment Door				
BULK CARGO COMPARTMENT DOOR	52-33-00			
FAULT ISOLATION PROCEDURES			201	227-227, 229-299
				426-450, 476-499
				503-549, 701-749
Fault of the Sensor Monitoring at			201	227-227, 229-299
				•
			52-	-CONTENTS Page 6
				May 01/08
				•

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT the BULK Cargo-Compartment Door	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY 426-450, 476-499 503-549, 701-749
CARGO COMPARTMENT DOOR ELECTRICAL CONTROL SYSTEM	52-35-00			
FAULT ISOLATION PROCEDURES  Fault of the Locking Indication of the AFT Door Actuators			201 201	ALL ALL
Fault of the Locking Indication of the FWD Door Actuators			204	ALL
CARGO COMPARTMENT DOOR HYDRAULIC SYSTEM	52-36-00		204	
FAULT ISOLATION PROCEDURES FWD and AFT Cargo Compartment Doors do not operate in the Normal Mode			201 201	ALL ALL
Fault during the Opening Procedure of the FWD Cargo-Compartment Door			205	ALL
Fault during the Opening Procedure of the AFT Cargo-Compartment Door			221	ALL
Fault during the Closing Procedure of the FWD Cargo-Compartment Door			247	ALL
Fault during the Closing Procedure of the AFT Cargo-Compartment Door			264	ALL
Loss of the System Pressure of the Yellow Hydraulic System and Loss of the Correct Quantity in the Yellow Hydraulic Reservoir			289	ALL
Yellow Eletrical Pump operates after Unlatching of FWD Cargo Door			291	ALL
Yellow Eletrical Pump operates after Unlatching of AFT Cargo Door			293	ALL
ACCESS DOORS	52-41-00			
FAULT ISOLATION PROCEDURES			201	ALL
Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Left Avionics-Compartment Door			201	ALL
Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Right Avionics Compartment-Door			204	ALL
Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the			207	ALL

52-CONTENTS Page 7 Feb 01/08

## TROUBLE SHOOTING MANUAL

### CHAPTER 52

### **DOORS**

### TABLE OF CONTENTS

SUBJECT	CH/SE/SU	<u>c</u>	<u>PAGE</u>	<u>EFFECTIVI</u>	ΤΥ
Forward Avionics-Compartment Door Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the			210	ALL	
Aft Avionics-Compartment-Door Closing of the FWD Avionics Compartment Door Not Possible			213	ALL	
Closing of the L Avionics			214	ALL	
Compartment Door Not Possible Closing of the Aft Avionics			215	ALL	
Compartment Door Not Possible Closing of the R Avionics			216	ALL	
Compartment Door Not Possible Seal of the FWD Avionics			217	ALL	
Compartment Door Defective Seal of the Aft Avionics			240	A1.1	
Compartment Door Defective			218	ALL	
Seal of the L Avionics Compartment  Door Defective			219	ALL	
Seal of the R Avionics Compartment  Door Defective			220	ALL	
Impossibility to Open the Forward			221	ALL	
Avionics Compartment Door Impossibility to Open the Left			222	ALL	
Avionics Compartment Door Impossibility to Open the Right			223	ALL	
Avionics Compartment Door Impossibility to Open the Aft			224	ALL	
Avionics Compartment Door			LL	ALL	
PASSENGER COMPARTMENT FIXED INTERIOR DOORS	52-51-00				
FAULT ISOLATION PROCEDURES			201	ALL	
Fault of the Cockpit Door Lock System - General			201	ALL	
No Buzzer Function after Key Pad Operation			216	ALL	
Fault of the Cockpit Door Lock System -OPEN Lamp stays ON			223	ALL	
EMERGENCY ESCAPE SLIDE RELEASE AND	52-73-00				
OVERPRESSURE WARNING SYSTEMS	JL 13 00				
FAULT ISOLATION PROCEDURES			201	ALL	
Abnormal Flashing of the CABIN			201		227-227
PRESSURE Warning Light Panels of			-	229-275,	
the Passenger/ Crew Doors				551-599,	
			52-	CONTENTS	Page 8

May 01/08

### TROUBLE SHOOTING MANUAL

CHAPTER 52

DOORS

#### TABLE OF CONTENTS

SUBJECT

Abnormal Flashing of the CABIN
PRESSURE Warning Light Panels of
the Passenger/ Crew Door and
Emergency Exits

<u>CH/SE/SU</u> <u>C</u> <u>PAGE</u> <u>EFFECTIVITY</u> 206 276-299, 476-499 503-549,

### TROUBLE SHOOTING MANUAL

DOORS - FAULT SYMPTOMS

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE

### Upper ECAM DU Warnings

	DOOR AFT AVIONICS associated with DOOR - AFT AVIONICS door closed and locked						524100 P 210 T 810 804
	<u>DOOR</u> AFT CARGO						523100 P 205 T 810 802
	DOOR AFT CARGO	LGCIU 1	AFT CARGO PROX SNSR	DOOR HANDLE 34WV	523215	1	323100 P 275 T 810 831
R	DOOR AFT CARGO	LGCIU 1	1	DOOR HANDLE 34WV TGT POS	523215	1	323100 PB211 T 810 886
	<u>DOOR</u> AFT CARGO	LGCIU 1		DOOR SAFETY PROX SNSR 32WV	523215	1	323100 P 280 T 810 833
R	<u>DOOR</u> AFT CARGO	LGCIU 1	1	DR SAFETY MECH 32WV TGT POS	523215	1	323100 PB211 T 810 886
R	<u>DOOR</u> AFT CARGO	LGCIU 2	1	DR LOCKSHAFT 12MJ TGT POS	523513	1	323100 PB211 T 810 886
	<u>DOOR</u> BULK CARGO						523300 P 201 T 810 801
	DOOR FWD AVIONICS associated with DOOR - FWD AVIONICS door closed and locked						524100 P 207 T 810 803
	DOOR FWD CARGO						523100 P 201 T 810 801
	DOOR FWD CARGO	LGCIU 1	FWD CARGO PROX SNSR	DOOR HANDLE 28WV	523115	1	323100 P 272 T 810 830
R	DOOR FWD CARGO	LGCIU 1		DOOR HANDLE 28WV TGT POS	523115	1	323100 PA294 T 810 877

EFF :	ALL		

**52-ECAM** 

Page 101 May 01/08

### TROUBLE SHOOTING MANUAL

	HARNITAGE /MAL FUNCTIONS		FAULT			
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION     PROCEDURE
	<u>DOOR</u> FWD CARGO	LGCIU 1	FWD CARGO DOOR SAFETY MECHANISM PROX SNSR 30WV	!	1	323100 P 277 T 810 832
R	DOOR FWD CARGO	LGCIU 1	FWD CARGO DR SAFETY MECH PROX SNSR 30WV TGT POS	523115	1	323100 PA294 T 810 877
R	DOOR FWD CARGO	LGCIU 2	FWD CARGO DR LOCKSHAFT PROX SNSR O5MJ TGT POS	523513	1	323100 PA294 T 810 877
R	DOOR L AFT CABIN associated with DOOR-L AFT PAX/CREW door closed and locked					521300 P 210 T 810 803
	DOOR L AFT EMER EXIT					522100 P 204 T 810 802
	DOOR L AFT EMER EXIT associated with Lower ECAM DU Flags- DOOR/OXY DOORS - LH AFT EMER EXIT Indication comes on in amber					522200 P 209 T 810 803
	DOOR L AVIONICS associated with DOOR - L AVIONICS door closed and locked					524100 P 201 T 810 801
	DOOR L EMER EXIT					522100 P 213 T 810 806
	DOOR L FWD CABIN associated with DOOR-L FWD PAX/CREW door closed and locked					521100 P 214 T 810 804
	DOOR L FWD EMER EXIT					522100 P 201 T 810 801

EFF :	ALL	
SROS		Printed in France

**52-ECAM** Page 102

## TROUBLE SHOOTING MANUAL

	     WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!
	DOOR L FWD EMER EXIT associated with Lower ECAM DU Flags- DOOR/OXY DOORS - LH FWD EMER EXIT Indication comes on in amber					522200 P 201 T 810 801
R	DOOR R AFT CABIN associated with DOOR-R AFT PAX/CREW door closed and locked					521300 P 216 T 810 804
	DOOR R AFT EMER EXIT					522100 P 210 T 810 804
	DOOR R AFT EMER EXIT associated with Lower ECAM DU Flags- DOOR/OXY DOORS - RH AFT EMER EXIT Indication comes on in amber					522200 P 213 T 810 804
	DOOR R AVIONICS associated with DOOR - R AVIONICS door closed and locked					524100 P 204 T 810 802
	DOOR R EMER EXIT				<b>i</b>	522100 P 215 T 810 807
	DOOR R FWD CABIN associated with DOOR-R FWD PAX/CREW door closed and locked					521100 P 209 T 810 803
	DOOR R FWD EMER EXIT				       	522100 P 207 T 810 803

**52-ECAM** Page 103

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
DOOR R FWD EMER EXIT associated with Lower ECAM DU Flags- DOOR/OXY DOORS - RH FWD EMER EXIT Indication comes on in amber					522200 P 205 T 810 802

#### <u>Lower ECAM DU Flags-</u> DOOR/OXY

DOOR - AFT AVIONICS door indicator comes on amber on ECAM system page associated with DOOR - AFT AVIONICS door closed and locked	524100 P 210 T 810 804
DOOR - FWD AVIONICS door indicator comes on amber on ECAM system page associated with DOOR - FWD AVIONICS door closed and locked	524100 P 207 T 810 803
DOOR - L AVIONICS door indicator comes on amber on ECAM system page associated with DOOR - L AVIONICS door closed and locked	524100 P 201 T 810 801
DOOR - R AVIONICS door indicator comes on amber on ECAM system page associated with DOOR - R AVIONICS door closed and locked	524100 P 204 T 810 802

EFF: ALL
SROS

**52-ECAM** 

Page 104 Aug 01/06

### TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!
R	DOOR-L AFT PAX/CREW door indication comes on amber associated with DOOR-L AFT PAX/CREW door closed and locked					521300 P 210 T 810 803
	DOOR-L FWD PAX/CREW door indication comes on amber associated with DOOR-L FWD PAX/CREW door closed and locked					521100 P 214 T 810 804
R	DOOR-R AFT PAX/CREW door indication comes on amber associated with DOOR-R AFT PAX/CREW door closed and locked					521300 P 216 T 810 804
	DOOR-R FWD PAX/CREW door indication comes on amber associated with DOOR-R FWD PAX/CREW door closed and locked					521100 P 209 T 810 803
	DOORS - LH AFT EMER EXIT Indication comes on in amber associated with Upper ECAM DU Warnings DOOR L AFT EMER EXIT					522200 P 209 T 810 803
	DOORS - LH AFT EMER EXIT White SLIDE Indication is not shown					522200 P 237 T 810 813
	DOORS - LH EMER EXITS White SLIDE indication is not shown					522100 P 217 T 810 808

EFF :	ALL		
SROS			

**52-ECAM** Page 105

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	 :S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
DOORS - LH FWD EMER EXIT Indication comes on in amber associated with Upper ECAM DU Warnings DOOR L FWD EMER EXIT					522200 P 201 T 810 801
DOORS - LH FWD EMER EXIT White SLIDE indication is not shown					522200 P 231 T 810 811
DOORS - RH AFT EMER EXIT Indication comes on in amber associated with Upper ECAM DU Warnings DOOR R AFT EMER EXIT					522200 P 213 T 810 804
DOORS - RH AFT EMER EXIT White SLIDE indication is not shown					522200 P 240 T 810 814
DOORS - RH EMER EXITS White SLIDE indication is not shown					522100 P 222 T 810 809
DOORS - RH FWD EMER EXIT Indication comes on in amber associated with Upper ECAM DU Warnings DOOR R FWD EMER EXIT					522200 P 205 T 810 802
DOORS - RH FWD EMER EXIT White SLIDE indication is not shown					522200 P 234 T 810 812

EFF: ALL

**52-ECAM** 

Page 106 Aug 01/06

### TROUBLE SHOOTING MANUAL

DOORS - FAULT SYMPTOMS

	WARNINGS/MALFUNCTIONS	<u></u>	CFDS FAULT MESSAGE	S		FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
R	CKPT Door Panel 119VU					
R R	DOOR-COCKPIT- FAULT light on				T	525100 P 20 T 810 801
	PAX/CREW DOOR (831)					
	SLIDE - White SLIDE ARMED indicator light not on in flight associated with SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS and DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position					521100 P 235 T 810 810
	SLIDE - White SLIDE ARMED indicator light not on on ground associated with DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position and SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS					521100 P 205 T 810 802
	SLIDE - White SLIDE ARMED indicator light on associated with SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS and DOOR-L FWD PAX/CREW door				†	521100 P 228 T 810 808

EFF: ALL SROS

closed and locked

52-LOCAL Page 101 Nov 01/02

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE

### PAX/CREW DOOR (832)

R	SLIDE - White SLIDE ARMED indicator light not on in flight associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS and DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position		521300 P 242 T 810 810
	SLIDE - White SLIDE ARMED indicator light not on on ground associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS and DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position		521300 P 206 T 810 802
R	SLIDE - White SLIDE ARMED indicator light on associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS and DOOR-L AFT PAX/CREW door closed and locked		521300 P 234 T 810 808

EFF :	ALL		
SROS			

52-LOCAL Page 102

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE

### PAX/CREW DOOR (841)

R R R	SLIDE - White SLIDE ARMED indicator light not on in flight associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS and DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position		521100 P 231 T 810 809
R R R	SLIDE - White SLIDE ARMED indicator light not on on ground associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS and DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position		521100 P 201 T 810 801
R R	SLIDE - White SLIDE ARMED indicator light on associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS and DOOR-R FWD PAX/CREW door closed and locked		521100 P 225 T 810 807

EFF :	ALL		
SROS			

**52-LOCAL** Page 103 Nov 01/97

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE

### PAX/CREW DOOR (842)

R	SLIDE - White SLIDE ARMED indicator light not on in flight associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS and DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position		521300 P 237 T 810 809
	SLIDE - White SLIDE ARMED indicator light not on on ground associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS and DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position		521300 P 201 T 810 801
R	SLIDE - White SLIDE ARMED indicator light on associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS and DOOR-R AFT PAX/CREW door closed and locked		521300 P 231 T 810 807

EFF :	ALL		
SROS			

52-LOCAL Page 104 Nov 01/03

### TROUBLE SHOOTING MANUAL

DOORS - FAULT SYMPTOMS

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	! !	
CABIN PRESSURE - All red CABIN PRESS warning LT flash with OVPR					213100 P 288 T 810 844	
CABIN PRESSURE - All red CABIN PRESS warning LT flash without OVPR					527300 P 201 T 810 801 527300 P 206 T 810 801A	
CABIN PRESSURE - Red CABIN PRESS warning LT do not flash with OVPR					527300 P 201 T 810 801 527300 P 206 T 810 801A	
CRG COMPT DOOR ELEC SYS Green Ind. Light of AFT CRG Door is not on					523500 P 201 T 810 801	
CRG COMPT DOOR ELEC SYS Green Ind. Light of FWD CRG Door is not on					523500 P 204 T 810 802	
CRG COMPT DOOR HYD SYS AFT Cargo Door does not close hydraulically					523600 P 264 T 810 804	
CRG COMPT DOOR HYD SYS AFT Cargo Door does not open hydraulically					523600 P 221 T 810 802	
CRG COMPT DOOR HYD SYS AFT Cargo Door opens after Unlatching					523600 P 293 T 810 808	
CRG COMPT DOOR HYD SYS FWD and AFT Cargo Doors do not operate					523600 P 201 T 810 806	
CRG COMPT DOOR HYD SYS FWD Cargo Door does not close hydraulically					523600 P 247 T 810 803	

EFF :	ALL

R

R

**52-OBSV** Page 101 Feb 01/08

## TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!
	CRG COMPT DOOR HYD SYS FWD Cargo Door does not open hydraulically					523600 P 205 T 810 801
R	CRG COMPT DOOR HYD SYS FWD Cargo Door opens after Unlatching					523600 P 291 T 810 807
	DOOR - AFT AVIONICS door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR - AFT AVIONICS door indicator comes on amber on ECAM system page					524100 P 210 T 810 804
	DOOR - AFT AVIONICS door closed and locked associated with Upper ECAM DU Warnings DOOR AFT AVIONICS					524100 P 210 T 810 804
	DOOR - AFT AVIONICS door   Handle cannot be closed					524100 P 215 T 810 811
	DOOR - AFT AVIONICS door   Inability to open the   door					524100 P 224 T 810 820
	DOOR - AFT AVIONICS door   Signs of chafing or   breaks of the door seal					524100 P 218 T 810 814
	DOOR - FWD AVIONICS door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR - FWD AVIONICS door indicator comes on amber on ECAM system page					524100 P 207 T 810 803

EFF :	ALL	
SROS		
		Printed in Franc

**52-OBSV** Page 102

Feb 01/08

### TROUBLE SHOOTING MANUAL

HADNINGS /MALEUNGTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
DOOR - FWD AVIONICS door closed and locked associated with Upper ECAM DU Warnings DOOR FWD AVIONICS					524100 P 207 T 810 803
DOOR - FWD AVIONICS door   Handle cannot be closed				T	524100 P 213 T 810 809
DOOR - FWD AVIONICS door Inability to open the door					524100 P 221 T 810 817
DOOR - FWD AVIONICS door Signs of chafing or breaks of the door seal				       	524100 P 217 T 810 813
DOOR - L AVIONICS door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR - L AVIONICS door indicator comes on amber on ECAM system page					524100 P 201 T 810 801
DOOR - L AVIONICS door closed and locked associated with Upper ECAM DU Warnings DOOR L AVIONICS					524100 P 201 T 810 801
DOOR - L AVIONICS door   handle cannot be closed				†	524100 P 214 T 810 810
DOOR - L AVIONICS door Inability to open the door				†	524100 P 222 T 810 818
DOOR - L AVIONICS door Signs of chafing or breaks of the door seal					524100 P 219 T 810 815

EFF: ALL
SROS

**52-OBSV** 

Page 103 Feb 01/07

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	!!
DOOR - R AVIONICS door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR - R AVIONICS door indicator comes on amber on ECAM system page					524100 P 204 T 810 802
DOOR - R AVIONICS door closed and locked associated with Upper ECAM DU Warnings DOOR R AVIONICS					524100 P 204 T 810 802
DOOR - R AVIONICS door handle cannot be closed					524100 P 216 T 810 812
DOOR - R AVIONICS door Inability to open the door					524100 P 223 T 810 819
DOOR - R AVIONICS door Signs of chafing or breaks of the door seal					524100 P 220 T 810 816
Door -CKPT OPEN Lamp stays on when CKPT Door is closed					525100 P 223 T 810 803
DOOR AFT PAX/CREW door excessive resistance during opening/closing					521300 P 259 T 810 823
DOOR AFT PAX/CREW door excessive speed during opening/closing					521300 P 259 T 810 823
DOOR AFT PAX/CREW door Vibrations and noise felt in the door				†	521300 P 263 T 810 826
DOOR AFT PAX/CREW door Visual indicator of ESC slide arming POS INOP				†	521300 P 262 T 810 825

EFF :	ALL	
SROS		

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**52-OBSV** Page 104

Feb 01/07

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
DOOR FWD PAX/CREW door Excessive resistance during opening/closing					521100 P 252 T 810 823	
DOOR FWD PAX/CREW door excessive speed during opening/closing					521100 P 252 T 810 823	
DOOR FWD PAX/CREW door Vibrations and noise felt in the door					521100 P 256 T 810 826	
DOOR FWD PAX/CREW door Visual indicator of ESC slide ARMING POS INOP					521100 P 255 T 810 825	
DOOR-COCKPIT No buzzer function after key pad operation					525100 P 216 T 810 802	
DOOR-L AFT PAX/CREW door cannot be closed					521300 P 256 T 810 821	
DOOR-L AFT PAX/CREW door cannot be opened					521300 P 260 T 810 824	
DOOR-L AFT PAX/CREW door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR-L AFT PAX/CREW door indication comes on amber					521300 P 210 T 810 803	
DOOR-L AFT PAX/CREW door closed and locked associated with Upper ECAM DU Warnings DOOR L AFT CABIN					521300 P 210 T 810 803	

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**52-OBSV** 

May 01/08

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	!	
DOOR-L AFT PAX/CREW door closed and locked associated with PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light on and SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/crew door in ARMED POS					521300 P 234 T 810 808	
DOOR-L AFT PAX/CREW door difficulty to guide and support in UP POSITION					521300 P 248 T 810 813	
DOOR-L AFT PAX/CREW door inability to arm the EMER ESCAPE SLIDE				T	521300 P 255 T 810 820	
DOOR-L AFT PAX/CREW door inability to disarm the EMER ESCAPE SLIDE				T	521300 P 255 T 810 820	
DOOR-L AFT PAX/CREW door inadvertent release of the EMER ESCAPE SLIDE				T	521300 P 255 T 810 820	
DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/crew door in ARMED POS and PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light not on on ground					521300 P 206 T 810 802	

EFF: ALL SROS **52-OBSV** 

Page 106 Feb 01/07

## TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	! !	
DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/crew door in ARMED POS and PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light not on in flight					521300 P 242 T 810 810	
DOOR-L AFT PAX/CREW door Lock/unlock not possible (door open)				†	521300 P 258 T 810 822	
DOOR-L AFT PAX/CREW door locking mechanism IND blocked on locked POS					521300 P 250 T 810 815	
DOOR-L AFT PAX/CREW door locking mechanism IND blocked on unlocked POS					521300 P 250 T 810 815	
DOOR-L AFT PAX/CREW door misalignment of the door to the fuselage					521300 P 252 T 810 817	
DOOR-L AFT PAX/CREW door signs of chafing or breaks of the door seal					521300 P 246 T 810 811	
DOOR-L FWD PAX/CREW door cannot be closed				†	521100 P 249 T 810 821	
DOOR-L FWD PAX/CREW door cannot be opened					521100 P 253 T 810 824	

EFF: ALL
SROS

**52-OBSV** 

Page 107 Feb 01/07

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C		
DOOR-L FWD PAX/CREW door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR-L FWD PAX/CREW door indication comes on amber					521100 P 214 T 810 804	
DOOR-L FWD PAX/CREW door closed and locked associated with Upper ECAM DU Warnings DOOR L FWD CABIN					521100 P 214 T 810 804	
DOOR-L FWD PAX/CREW door closed and locked associated with PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light on and SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/crew door in ARMED POS					521100 P 228 T 810 808	
DOOR-L FWD PAX/CREW door difficulty to guide and support in UP POSITION				†	521100 P 241 T 810 813	
DOOR-L FWD PAX/CREW door inability to arm the EMER ESCAPE SLIDE				<b>T</b>	521100 P 247 T 810 819	
DOOR-L FWD PAX/CREW door inability to disarm the EMER ESCAPE SLIDE					521100 P 247 T 810 819	
DOOR-L FWD PAX/CREW door inadvertent release of the EMER ESCAPE SLIDE					521100 P 247 T 810 819	

EFF: ALL SROS **52-OBSV** 

Page 108 Feb 01/07

## TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/crew door in ARMED POS and PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light not on on ground					521100 P 205 T 810 802
DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/crew door in ARMED POS and PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light not on in flight					521100 P 235 T 810 810
DOOR-L FWD PAX/CREW door Lock/unlock not possible (door open)					521100 P 251 T 810 822
DOOR-L FWD PAX/CREW door locking mechanism IND blocked on locked POS					521100 P 243 T 810 815
DOOR-L FWD PAX/CREW door locking mechanism IND blocked on unlocked POS					521100 P 243 T 810 815
DOOR-L FWD PAX/CREW door misalignment of the door to the fuselage				†	521100 P 245 T 810 817
DOOR-L FWD PAX/CREW door signs of chafing or breaks of the door seal					521100 P 239 T 810 811

EFF: ALL
SROS

**52-OBSV** 

Page 109 Feb 01/07

## TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!
	DOOR-R AFT PAX/CREW door cannot be closed					521300 P 256 T 810 821
	DOOR-R AFT PAX/CREW door cannot be opened					521300 P 260 T 810 824
R	DOOR-R AFT PAX/CREW door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR-R AFT PAX/CREW door indication comes on amber					521300 P 216 T 810 804
R	DOOR-R AFT PAX/CREW door closed and locked associated with Upper ECAM DU Warnings DOOR R AFT CABIN					521300 P 216 T 810 804
	DOOR-R AFT PAX/CREW door closed and locked associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/crew door in ARMED POS and PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light on					521300 P 231 T 810 807
	DOOR-R AFT PAX/CREW door difficulty to guide and support in UP POSITION				     	521300 P 249 T 810 814
	DOOR-R AFT PAX/CREW door inability to arm the EMER ESCAPE SLIDE					521300 P 254 T 810 819
	DOOR-R AFT PAX/CREW door inability to disarm the EMER ESCAPE SLIDE					521300 P 254 T 810 819

EFF :	ALL		
SROS			

**52-OBSV** Page 110

## TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	!!
DOOR-R AFT PAX/CREW door inadvertent release of the EMER ESCAPE SLIDE					521300 P 254 T 810 819
DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/crew door in ARMED POS and PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light not on on ground					521300 P 201 T 810 801
DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/crew door in ARMED POS and PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light not on in flight					521300 P 237 T 810 809
DOOR-R AFT PAX/CREW door Lock/unlock not possible (door open)					521300 P 258 T 810 822
DOOR-R AFT PAX/CREW door locking mechanism IND blocked on locked POS					521300 P 251 T 810 816
DOOR-R AFT PAX/CREW door locking mechanism IND blocked on unlocked POS					521300 P 251 T 810 816
DOOR-R AFT PAX/CREW door misalignment of the door to the fuselage					521300 P 253 T 810 818

EFF: ALL
SROS

**52-OBSV** 

Page 111 Feb 01/07

## TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	   	CFDS FAULT MESSAGES			FAULT
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
DOOR-R AFT PAX/CREW door signs of chafing or breaks on the door seal					521300 P 247 T 810 812
DOOR-R FWD PAX/CREW door cannot be closed					521100 P 249 T 810 821
DOOR-R FWD PAX/CREW door cannot be opened					521100 P 253 T 810 824
DOOR-R FWD PAX/CREW door closed and locked associated with Lower ECAM DU Flags-DOOR/OXY DOOR-R FWD PAX/CREW door indication comes on amber					521100 P 209 T 810 803
DOOR-R FWD PAX/CREW door closed and locked associated with Upper ECAM DU Warnings DOOR R FWD CABIN					521100 P 209 T 810 803
DOOR-R FWD PAX/CREW door closed and locked associated with PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light on and SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/crew door in ARMED POS					521100 P 225 T 810 807
DOOR-R FWD PAX/CREW door difficulty to guide and support in UP POSITION					521100 P 242 T 810 814
DOOR-R FWD PAX/CREW door inability to arm the EMER ESCAPE SLIDE					521100 P 248 T 810 820

EFF :	ALL		
SROS			

**52-OBSV** 

Page 112 Feb 01/07

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	1	FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!
DOOR-R FWD PAX/CREW door inability to disarm the EMER ESCAPE SLIDE					521100 P 248 T 810 820
DOOR-R FWD PAX/CREW door inadvertent release of the EMER ESCAPE SLIDE					521100 P 248 T 810 820
DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS and PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light not on on ground					521100 P 201 T 810 801
DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/crew door in ARMED POS and PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light not on in flight					521100 P 231 T 810 809
DOOR-R FWD PAX/CREW door Lock/unlock not possible (door open)					521100 P 251 T 810 822
DOOR-R FWD PAX/CREW door locking mechanism IND blocked on locked POS				       	521100 P 244 T 810 816
DOOR-R FWD PAX/CREW door locking mechanism IND blocked on unlocked POS					521100 P 244 T 810 816

EFF: ALL
SROS

**52-OBSV** 

Page 113 Feb 01/07

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	[ 	FAULT			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
DOOR-R FWD PAX/CREW door misalignment of the door to the fuselage					521100 P 246 T 810 818
DOOR-R FWD PAX/CREW door signs of chafing or breaks of the door seal					521100 P 240 T 810 812
DOORS - EMER EXITS Low Nitrogen Pressure					522200 P 243 T 810 815
DOORS - EMER EXITS Water   Seepage at Doors					522200 P 229 T 810 810
SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS associated with DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position and PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light not on on ground					521300 P 206 T 810 802
SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS associated with SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page					521300 P 227 T 810 806
SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS associated with PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light on and DOOR-L AFT PAX/CREW door closed and locked					521300 P 234 T 810 808

EFF: ALL
SROS

**52-OBSV** 

Page 114 Feb 01/07

### TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
	WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С	!!
R	SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS associated with PAX/CREW DOOR (832) SLIDE - White SLIDE ARMED indicator light not on in flight and DOOR-L AFT PAX/CREW door Inner CTL handle in unlocked position					521300 P 242 T 810 810
	SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/crew door in ARMED POS associated with DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position and PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light not on on ground					521100 P 205 T 810 802
R	SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS associated with SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page					521100 P 222 T 810 806
	SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/crew door in ARMED POS associated with PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light on and DOOR-L FWD PAX/CREW door closed and locked					521100 P 228 T 810 808

EFF :	ALL	
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### TROUBLE SHOOTING MANUAL

LIADNINGS (MALEUNGITONS	CFDS FAULT MESSAGES		FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!
SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS associated with DOOR-L FWD PAX/CREW door Inner CTL handle in unlocked position and PAX/CREW DOOR (831) SLIDE - White SLIDE ARMED indicator light not on in flight					521100 P 235 T 810 810
SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS associated with PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light not on on ground and DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position					521300 P 201 T 810 801
R SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS associated with SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page					521300 P 222 T 810 805
SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS associated with DOOR-R AFT PAX/CREW door closed and locked and PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light on					521300 P 231 T 810 807

EFF :	ALL	
SROS		Printed in France

### TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
	WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С	!!
R	SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/crew door in ARMED POS associated with PAX/CREW DOOR (842) SLIDE - White SLIDE ARMED indicator light not on in flight and DOOR-R AFT PAX/CREW door Inner CTL handle in unlocked position					521300 P 237 T 810 809
	SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/crew door in ARMED POS associated with DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position and PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light not on on ground					521100 P 201 T 810 801
R	SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS associated with SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page					521100 P 219 T 810 805
	SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/crew door in ARMED POS associated with PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light on and DOOR-R FWD PAX/CREW door closed and locked					521100 P 225 T 810 807

EFF :	ALL
SROS	

### TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES	CFDS FAULT MESSAGES			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/crew door in ARMED POS associated with DOOR-R FWD PAX/CREW door Inner CTL handle in unlocked position and PAX/CREW DOOR (841) SLIDE - White SLIDE ARMED indicator light not on in flight					521100 P 231 T 810 809
SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page associated with SLIDE - CTL HDL of EMER ESC slide of R FWD PAX/ crew door in ARMED POS					521100 P 219 T 810 805
SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page associated with SLIDE - CTL HDL of EMER ESC slide of L FWD PAX/ crew door in ARMED POS					521100 P 222 T 810 806
SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page associated with SLIDE - CTL HDL of EMER ESC slide of R AFT PAX/ crew door in ARMED POS					521300 P 222 T 810 805
SLIDE - SLIDE CABIN indication is not shown on ECAM DOOR/OXY page associated with SLIDE - CTL HDL of EMER ESC slide of L AFT PAX/ crew door in ARMED POS					521300 P 227 T 810 806

EFF :	ALL
SROS	

R

**52-OBSV** 

Page 118

### TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS	T	FAULT			
		SOURCE	MESSAGE	ATA	С	ISOLATION     PROCEDURE
R	VIBRATIONS - Vibrations and noise felt in the AFT PAX crew door					521300 Р 263 Т 810 826
	VIBRATIONS - Vibrations and noise felt in the FWD PAX crew door				<del> </del>	521100 Р 256 Т 810 826

EFF: ALL SROS

### TROUBLE SHOOTING MANUAL

DOORS - FAULT SYMPTOMS

	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
	WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С	!!!	
		CIDS 1	DOOR BOTTLE AFT L	521000	1	521300 P 264 T 810 827	
R		CIDS 1	DOOR BOTTLE AFT R	521000	1	521300 P 266 T 810 828	
		CIDS 1	DOOR BOTTLE EXIT L	521000	1	522200 P 223 T 810 808	
		CIDS 1	DOOR BOTTLE EXIT R	521000	1	522200 P 226 T 810 809	
		CIDS 1	DOOR BOTTLE FWD L	521000	1	521100 P 258 T 810 827	
R		CIDS 1	DOOR BOTTLE FWD R	521000	1	521100 P 260 T 810 828	
		CIDS 1	DOOR BOTTLE MID L	521000	1	522200 P 217 T 810 806	
		CIDS 1	DOOR BOTTLE MID R	521000	1	522200 P 220 T 810 807	
		LGCIU 2	AFT CARGO DR LOCKSHAFT PROX SNSR 12MJ	523513	1	323100 P 286 T 810 835	
		LGCIU 2	FWD CARGO DR LOCKSHAFT PROX SNSR O5MJ	523513	1	323100 P 283 T 810 834	

EFF : ALL

52-CFDS

Page 101 Feb 01/07

#### TROUBLE SHOOTING MANUAL

### FWD PASSENGER/CREW DOOR - FAULT ISOLATION PROCEDURES

TASK 52-11-00-810-801

The SLIDE ARMED indicator light of the forward right passenger/crew door is inoperative on ground

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- wiring from the proximity switch (13WV2) to the indicator light (1WN2)
- wiring from the proximity switch (13WV2) pin C to the ground
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the indicator light (1WN2)
- wiring from the circuit breaker (13WN) to the relay (12WN)
- C/B-EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring from the circuit breaker (13WN) to the indicator light (1WN2)

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly	
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly	
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door	
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door	
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>	
	ASM	31-54/05	•	
	ASM	52-73/01		

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
- (2) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).

EFF: ALL

52-11-00

Page 201 Nov 01/06

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P 10

C. Test

ACTION

Open the forward right position.

Make sure that the SLIDE ARMED white passenger/crew door with the handle indicator light of the forward right of the escape slide in the ARMED passenger/crew door is not on.

RESULT

### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker (13WN) status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (1WN2) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (13WV2) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (13WV2) to the indicator light (1WN2): pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
        - b If there is no ground signal:
          - repair the wiring from the proximity switch (13WV2) pin C to the ground (Ref. ASM 31-54/05).
    - (b) If there is no 28VDC:
      - do a check for 28VDC at pin A/A3 of the relay (12WN) (Ref. ASM 52-73/01).
      - If there is 28VDC:
        - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).

EFF: ALL **52-11-00** 

Page 202 Nov 01/06

#### TROUBLE SHOOTING MANUAL

- a If the fault continues:
  - do a check and repair the wiring from the relay (12WN) to the indicator light (1WN2) pin A/A2 to pin A (Ref. ASM 52-73/01).
- 2 If there is no 28VDC:
  - do a check of the wiring from the circuit breaker (13WN) to the relay (12WN): pin 2 to pin A/A3 (Ref. ASM 52-73/01).
  - a If there is continuity:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
  - <u>b</u> If there is no continuity:replace the related wiring.
- (2) If the circuit breaker is open:
  - close the circuit breaker.
  - (a) If the circuit breaker trips:
    - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues: - replace the relay (12WN) (Ref. ASM 52-73/01).
    - 2 If the fault continues:
      - do a check for a short to ground at the wiring from the circuit breaker (13WN) to the indicator light (1WN2): pin 2 to pin A (Ref. ASM 52-73/01).
      - <u>a</u> If there is a short to ground:repair the related wiring.
      - b If there is no short to ground:
        - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
  - (b) if the circuit breaker stays closed and the fault continues:
    - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - replace the relay (12WN) (Ref. ASM 52-73/01).

### TROUBLE SHOOTING MANUAL

B. Tes	t
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ACTION	RESULT

Open the forward right of the escape slide in the ARMED position.

Make sure that the SLIDE ARMED white passenger/crew door with the handle indicator light of the forward right passenger/crew door is on.

### 5. Close-up

R

- A. Aircraft Maintenance Configuration
- (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).

**52-11-00** EFF: ALL

Page 204 Nov 01/06

SROS

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-802

The SLIDE ARMED indicator light of the forward left passenger/crew-door is inoperative on ground.

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- wiring from the proximity switch (13WV1) to the indicator light (1WN1)
- wiring from the proximity switch (13WV1) pin C to the ground
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the indicator light (1WN1)
- C/B-EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring from the circuit breaker (13WN) to the relay (12WN)
- wiring from the circuit breaker (13WN) to the indicator light (1WN1)
- C/B EIS/SLIDES/ARM AND WARN/GND (13WN)

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM AMM	25-62-44-000-002 25-62-44-000-012 25-62-44-400-006	Removal of the Escape-Slide Pack-Assembly Removal of the Escape-Slide Raft Pack-Assembly	
R	AMM AMM	25-62-44-400-006 25-62-44-400-007 52-10-00-860-001	Installation of the Escape-Slide Pack-Assembly Installation of the Escape-Slide Raft Pack-Assembly Special Precautions before Work on the Passenger/Crew Door	
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door	
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
	AMM	52-73-21-400-001	Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
	ASM ASM	31-54/05 52-73/01	•	

### 3. Fault Confirmation

R

R

- A. Aircraft Maintenance Configuration
  - (1) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
- (2) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).

EFF: ALL
SROS

**52-11-00** 

Page 205 Nov 01/06

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P10

C. Test

ACTION RESULT

Open the left forward passenger/crew

Make sure that the SLIDE ARMED white door with the handle of the escape indicator light of the forward left slide in the ARMED position. passenger/crew-door is not on.

### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker (13WN) status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (1WN1) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (13WV1) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (13WV1) to the indicator light (1WN1) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
        - b If there is no ground signal:
          - repair the wiring from the proximity switch (13WV1) pin C to the ground (Ref. ASM 31-54/05).
    - (b) If there is no 28VDC:
      - do a check for 28VDC at pin A/B3 of the relay (12WN) (Ref. ASM 52-73/01).
      - 1 If there is 28VDC:
        - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).

EFF: ALL **52-11-00** 

Page 206 Nov 01/06

#### TROUBLE SHOOTING MANUAL

- a If the fault continues:
  - do a check and repair the wiring from the relay (12WN) to the indicator light (1WN1) pin A/B2 to pin A (Ref. ASM 52-73/01).
- 2 If there is no 28VDC:
  - do a check of the wiring from the circuit breaker (13WN) to the relay (12WN), pin 2 to pin A/B3.
  - a If there is continuity:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
  - b If there is no continuity:
    - repair the wiring from the circuit breaker (13WN) to the relay (12WN) pin 2 to pin A/B3 (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close it.
  - (a) If it opens again:
    - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - do a check for a short to ground at the wiring from the circuit breaker (13WN) to the indicator light (1WN1) pin 2 to pin A (Ref. ASM 52-73/01).
      - <u>a</u> If there is a short to ground:repair the related wiring.
      - b If there is no short to ground:
        - replace the C/B EIS/SLIDES/ARM AND WARN/GND (13WN), (Ref. ASM 52-73/01)
  - (b) If the circuit breaker stays closed and the fault continues:
    - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the relay (12WN) (Ref. ASM 52-73/01).
- B. Test

ACTION RESULT

Open the left forward passenger/crew door with the handle of the escape slide in the ARMED position.

Make sure that the SLIDE ARMED indicator-light of the forward left passenger/crew door is on.

EFF: ALL

**52-11-00** 

Page 207 Nov 01/06

### TROUBLE SHOOTING MANUAL

### 5. Close-up

- A. Aircraft Maintenance Configuration
- R (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).

EFF: ALL
SROS

52-11-00

Page 208 Nov 01/06

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-803

Disagree between the DOOR/OXY Page Indication and the Locked Position of the R Forward Passenger/Crew Door

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- PROX SW-HANDLE, R FWD PAX/CREW DOOR (13WV2)
- PROX SW-HOOK, R FWD PAX/CREW DOOR (11WV2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)	
AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)	
AMM	31-60-00-860-001	EIS Start Procedure	
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Pax/Crew Doors with the CHECKING TOOL-DOOR	
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Passenger/Crew Doors with the ECAM DU	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU	
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>	

EFF: ALL 52-11-00

Page 209 May 01/08

SROS

R

#### TROUBLE SHOOTING MANUAL

\_\_\_\_\_

REFERENCE

**DESIGNATION** 

-----

ASM 31-54/02

ASM 31-54/05

ASM 52-73/01

AWM 52-73-03

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

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PANEL DESIGNATION

IDENT. LOCATION

#### 121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P 10

- C. Test
  - (1) Make sure that the right forward passenger/crew door is fully closed and the indicator plate shows LOCKED.
  - (2) On the ECAM control panel:
    - push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page:
    - make sure that the CABIN indication comes into view amber.

### 4. Fault Isolation

- A. On the Door/Oxy page, if the CABIN indication comes into view amber:
  - do a check for 28VDC between pins A and D of the handle proximity switch (13WV2) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:
    - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).

EFF: ALL

52-11-00

Page 210 May 01/08

#### TROUBLE SHOOTING MANUAL

- (b) If the fault continues:
  - repair the wiring as necessary.
- (2) If there is 28VDC:
  - disconnect the connector of the handle proximity switch (13WV2)
  - install the jumper wire between pins B and C of the connector (13WV2-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - (a) On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (13WV2-A)
    - connect the connector of the handle proximity switch (13WV2)
    - adjust the handle proximity switch (13WV2) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - 1 On the Door/Oxy page, if the CABIN indication comes into view amber:
      - replace the PROX SW-HANDLE, R FWD PAX/CREW DOOR (13WV2)
         (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - (b) On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (13WV2-A)
    - connect the connector of the handle proximity switch (13WV2)
    - do a check for 28VDC between pins A and D of the hook proximity switch (11WV2) (Ref. ASM 31-54/05).
    - 1 If there is no 28VDC:
      - repair the wiring as necessary.
    - 2 If there is 28VDC:
      - disconnect the connector of the hook proximity switch (11WV2)
      - install the jumper wire between pins B and C of connector (11WV2-A) (Ref. ASM 31-54/05)
      - do the test given in Para. 3.C.
      - <u>a</u> On the Door/Oxy page, if the CABIN indication comes into view green:
        - remove the jumper wire between pins B and C of the connector (11WV2-A)
        - connect the connector of the hook proximity switch (11WV2)
        - adjust the hook proximity switch (11WV2) with the door checking tool (Ref. AMM TASK 52-71-00-820-001) or with the ECAM system (Ref. AMM TASK 52-71-00-820-001).

EFF: ALL

52-11-00

Page 211 May 01/08

#### TROUBLE SHOOTING MANUAL

- \* On the Door/Oxy page, if the CABIN indication comes into view amber:
- replace the PROX SW-HOOK, R FWD PAX/CREW DOOR (11WV2) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
- <u>b</u> On the Door/Oxy page, if the CABIN indication comes into view amber:
  - remove the jumper wire between pins B and C of the connector (11WV2-A)
  - connect the connector of the hook proximity switch (11WV2)
  - disconnect the plug of the indicator light (1WN2)
  - install the jumper wire between pins F and G of the plug 2874VC (Ref. AWM 52-73-03)
  - do the test given in Para. 3.C.
    - \* On the Door/Oxy page, if the CABIN indication comes into view green:
  - remove the jumper wire between pins F and G of the plug 2874VC
  - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
  - remove the jumper wire between pins F and G of the plug 2874VC
  - connect the plug 2874VC to the indicator light (1WN2)
  - do a check for a ground signal at pin C of the handle proximity switch (13WV2) (Ref. ASM 31-54/05).
    - \*\* If there is no ground signal:
  - repair the wiring from the pin C of the handle proximity switch (13WV2) to the ground terminal (Ref. ASM 31-54/05).
    - \*\* If there is a ground signal:
  - do a check of the wiring between:
    - \*\*\* the handle proximity switch (13WV2) pin B and the indicator light (1WN2) pin F,
    - \*\*\* the indicator light (1WN2) pin G and the hook proximity switch (11WV2) pin C,
    - \*\*\* the hook proximity switch (11WV2) pin B and the SDAC-1(2) pin AD/11G (Ref. ASM 31-54/02) and (Ref. ASM 31-54/05).
  - repair the wiring as necessary.
- 3 If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

EFF: ALL

**52-11-00** 

Page 212 May 01/08

### TROUBLE SHOOTING MANUAL

- 4 If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- B. Test

  - (2) On the DOOR/OXY page:
    - make sure that the CABIN indication comes into view green.

### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL 52-11-00

Page 213 May 01/08

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-804

Disagree between the DOOR/OXY page indication and the locked position of the L forward passenger/crew door

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- PROX SW-HANDLE, L FWD PAX/CREW DOOR (13WV1)
- PROX SW-HOOK, L FWD PAX/CREW DOOR (11WV1)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

### 2. Job Set-up Information

### A. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)
AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Pax/Crew Doors with the CHECKING TOOL-DOOR
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>

EFF: ALL 52-11-00

Page 214 May 01/08

SROS

R

#### TROUBLE SHOOTING MANUAL

\_\_\_\_\_\_ **DESIGNATION** 

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ASM 31-54/02 ASM 31-54/05

ASM 52-73/01

AWM 52-73-04

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

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PANEL DESIGNATION

IDENT. LOCATION

### 121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P 10

- C. Test
  - (1) Make sure that the left forward passenger/crew door is fully closed and the indicator plate shows LOCKED.
  - (2) On the ECAM control panel:
    - push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page:
    - make sure that the CABIN indication comes into view amber.

### 4. Fault Isolation

- A. On the Door/Oxy page, if the CABIN indication comes into view amber:
  - do a check for 28VDC between pins A and D of the handle proximity switch (13WV1) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:

R

- replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).

R

EFF: ALL

**SROS** 

**52-11-00** 

Page 215 Nov 01/05

Printed in France

### TROUBLE SHOOTING MANUAL

R R (a) If the fault continues:

- replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).

R R

- (b) If the fault continues:
  - repair the wiring as necessary.
- (2) If there is 28VDC:
  - disconnect the connector of the handle proximity switch (13WV1)
  - install the jumper wire between pins B and C of the connector (13WV1-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - (a) On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (13WV1-A)
    - connect the connector of the handle proximity switch (13WV1)
    - adjust the handle proximity switch (13WV1) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - 1 On the Door/Oxy page, if the CABIN indication comes into view amber:
      - replace the PROX SW-HANDLE, L FWD PAX/CREW DOOR (13WV1) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - (b) On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (13WV1-A)
    - connect the connector of the handle proximity switch (13WV1)
    - do a check for 28VDC between pins A and D of the hook proximity switch (11WV1) (Ref. ASM 31-54/05).
    - 1 If there is no 28VDC:
      - repair the wiring as necessary.
    - 2 If there is 28VDC:
      - disconnect the connector of the hook proximity switch (11WV1)
      - install the jumper wire between pins B and C of connector (11WV1-A) (Ref. ASM 31-54/05)
      - do the test given in Para. 3.C.
      - <u>a</u> On the Door/Oxy page, if the CABIN indication comes into view green:
        - remove the jumper wire between pins B and C of the connector (11WV1-A)

EFF: ALL

52-11-00

Page 216 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- connect the connector of the hook proximity switch (11WV1)
- adjust the hook proximity switch (11WV1) with the door checking tool (Ref. AMM TASK 52-71-00-820-001) or with the ECAM system (Ref. AMM TASK 52-71-00-820-001).
  - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
- replace the PROX SW-HOOK, L FWD PAX/CREW DOOR (11WV1)
   (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
- On the Door/Oxy page, if the CABIN indication comes into view amber:
  - remove the jumper wire between pins B and C of the connector (11WV1-A)
  - connect the connector of the hook proximity switch (11WV1)
  - disconnect the plug of the indicator light (1WN1)
  - install the jumper wire between pins F and G of the plug 2875VC (Ref. AWM 52-73-04)
  - do the test given in Para. 3.C.
    - \* On the Door/Oxy page, if the CABIN indication comes into view green:
  - remove the jumper wire between pins F and G of the plug 2875VC
  - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
  - remove the jumper wire between pins F and G of the plug 2875VC
  - connect the plug 2875VC to the indicator light (1WN1)
  - do a check for a ground signal at pin C of the handle proximity switch (13WV1) (Ref. ASM 31-54/05).
    - \*\* If there is no ground signal:
  - repair the wiring from the pin C of the handle proximity switch (13WV1) to the ground terminal (Ref. ASM 31-54/05).
    - \*\* If there is a ground signal:
  - do a check of the wiring between:
     \*\*\* the handle proximity switch (13WV1) pin B and the
     indicator light (1WN1) pin F,
     \*\*\* the indicator light (1WN1) pin G and the hook
    - \*\*\* the indicator light (1WN1) pin G and the hook
      proximity switch (11WV1) pin C,

ALL 52-11-00

EFF:

### TROUBLE SHOOTING MANUAL

\*\*\* the hook proximity switch (11WV1) pin B and the SDAC-1(2) pin AA/11A (Ref. ASM 31-54/02) and (Ref. ASM 31-54/05).

- repair the wiring as necessary.
- 3 If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- 4 If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001)
    and (Ref. AMM TASK 31-55-34-400-001).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) On the DOOR/OXY page:
   make sure that the CABIN indication comes into view green.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-11-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-805

No SLIDE Indication on the DOOR/OXY Page when the R Forward Escape-Slide Handle is in the SLIDE ARMED Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- PROX SW-HANDLE, R FWD ESC SLIDE (4WN2)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- wiring from the proximity switch (4WN2) to the indicator light (1WN2)
- wiring from the indicator light (1WN2)
- wiring from the proximity switch (4WN2) pin A/C to the ground terminal
- wiring from the indicator light (1WN2) to the relay (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)

### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
AMM	31-60-00-860-001	EIS Start Procedure	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU	
AMM	52-73-11-000-002	Removal of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors	
AMM	52-73-11-400-002	Installation of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors	
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door	
AMM	52-73-21-400-002	<pre>Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door</pre>	
ASM	52-73/01	-	
ASM	52-73/01		

EFF: ALL
SROS

**52-11-00** 

Page 219 May 01/08

### TROUBLE SHOOTING MANUAL

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P10

- C. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the SLIDE indication is not shown on the DOOR/OXY page when the R forward escape-slide handle is in the SLIDE ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (4WN2)
  - install the jumper wire between the pins A/B, C of the handle proximity switch (4WN2) (Ref. ASM 52-73/01)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at pin A/C of the proximity switch (4WN2) (Ref. ASM 52-73/01).
      - 1 If there is a ground signal:
        - do a check and repair the wiring from the proximity switch (4WN2) to the indicator light (1WN2) pin A/B to pin H (Ref. ASM 52-73/01)

EFF: ALL

52-11-00

Page 220 Nov 01/03

#### TROUBLE SHOOTING MANUAL

- do a check and repair the wiring from the indicator light (1WN2) to the SDAC - 1(2) (1WV1(2)) pin K to pin AA (AD)/12A,12G (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
- 2 If there is no ground signal:
  - repair the wiring from the proximity switch (4WN2) pin A/C to the ground terminal (Ref. ASM 52-73/01).
- (c) If the fault continues:
  - do a check and repair the wiring from the indicator light (1WN2) to the relay (12WN) pin A to pin A/A2 (Ref. ASM 52-73/01)
  - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN) pin A/B3 to pin 2 (Ref. ASM 52-73/01)
  - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/B1 to pin 2 (Ref. ASM 52-73/01).
- (2) If the test does not confirm the fault:
  - remove the jumper wire between the pins A/B, C of the handle proximity switch (4WN2)
  - connect the connector A of the handle proximity switch (4WN2)
  - adjust the handle proximity switch (4WN2) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, R FWD ESC SLIDE (4WN2) (Ref. AMM TASK 52-73-11-000-002) and (Ref. AMM TASK 52-73-11-400-002).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the SLIDE indication is shown on the DOOR/OXY page when the R. forward escape-slide handle is in the SLIDE ARMED position.

#### Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-11-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-806

No SLIDE Indication on the DOOR/OXY Page when the L. Forward Escape-Slide Handle is in the SLIDE ARMED Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- PROX SW-HANDLE, L FWD ESC SLIDE (4WN1)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- wiring from the proximity switch (4WN1) to the indicator light (1WN1)
- wiring from the indicator light (1WN1)
- wiring from the proximity switch (4WN1) pin A/C to the ground terminal
- wiring from the indicator light (1WN1) to the relay (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)

### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
AMM	31-60-00-860-001	EIS Start Procedure	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU	
AMM	52-73-11-000-001	Removal of the Proximity Switches (4WN1, 4WN2) of the FWD Passenger/Crew Doors	
AMM	52-73-11-400-002	Installation of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors	
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door	
AMM	52-73-21-400-002	<pre>Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door</pre>	
ASM	52-73/01	-	
ASM	52-73/01		

EFF: ALL
SROS

52-11-00

Page 222 May 01/08

### TROUBLE SHOOTING MANUAL

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P10

- C. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the SLIDE indication is not shown on the DOOR/OXY page when the L. forward escape-slide handle is in the SLIDE ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (4WN1)
  - install the jumper wire between the pins A/B, C of the handle proximity switch (4WN1) (Ref. ASM 52-73/01)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at pin A/C of the proximity switch (4WN1) (Ref. ASM 52-73/01).
      - 1 If there is a ground signal:
        - do a check and repair the wiring from the proximity switch (4WN1) to the indicator light (1WN1) pin A/B to pin H (Ref. ASM 52-73/01)

EFF: ALL

52-11-00

Page 223 Nov 01/03

#### TROUBLE SHOOTING MANUAL

- do a check and repair the wiring from the indicator light (1WN1) to the SDAC - 1(2) (1WV1(2)) pin K to pin AA (AD)/12A,12G (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
- 2 If there is no ground signal:
  - repair the wiring from the proximity switch (4WN1) pin A/C to the ground terminal (Ref. ASM 52-73/01).
- (c) If the fault continues:
  - do a check and repair the wiring from the indicator light (1WN1) to the relay (12WN) pin A to pin A/B2 (Ref. ASM 52-73/01)
  - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN) pin A/B3 to pin 2 (Ref. ASM 52-73/01)
  - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/B1 to pin 2 (Ref. ASM 52-73/01).
- (2) If the test does not confirm the fault:
  - remove the jumper wire between the pins A/B, C of the handle proximity switch (4WN1)
  - connect the connector A of the handle proximity switch (4WN1)
  - adjust the handle proximity switch (4WN1) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, L FWD ESC SLIDE (4WN1) (Ref. AMM TASK 52-73-11-000-001) and (Ref. AMM TASK 52-73-11-400-002).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the SLIDE indication is shown on the DOOR/OXY page when the L. forward escape-slide handle is in the SLIDE ARMED position.

#### Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-11-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-807

SLIDE ARMED Indicator Light On with the R. Forward Passenger/Crew-Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position

### 1. Possible Causes

- PROX SW-HANDLE, R FWD PAX/CREW DOOR (13WV2)
- wiring from the pin C of the handle proximity switch (13WV2) to the terminal block
- wiring from the handle proximity switch (13WV2) to the indicator light (1WN2)

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU	
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
ASM	31-54/05		
ASM	52-73/01		

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

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EFF: ALL **SROS** 

**52-11-00** 

Page 225 May 01/08

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

\_\_\_\_\_

#### PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P10

#### C. Test

(1) Make sure that the SLIDE ARMED indicator light of the R. forward passenger/crew-door is on when the door is locked with the handle of the escape slide in the ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (13WV2)
  - install the jumper wire between the pins B and C of the handle proximity switch (13WV2) (Ref. ASM 31-54/05)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - do a check for a ground signal at pin C of the handle proximity switch (13WV2) (Ref. ASM 31-54/05).
    - (a) If there is no ground signal:
      - repair the wiring from the pin C of the handle proximity switch
         (13WV2) to the terminal block.
    - (b) If there is a ground signal:
      - do a check and repair the wiring from the handle proximity switch (13WV2) to the indicator light (1WN2) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
  - (2) If the test does not confirm the fault:
    - remove the jumper wire between the pins B and C of the handle proximity switch (13WV2)
    - connect the connector of the handle proximity switch (13WV2)
    - adjust the handle proximity switch (13WV2) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - (a) If the fault continues:
      - replace the PROX SW-HANDLE, R FWD PAX/CREW DOOR (13WV2) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
- B. Test
  - (1) Make sure that the SLIDE ARMED indicator light of the R. forward passenger/crew-door is off when the door is locked with the handle of the escape slide in the ARMED position.

EFF: ALL

52-11-00

Page 226 May 01/98

### TROUBLE SHOOTING MANUAL

### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL
SROS

52-11-00

Page 227 May 01/98

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-808

SLIDE ARMED Indicator Light On with the L. Forward Passenger/Crew-Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position

### 1. Possible Causes

- PROX SW-HANDLE, L FWD PAX/CREW DOOR (13WV1)
- wiring from the pin C of the handle proximity switch (13WV1) to the terminal block
- wiring from the handle proximity switch (13WV1) to the indicator light (1WN1)

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU	
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)	
ASM	31-54/05		
ASM	52-73/01		

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

EFF: ALL **SROS** 

**52-11-00** 

Page 228 May 01/08

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

-----

PANEL DESIGNATION

IDENT. LOCATION

R

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P10

R

- C. Test
  - (1) Make sure that the SLIDE ARMED indicator light of the L. forward passenger/crew-door is on when the door is locked with the handle of the escape slide in the ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (13WV1)
  - install the jumper wire between the pins B and C of the handle proximity switch (13WV1) (Ref. ASM 31-54/05)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - do a check for a ground signal at pin C of the handle proximity switch (13WV1) (Ref. ASM 31-54/05).
    - (a) If there is no ground signal:
      - repair the wiring from the pin C of the handle proximity switch
         (13WV1) to the terminal block.
    - (b) If there is a ground signal:
      - do a check and repair the wiring from the handle proximity switch (13WV1) to the indicator light (1WN1) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
  - (2) If the test does not confirm the fault:
    - remove the jumper wire between the pins B and C of the handle proximity switch (13WV1)
    - connect the connector of the handle proximity switch (13WV1)
    - adjust the handle proximity switch (13WV1) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - (a) If the fault continues:
      - replace the PROX SW-HANDLE, L FWD PAX/CREW DOOR (13WV1) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).

EFF: ALL

52-11-00

Page 229 May 01/96

# TROUBLE SHOOTING MANUAL

### B. Test

(1) Make sure that the SLIDE ARMED indicator light of the L. forward passenger/crew-door is off when the door is locked with the handle of the escape slide in the ARMED position.

# 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL
SROS

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-809

The SLIDE ARMED indicator light of the forward right passenger/crew door is inoperative in flight

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- wiring from the proximity switch (13WV2) to the indicator light (1WN2)
- wiring from the proximity switch (13WV2) pin C to the ground
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the indicator light (1WN2)
- C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN)
- wiring from the circuit breaker (15WN) to the relay (12WN)
- wiring from the circuit breaker (15WN) to the indicator light (1WN2)

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly	
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly	
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door	
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door	
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>	
	ASM	31-54/05	, , , , , , , , , , , , , , , , , , ,	
	ASM	52-73/01		

#### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).

EFF: ALL

**52-11-00** 

Page 231 Nov 01/06

#### TROUBLE SHOOTING MANUAL

(3) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM R R TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).

B. Make sure that this(these) circuit breaker(s) is(are) closed:

\_\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_\_

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P10

C. Test

ACTION

RESULT

Open the right forward

Make sure that the white SLIDE ARMED passenger/crew door with the escape indicator light of the forward right slide handle in the ARMED position. passenger/crew door is not on.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker (15WN) status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (1WN2) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (13WV2) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (13WV2) to the indicator light (1WN2) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
        - b If there is no ground signal:
          - repair the wiring from the proximity switch (13WV2) pin C to the ground, (Ref. ASM 31-54/05).
    - (b) If there is no 28VDC:
      - do a check for 28VDC at pin A/A1 of the relay (12WN) (Ref. ASM 52-73/01).

EFF: ALL **52-11-00** 

Page 232 Nov 01/06

#### TROUBLE SHOOTING MANUAL

- 1 If there is 28VDC:
  - replace the RELAY-PWR SPLY SWITCHOVER (12WN), (Ref. ASM 52-73/01).
  - a If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the indicator light (1WN2) pin A/A2 to pin A (Ref. ASM 52-73/01).
- 2 If there is no 28VDC:
  - do a check of the wiring from the circuit breaker (15WN) to the relay (12WN), pin 2 to pin A/A1.
  - a If there is continuity:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN), (Ref. ASM 52-73/01).
  - b If there is no continuity:
    - repair the wiring from the circuit breaker (15WN) to the relay (12WN) pin 2 to pin A/A1 (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close it.
  - (a) If it opens again:
    - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the relay (12WN) (Ref. ASM 52-73/01).
    - 2 If the fault continues:
      - Do a check for a short to ground at the wiring from the circuit breaker (15WN) to the indicator light (1WN2) pin 2 to pin A (Ref. ASM 52-73/01).
      - <u>a</u> If there is a short to ground:
        - repair the related wiring.
      - b If there is no short to ground:
        - replace the circuit breaker (15WN).
  - (b) If the circuit breaker stays closed and the fault continues:
    - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the relay (12WN) (Ref. ASM 52-73/01).

EFF: ALL

52-11-00

Page 233 May 01/96

### TROUBLE SHOOTING MANUAL

B. Test

ACTION	RESULT

Open the forward right slide handle in the ARMED position.

Make sure that the white SLIDE ARMED passenger/crew door with the escape indicator light of the forward right passenger/crew door is on.

### 5. Close-up

- A. Aircraft Maintenance Configuration
- (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM R TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007). R
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).
  - (3) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-11-00** EFF: ALL

Page 234 Nov 01/06

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-810

The SLIDE ARMED indicator light of the forward left passenger/crew-door is inoperative in flight

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- wiring from the proximity switch (13WV1) to the indicator light (1WN1)
- wiring from the proximity switch (13WV1) pin C to the ground
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the indicator light (1WN1)
- C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN)
- wiring from the circuit breaker (15WN) to the relay (12WN)
- wiring from the circuit breaker (15WN) to the indicator light (1WN1)

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly	
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly	
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly	
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door	
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door	
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>	
	ASM	31-54/05	, , , , , , , , , , , , , , , , , , ,	
	ASM	52-73/01		

#### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).

SROS

52-11-00

Page 235 Nov 01/06

#### TROUBLE SHOOTING MANUAL

(3) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM R R TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).

B. Make sure that this(these) circuit breaker(s) is(are) closed:

\_\_\_\_\_\_

\_\_\_\_\_

.\_\_\_\_\_

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P10

C. Test

ACTION

RESULT

Open the left forward

Make sure that the SLIDE ARMED passenger/crew-door with the escape indicator-light of the forward left slide handle in the ARMED position. passenger/crew door is not on.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker 15WN status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at the indicator light (1WV1) pin A (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (13WN1) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (13WV1) to the indicator light (1WN1) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
        - b If there is no ground signal:
          - repair the wiring from the proximity switch (13WV1) pin C to the ground, (Ref. ASM 31-54/05).
    - (b) If there is no 28VDC:
      - do a check for 28VDC at pin A/B1 of the relay (12WN) (Ref. ASM 52-73/01).

EFF: ALL **52-11-00** 

Page 236 Nov 01/06

**SROS** 

#### TROUBLE SHOOTING MANUAL

- 1 If there is 28VDC:
  - replace the RELAY-PWR SPLY SWITCHOVER (12WN), (Ref. ASM 52-73/01).
  - a If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the indicator light (1WN1) pin A/B2 to pin A (Ref. ASM 52-73/01).
- 2 If there is no 28VDC:
  - do a check of the wiring from the circuit breaker (15WN) to the relay (12WN), pin 2 to A/B1.
  - a If there is continuity:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN), (Ref. ASM 52-73/01).
  - b If there is no continuity:
    - repair the wiring from the circuit breaker (15WN) to the relay (12WN) pin 2 to pin A/B1 (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close it.
  - (a) If it opens again:
    - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the relay (12WN) (Ref. ASM 52-73/01).
    - 2 If the fault continues:
      - do a check for a short to ground at the wiring from the circuit breaker (15WN) to the indicator light (1WN1) pin 2 to pin A (Ref. ASM 52-73/01).
      - a If there is a short to ground:
        - repair the related wiring.
      - b If there is no short to ground:
        - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN), (Ref. ASM 52-73/01)
  - (b) If the circuit breaker stays closed and the fault continues:
    - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the relay (12WN) (Ref. ASM 52-73/01).

EFF: ALL

52-11-00

Page 237 May 01/96

# TROUBLE SHOOTING MANUAL

B. lest
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ACTION	RESULT

Open the forward left slide handle in the ARMED position.

Make sure that the SLIDE ARMED passenger/crew-door with the escape indicator light of the left forward passenger/crew-door is on.

### 5. Close-up

- A. Aircraft Maintenance Configuration
- R (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007). R
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).
  - (3) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-11-00** EFF: ALL

Page 238 Nov 01/06

SROS

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-811

Seal of the L FWD Passenger/Crew Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM AMM	52-10-00-220-006 52-11-18-000-001	Detailed Visual Inspection of the Door Seal Removal of the Door Seal	
R R		52-11-18-300-001 52-11-18-400-001	Repair of the Seal of the FWD Passenger/Crew Door Installation of the Door Seal	
	3. <u>F</u>	ault Confirmation		

A. Test

R

- (1) Do the inspection/check of the seal of the L FWD passenger/crew door (Ref. AMM TASK 52-10-00-220-006).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
     repair the seal (Ref. AMM TASK 52-11-18-300-001).

EFF: ALL 52-11-00

Page 239 Feb 01/96

SROS

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-812

Seal of the R FWD Passenger/Crew Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
R	ΔΜΜ	52-10-00-220-006	Detailed Visual Inspection of the Door Seal	
r R		52-11-18-000-001	Removal of the Door Seal	
R		52-11-18-300-001 52-11-18-400-001	Repair of the Seal of the FWD Passenger/Crew Door Installation of the Door Seal	
	3. <u>F</u>	ault Confirmation		

- - A. Test

R

- (1) Do the inspection/check of the seal of the R FWD passenger/crew door (Ref. AMM TASK 52-10-00-220-006).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks: - repair the seal (Ref. AMM TASK 52-11-18-300-001).
    - (1) If the seal cannot be repaired: - replace the seal (Ref. AMM TASK 52-11-18-000-001) and (Ref. AMM TASK 52-11-18-400-001).

52-11-00 EFF: ALL

Page 240 Feb 01/96

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-813

Failure of the Suspension of the L FWD Passenger/Crew Door

- 1. Possible Causes
  - suspension
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-720-001	Functional Test of the Suspension of the	
			Passenger/Crew Door	
R	AMM	52-11-00-820-001	Adjustment of the FWD Passenger/Crew Door	
	AMM	52-11-12-000-001	Removal of the Door Support Arm, the Door Buffer, the	
			Door Unlocking Handle and the Door Stay Mechanism	
	AMM	52-11-12-400-001	Installation of the Door Support Arm, the Door	
			Buffer, the Door Unlocking Handle and the Door Stay Mechanism	

### 3. Fault Confirmation

- A. Test
  - (1) Do the functional test of the suspension of the L FWD passenger/crew door (Ref. AMM TASK 52-10-00-720-001).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the suspension of the L FWD passenger/crew door (Ref. AMM TASK 52-11-00-820-001).
    - (1) If the fault continues:
      - replace the suspension (Ref. AMM TASK 52-11-12-000-001) and (Ref. AMM TASK 52-11-12-400-001).

EFF: ALL 52-11-00

Page 241 May 01/98

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-814

Failure of the Suspension of the R FWD Passenger/Crew Door

- 1. Possible Causes
  - suspension
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-720-001	Functional Test of the Suspension of the Passenger/Crew Door	
R	AMM	52-11-00-820-001	Adjustment of the FWD Passenger/Crew Door	
	AMM	52-11-12-000-001	Removal of the Door Support Arm, the Door Buffer, the Door Unlocking Handle and the Door Stay Mechanism	
	AMM	52-11-12-400-001	Installation of the Door Support Arm, the Door Buffer, the Door Unlocking Handle and the Door Stay Mechanism	

### 3. Fault Confirmation

- A. Test
  - (1) Do the functional test of the suspension of the R FWD passenger/crew door (Ref. AMM TASK 52-10-00-720-001).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the suspension of the R FWD passenger/crew door (Ref. AMM TASK 52-11-00-820-001).
    - (1) If the fault continues:
      - replace the suspension (Ref. AMM TASK 52-11-12-000-001) and (Ref. AMM TASK 52-11-12-400-001).

EFF: ALL 52-11-00

Page 242 May 01/98

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-815

Visual Indicator of the Locking Mechanism of the L FWD Passenger/Crew Door Inoperative

- 1. Possible Causes
  - locking mechanism
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-720-004	Functional Test of the Visual Indicator of the Door Locking Mechanism	
R	AMM	52-11-11-000-001	Removal of the FWD Passenger/Crew Door	
R	AMM	52-11-11-400-001	Installation of the FWD Passenger/Crew Door	
R	AMM	52-11-21-820-001	Adjustment/Test of the Door Locking Mechanism of the	
R			FWD Passenger/Crew Door	
R				

- 3. Fault Confirmation
  - A. Test

R

- (1) Do the functional test of the visual indicator of the door locking mechanism (Ref. AMM TASK 52-10-00-720-004).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the locking mechanism (Ref. AMM TASK 52-11-21-820-001).
    - (1) If the fault continues:
      - replace the L FWD passenger/crew door (Ref. AMM TASK 52-11-11-000-001) and (Ref. AMM TASK 52-11-11-400-001)

EFF: ALL 52-11-00

Page 243 Feb 01/96

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-816

Visual Indicator of the Locking Mechanism of the R FWD Passenger/Crew Door Inoperative

- 1. Possible Causes
  - locking mechanism
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-720-004	Functional Test of the Visual Indicator of the Door Locking Mechanism	
R	AMM	52-11-11-000-001	Removal of the FWD Passenger/Crew Door	
R	AMM	52-11-11-400-001	Installation of the FWD Passenger/Crew Door	
R	AMM	52-11-21-820-001	Adjustment/Test of the Door Locking Mechanism of the	
R			FWD Passenger/Crew Door	
R				

- 3. Fault Confirmation
  - A. Test

R

- (1) Do the functional test of the visual indicator of the door locking mechanism (Ref. AMM TASK 52-10-00-720-004).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the locking mechanism (Ref. AMM TASK 52-11-21-820-001).
    - (1) If the fault continues:
      - replace the R FWD passenger/crew door (Ref. AMM TASK 52-11-11-000-001) and (Ref. AMM TASK 52-11-11-400-001)

EFF: ALL 52-11-00

Page 244 Feb 01/96

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-817

Incorrect Distribution of the Pressure Loads on the Frame for the L FWD Passenger/Crew Door

- 1. Possible Causes
  - door stop fittings
- 2. Job Set-up Information
  - A. Referenced Information

	REFE	RENCE	DESIGNATION	
	AMM	52-10-00-200-001	Check of the Door Stop Adjustment of the	
		J_ 10 00 _00 .	Passenger/Crew Door	
R	AMM	52-11-00-820-001	Adjustment of the FWD Passenger/Crew Door	
	AMM	52-11-31-000-002	Removal of the Stop Fittings, Buffer, Guide Fittings, Rollers, Door Stop Fittings, Roller Fittings and Guide Arm Fittings	
	AMM	52-11-31-400-002	Installation of the Stop Fittings, the Buffer, the Guide Fittings, the Rollers, the Door Stop Fittings, the Roller Fittings and the Guide Arm Fittings	

### 3. Fault Confirmation

A. Test

Do a check of the door stop adjustment of the passenger/crew door (Ref. AMM TASK 52-10-00-200-001).

- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the door stop fittings (Ref. AMM TASK 52-11-00-820-001).
    - (1) If the fault continues:
      - replace the door stop fittings (Ref. AMM TASK 52-11-31-000-002) and (Ref. AMM TASK 52-11-31-400-002).

EFF: ALL 52-11-00

Page 245 May 01/98

SROS

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-818

Incorrect Distribution of the Pressure Loads on the Frame for the R FWD Passenger/Crew Door

- 1. Possible Causes
  - door stop fittings
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION
	AMM	52-10-00-200-001	Check of the Door Stop Adjustment of the
			Passenger/Crew Door
R	AMM	52-11-00-820-001	Adjustment of the FWD Passenger/Crew Door
	AMM	52-11-31-000-002	Removal of the Stop Fittings, Buffer, Guide Fittings,
			Rollers, Door Stop Fittings, Roller Fittings and
			Guide Arm Fittings
	AMM	52-11-31-400-002	Installation of the Stop Fittings, the Buffer, the
			Guide Fittings, the Rollers, the Door Stop Fittings,
			the Roller Fittings and the Guide Arm Fittings
			the Roccer Freeings and the darac Arm Freeings

### 3. Fault Confirmation

A. Test

Do a check of the door stop adjustment of the passsenger/crew door (Ref. AMM TASK 52-10-00-200-001).

- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the door stop fittings (Ref. AMM TASK 52-11-00-820-001).
    - (1) If the fault continues:
      - replace the door stop fittings (Ref. AMM TASK 52-11-31-000-002) and (Ref. AMM TASK 52-11-31-400-002).

EFF: ALL 52-11-00

Page 246 May 01/98

**SROS** 

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-819

Release Mechanism of the Emergency Escape Slide of the L FWD Passenger/Crew Door Inoperative

### 1. Possible Causes

- release mechanism of the emergency escape slide

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
	AMM	52-10-00-720-005	Functional Test of the Release Mechanism of the Emergency Escape Slide
	AMM	52-11-22-000-001	Removal of the Release Mechanism of the Emergency Escape Slide of the FWD Passenger/Crew Door
R	AMM	52-11-22-400-001	Installation of the Release Mechanism of the
R	ΔΜΜ	52-11-22-820-001	Emergency Escape Slide of the FWD Passenger/Crew Door Adjustment/Test of the Release Mechanism of the
R	,	JE 11 EE 0E0 001	Emergency Escape Slide

### 3. Fault Confirmation

A. Test

R R (1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005).

### 4. Fault Isolation

- A. If the test confirms the fault:
  - adjust the release mechanism of the emergency escape slide (Ref. AMM TASK 52-11-22-820-001).
  - (1) If the fault continues:
    - replace the release mechanism of the emergency escape slide (Ref. AMM TASK 52-11-22-000-001) and (Ref. AMM TASK 52-11-22-400-001).
- B. Do the test given in Para. 3.

EFF: ALL **SROS** 

**52-11-00** 

Page 247 Feb 01/96

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-820

Release Mechanism of the Emergency Escape Slide of the R FWD Passenger/Crew Door Inoperative

### 1. Possible Causes

- release mechanism of the emergency escape slide

# 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-720-005	Functional Test of the Release Mechanism of the	
	A M M	52-11-22-000-001	Emergency Escape Slide Removal of the Release Mechanism of the Emergency	
	AMM	32-11-22-000-001	Escape Slide of the FWD Passenger/Crew Door	
R				
	AMM	52-11-22-400-001	Installation of the Release Mechanism of the Emergency Escape Slide of the FWD Passenger/Crew Door	
R R	AMM	52-11-22-820-001	Adjustment/Test of the Release Mechanism of the Emergency Escape Slide	

### 3. Fault Confirmation

A. Test

R R (1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005).

### 4. Fault Isolation

- A. If the test confirms the fault:
  - adjust the release mechanism of the emergency escape slide (Ref. AMM TASK 52-11-22-820-001).
  - (1) If the fault continues:
    - replace the release mechanism of the emergency escape slide (Ref. AMM TASK 52-11-22-000-001) and (Ref. AMM TASK 52-11-22-400-001).
- B. Do the test given in Para. 3.

EFF: ALL
SROS

52-11-00

Page 248 Feb 01/96

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-821

Impossibility to Close the Forward Passenger/Crew Door

# 1. Possible Causes

- guide arms
- damper and emergency-operation cylinder
- door suspension
- forward passenger/crew door

### 2. Job Set-up Information

### A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-11-00-820-001	Adjustment of the FWD Passenger/Crew Door
AMM	52-11-11-000-001	Removal of the FWD Passenger/Crew Door
AMM	52-11-11-400-001	Installation of the FWD Passenger/Crew Door
AMM	52-11-12-000-001	Removal of the Door Support Arm, the Door Buffer, the
		Door Unlocking Handle and the Door Stay Mechanism
AMM	52-11-12-400-001	Installation of the Door Support Arm, the Door
		Buffer, the Door Unlocking Handle and the Door Stay
		Mechanism
AMM	52-11-14-000-001	Removal of the Door-Damper and Emergency-Operation
		Cylinder
AMM	52-11-14-200-001	Inspection/Check of the Damper and
		Emergency-Operation Cylinder of the FWD
		Passenger/Crew Door
AMM	52-11-14-400-001	Installation of the Door-Damper and
		Emergency-Operation Cylinder
AMM	52-11-21-820-001	Adjustment/Test of the Door Locking Mechanism of the
		FWD Passenger/Crew Door

#### R

# 3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

EFF : ALL
SROS
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52-11-00

Page 249 Feb 01/99

### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- A. If the door cannot be closed:
  - make sure that the guide arms are in good condition and repair if necessary.
  - (1) If the fault continues:
    - do an inspection/check of the damper and emergency operation cylinder of the forward passenger/crew door (Ref. AMM TASK 52-11-14-200-001).
    - (a) If the inspection/check is not OK:
      - replace the damper and emergency-operation cylinder (Ref. AMM TASK 52-11-14-000-001) (Ref. AMM TASK 52-11-14-400-001).
    - (b) If the inspection/check is OK:
      - do an adjustment of the locking hook of the forward passenger/crew door (Ref. AMM TASK 52-11-21-820-001),
      - do an adjustment of the locking pin of the forward passenger/crew door (Ref. AMM TASK 52-11-21-820-001).
  - (2) If the fault continues:
    - do a visual check of the release mechanism of the emergency escape slide of the forward passenger/crew door.
  - (3) If the fault continues:
    - do an adjustment of the forward passenger/crew door (Ref. AMM TASK 52-11-00-820-001).
  - (4) If the fault continues:
    - replace the door suspension if necessary (Ref. AMM TASK 52-11-12-000-001) (Ref. AMM TASK 52-11-12-400-001).
  - (5) If the fault continues:
    - replace the forward passenger/crew door (Ref. AMM TASK 52-11-11-000-001) (Ref. AMM TASK 52-11-11-400-001).

**52-11-00** 

EFF: ALL

Page 250 Feb 01/99

SROS

R

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-822

Impossibility to Lock/Unlock the Forward Passenger/Crew Door when it is Fully Open

- 1. Possible Causes
  - suspension-door
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	52-10-00-010-001	Opening of the December (Cont. Door	
			Opening of the Passenger/Crew Door	
	AMM	52-10-00-410-001	Closing of the Passenger/Crew Door	
R	AMM	52-11-12-000-001	Removal of the Door Support Arm, the Door Buffer, the	
R			Door Unlocking Handle and the Door Stay Mechanism	
R	AMM	52-11-12-400-001	Installation of the Door Support Arm, the Door	
R			Buffer, the Door Unlocking Handle and the Door Stay	
R			Mechanism	

- 3. Fault Confirmation
  - A. Test
    Not applicable, the fault is evident.
- 4. Fault Isolation
  - A. If the door cannot be locked or unlocked when it is fully open:
     replace the suspension-door (Ref. AMM TASK 52-11-12-000-001) and (Ref. AMM TASK 52-11-12-400-001).
  - B. Test
    - (1) Open/close the forward passenger/crew door (Ref. AMM TASK 52-10-00-010-001) and (Ref. AMM TASK 52-10-00-410-001).
      - (a) Make sure that the door operates correctly.

EFF: ALL 52-11-00

Page 251 Feb 01/96

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-823

Incorrect Opening/Closing Speed for the Aft Passenger/Crew Door

- 1. Possible Causes
  - door-damper and emergency-operation cylinder
- 2. Job Set-up Information
  - A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	52-11-14-000-001	Removal of the Door-Damper and Emergency-Operation
R R	AMM	52-11-14-200-001	Cylinder Inspection/Check of the Damper and Emergency-Operation Cylinder of the FWD
R	AMM	52-11-14-400-001	Passenger/Crew Door Installation of the Door-Damper and Emergency-Operation Cylinder

- 3. Fault Confirmation
  - A. Test
    Not applicable, the fault is evident.
- 4. Fault Isolation

R

**SROS** 

- A. If the damping system does not operate correctly:
  - do a check of the pressure of the door-damper and emergency-operation cylinder of the forward passenger/crew door (Ref. AMM TASK 52-11-14-200-001)
  - (1) If the fault continues:
    - replace the door-damper and emergency-operation cylinder (Ref. AMM TASK 52-11-14-000-001) and (Ref. AMM TASK 52-11-14-400-001).

EFF: ALL 52-11-00

Page 252 Feb 01/96

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-824

Impossibility to Open the Forward Passenger/Crew Door

### 1. Possible Causes

- guide arms

R

- door damper and emergency-operation cylinder
- forward passenger/crew door

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
R		52-11-00-820-001 52-11-11-000-001 52-11-11-400-001	Adjustment of the FWD Passenger/Crew Door Removal of the FWD Passenger/Crew Door Installation of the FWD Passenger/Crew Door	
R R	AMM	52-11-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder	
R R R	AMM	52-11-14-200-001	<pre>Inspection/Check of the Damper and Emergency-Operation Cylinder of the FWD Passenger/Crew Door</pre>	
R R	AMM	52-11-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder	

### 3. Fault Confirmation

A. Test Not applicable, the fault is evident.

### 4. Fault Isolation

R

R

R

R

R R

R

R

- A. If you cannot open the door:
  - get access to the aircraft by a different passenger/crew door.
  - make sure that the guide arms are in the correct condition. Repair them if necessary.
  - (1) If the fault continues:
    - discharge the door damper and emergency-operation cylinder (Ref. AMM TASK 52-10-00-614-001).
    - and do an inspection of the door damper and emergency-operation cylinder (Ref. AMM TASK 52-11-14-200-001).

EFF: ALL **SROS** 

**52-11-00** 

Page 253 Nov 01/98

# TROUBLE SHOOTING MANUAL

R R R	(a) If the inspection is not OK: - replace the door damper and emergency-operation cylinder (Ref. AMM TASK 52-11-14-400-001).
R	(b) If the inspection is OK:
R	- do an inspection of:
R	
	<ul><li>the door suspension</li></ul>
R	<ul><li>the door locking mechanism</li></ul>
R	<ul> <li>the door escape slide release mechanism.</li> </ul>
R	- Repair these items if necessary.
R	(2) If the fault continues:
R	- do an adjustment of the forward passenger/crew door (Ref. AMM TASK
R	52-11-00-820-001).
R	JE 11 00 020 001/1
-	
R	(3) If the fault continues: - replace the forward passenger/crew door (Ref. AMM TASK 52-11-11-000-001) and (Ref. AMM TASK 52-11-11-400-001).

**52-11-00** 

Page 254

Nov 01/98

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-825

No Visual Indication of the Arming Position of the Escape Slide (FWD Passenger/Crew Door)

### 1. Possible Causes

- girt bar with the visual indicator

# 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-10-00-720-005	Functional Test of the Release Mechanism of the Emergency Escape Slide
AMM	52-11-22-000-001	Removal of the Release Mechanism of the Emergency Escape Slide of the FWD Passenger/Crew Door
AMM	52-11-22-400-001	Installation of the Release Mechanism of the Emergency Escape Slide of the FWD Passenger/Crew Door

### 3. Fault Confirmation

#### A. Test

(1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005)

### 4. Fault Isolation

- A. If the test confirms the fault:
  - replace only the girt bar with the visual indicator of the FWD passenger/crew door. (Ref. AMM TASK 52-11-22-000-001) and (Ref. AMM TASK 52-11-22-400-001).
- B. Test
  - Do the test given in Para. 3.A.

**52-11-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-826

Vibrations and Noise in the FWD Passenger/Crew Door Area

### 1. Possible Causes

- R - VALVE-OUTFLOW (10HL)
  - cover plate
- R - seal

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE	DESIGNATION
	05-50-00-810-801	Identification of the Cause of In-Flight Airframe Vibrations and/or Noises
R R	21-31-00-810-807	Outflow Valve Fault (05), (11), (24), (25), (26), (29), (60)
R	52-11-00-810-811	Seal of the L FWD Passenger/Crew Door Defective
R	52-11-00-810-812	Seal of the R FWD Passenger/Crew Door Defective
R	52-13-00-810-811	Seal of the L Aft Passenger/Crew Door Defective
	52-13-00-810-812 AMM 52-10-00-220-007	Seal of the R Aft Passenger/Crew Door Defective Check of the Preload of the Cover Plate
R R	AMM 52-11-00-820-001 AMM 52-13-00-820-001	Adjustment of the FWD Passenger/Crew Door Adjustment of the AFT Passenger/Crew Door

#### 3. Fault Confirmation

A. Make sure that the identification of the cause of the vibrations is correct (Ref. TASK 05-50-00-810-801).

# 4. Fault Isolation

R

R R

R

R

R

R

- A. If there are vibrations and noise at one Passenger/Crew Door: R - do a check of the cover plate of the Passenger/Crew Door (Ref. AMM TASK R 52-10-00-220-007).
  - (1) If the fault disappears when pressure differential increases:
    - do the trouble shooting procedure of the VALVE-OUTFLOW (10HL) (Ref. TASK 21-31-00-810-807).
    - do the trouble shooting procedure of the related seal: For the FWD left passenger/crew door (Ref. TASK 52-11-00-810-811). For the FWD right passenger/crew door (Ref. TASK 52-11-00-810-812). For the AFT left passenger/crew door (Ref. TASK 52-13-00-810-811). For the AFT right passenger/crew door (Ref. TASK 52-13-00-810-812).
    - do the adjustment of the FWD passenger/crew door (Ref. AMM TASK 52-11-00-820-001) or

EFF: ALL **SROS** 

**52-11-00** 

Page 256 Nov 01/02

# TROUBLE SHOOTING MANUAL

R	<ul> <li>do the adjustment of the AFT passenger/crew door (Ref. AMM TASK 52-</li> </ul>
R	13-00-820-001).
R	(2) If there is an air noise only:
R	<ul> <li>do the trouble shooting procedure of the related seal:</li> </ul>
R	For the FWD left passenger/crew door (Ref. TASK 52-11-00-810-811).
R	For the FWD right passenger/crew door (Ref. TASK 52-11-00-810-812).
R	For the AFT left passenger/crew door (Ref. TASK 52-13-00-810-811).
R	For the AFT right passenger/crew door (Ref. TASK 52-13-00-810-812).
R	- do the adjustment of the FWD passenger/crew door (Ref. AMM TASK 52-
R	11-00-820-001) or
R	- do the adjustment of the AFT passenger/crew door (Ref. AMM TASK 52-
R	13-00-820-001).

EFF: ALL
SROS

**52-11-00** 

Page 257 Nov 01/02

# TROUBLE SHOOTING MANUAL

R \*\*ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

TASK 52-11-00-810-827

Loss of Pressure in the Damper and Emergency Operation Cylinder for the L FWD Passenger/Crew Door

### 1. Possible Causes

- CYL-DAMPER & EMER OPER, FWD L PAX/CREW DR (360RH1)
- DEU-B (300RH1)
- wiring from the DEU B (300RH1) C/38 to the pressure sensor of the door-damper and emergency-operation cylinder (360RH1)

# 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the CFDS
AMM	23-73-47-000-001	Removal of the Decoder/Encoder Unit B (300RH)
AMM	23-73-47-400-001	Installation of the Decoder/Encoder Unit B (300RH)
AMM	52-10-00-210-004	Check Pressure of Emergency Cylinder/Accumulator of the FWD and Aft Passenger/Crew Doors
AMM	52-10-00-610-001	Replacement of the Diaphragm in the Percussion  Mechanism of the Door Damper and Emergency Operation  Cylinder of the Passenger/Crew Doors
AMM	52-10-00-610-002	Replacement of the O-ring Seal of the Filling Valve
AMM	52-10-00-610-003	Replacement of the Filling Valve of the Door Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-10-00-790-001	Leak Test of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-11-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder
AMM	52-11-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder
ASM	23-73/10	- 3,,

# 3. Fault Confirmation

#### A. Test

**SROS** 

(1) Do the BITE test of the CIDS through the CFDS (Ref. AMM TASK 23-73-00-740-005).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

**52-11-00** 

Page 258 May 01/08

### TROUBLE SHOOTING MANUAL

# 4. Fault Isolation

- A. If the test gives the maintenance message: DOOR BOTTLE FWD L.
  - (1) Do a check of the pressure indicator at the door damper and emergency operation cylinder for the FWD passenger/crew door, left side (Ref. AMM TASK 52-10-00-210-004).
    - (a) If the pressure indication is not correct:
      - do a leak test of the door damper and emergency operation cylinder of the passenger/crew doors (Ref. AMM TASK 52-10-00-790-001).
      - if there is a leak at the filling valve:
        - replace the o-ring seal of the filling valve (Ref. AMM TASK 52-10-00-610-002).
        - if the fault continues:
          - replace the filling valve (Ref. AMM TASK 52-10-00-610-003).
      - if there is a leak at the percussion mechanism:
        - replace the diaphragm in the percussion mechanism (Ref. AMM TASK 52-10-00-610-001)
      - 3 if there is a leak at the cylinder body or the pressure gauge: - replace the defective element (Ref. AMM TASK 52-11-14-000-001) and (Ref. AMM TASK 52-11-14-400-001).
      - if there is no leak:
        - charge the CYL-DAMPER & EMER OPER, FWD L PAX/CREW DR (360RH1) (Ref. AMM TASK 52-10-00-614-001).
    - (b) If the pressure indication is correct:
      - replace the CYL-DAMPER & EMER OPER, FWD L PAX/CREW DR (360RH1) (Ref. AMM TASK 52-11-14-000-001) and (Ref. AMM TASK 52-11-14-400-001).
  - (2) If the fault continues:
    - replace the DEU-B (300RH1) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
  - (3) If the fault continues:

Do a check and repair the wiring from the DEU B (300RH1) C/38 to the pressure sensor of the door-damper and emergency-operation cylinder (360RH1) (Ref. ASM 23-73/10).

B. Test Do the test given in Para. 3.A.

201-225, 227-227, 229-250, 252-299,

**52-11-00** 

Page 259 May 01/08

# TROUBLE SHOOTING MANUAL

TASK 52-11-00-810-828

Loss of Pressure in the Damper and Emergency Operation Cylinder for the R FWD Passenger/Crew Door

### 1. Possible Causes

- CYL-DAMPER & EMER OPER, FWD R PAX/CREW DR (360RH2)
- DEU-B (300RH1)
- wiring from the DEU B (300RH1) C/39 to the pressure sensor of the door-damper and emergency-operation cylinder (360RH2)

# 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	23-73-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the CFDS	
AMM	23-73-47-000-001	Removal of the Decoder/Encoder Unit B (300RH)	
AMM	23-73-47-400-001	Installation of the Decoder/Encoder Unit B (300RH)	
AMM	52-10-00-210-004	Check Pressure of Emergency Cylinder/Accumulator of the FWD and Aft Passenger/Crew Doors	
AMM	52-10-00-610-001	Replacement of the Diaphragm in the Percussion  Mechanism of the Door Damper and Emergency Operation  Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-610-002	Replacement of the O-ring Seal of the Filling Valve	
AMM	52-10-00-610-003	Replacement of the Filling Valve of the Door Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-790-001	Leak Test of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-11-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder	
AMM	52-11-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder	
ASM	23-73/10	- 3,,	

# 3. Fault Confirmation

#### A. Test

(1) Do the BITE test of the CIDS through the CFDS (Ref. AMM TASK 23-73- 00-740-005).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

52-11-00

Page 260 May 01/08

### TROUBLE SHOOTING MANUAL

# 4. Fault Isolation

- A. If the test gives the maintenance message: DOOR BOTTLE FWD R.
  - (1) Do a check of the pressure indicator at the door damper and emergency operation cylinder for the FWD passenger/crew door, right side (Ref. AMM TASK 52-10-00-210-004).
    - (a) If the pressure indication is not correct:
      - do a leak test of the door damper and emergency operation cylinder of the passenger/crew doors (Ref. AMM TASK 52-10-00-790-001).
      - if there is a leak at the filling valve:
        - replace the o-ring seal of the filling valve (Ref. AMM TASK 52-10-00-610-002).
        - if the fault continues:
          - replace the filling valve (Ref. AMM TASK 52-10-00-610-003).
      - if there is a leak at the percussion mechanism:
        - replace the diaphragm in the percussion mechanism (Ref. AMM TASK 52-10-00-610-001)
      - 3 if there is a leak at the cylinder body or the pressure gauge: - replace the defective element (Ref. AMM TASK 52-11-14-000-001) and (Ref. AMM TASK 52-11-14-400-001).
      - if there is no leak:
        - charge the CYL-DAMPER & EMER OPER, FWD R PAX/CREW DR (360RH2) (Ref. AMM TASK 52-10-00-614-001).
    - (b) If the pressure indication is correct:
      - replace the CYL-DAMPER & EMER OPER, FWD R PAX/CREW DR (360RH2) (Ref. AMM TASK 52-11-14-000-001) and (Ref. AMM TASK 52-11-14-400-001).
  - (2) If the fault continues:
    - replace the DEU-B (300RH1) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
  - (3) If the fault continues:

Do a check and repair the wiring from the DEU B (300RH1) C/39 to the pressure sensor of the door-damper and emergency-operation cylinder (360RH2) (Ref. ASM 23-73/10).

B. Test Do the test given in Para. 3.A.

201-225, 227-227, 229-250, 252-299,

**52-11-00** 

Page 261 May 01/08

426-499, 503-549, 551-599,

#### TROUBLE SHOOTING MANUAL

### AFT PASSENGER/CREW DOOR - FAULT ISOLATION PROCEDURES

TASK 52-13-00-810-801

The SLIDE ARMED indicator light of the aft right passenger/crew door is inoperative on ground

### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT R DOOR (3WN2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- wiring from the proximity switch (17WN2) to the indicator light (3WN2)
- wiring from the proximity switch (17WV2) pin C to the ground
- wiring from the indicator light (3WN2) and the indicator light (2WN2)
- wiring from the indicator light (2WN2) to the indicator light (1WN2)
- wiring from the indicator light (1WN2) to the relay (12WN)
- RELAY PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- C/B-EIS/SLIDES/ARM AND WARN/GND (13WN)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the circuit breaker (13WN) to the indicator light (3WN2)

### 2. Job Set-up Information

#### A. Referenced Information

REFE		RENCE	DESIGNATION
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>
	ASM	31-54/05	•
	ASM	52-73/01	
	ASM	52-73/01	

EFF: ALL SROS **52-13-00** 

Page 201 Nov 01/06

### TROUBLE SHOOTING MANUAL

# 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
- (2) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

\_\_\_\_\_\_ PANEL DESIGNATION IDENT. LOCATION \_\_\_\_\_\_

\_\_\_\_\_\_

\_\_\_\_\_\_

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P 10

C. Test

R R

RESULT

door with the handle of the escape slide in the ARMED position.

Make sure that the SLIDE ARMED white indicator light of the aft right passenger/coordinate.

### 4. Fault Isolation

- A. If the test confirms the faults:
  - do a check of the circuit breaker (13WN) status: (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (3WN2) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, AFT R DOOR (3WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - do a check for a ground signal a pin C of the proximity switch (17WV2) (Ref. ASM 31-54/05).

**52-13-00** 

EFF: ALL

Page 202 Nov 01/06

**SROS** 

#### TROUBLE SHOOTING MANUAL

- a If there is a ground signal:
  - do a check and repair the wiring from the proximity switch (17WN2) to the indicator light (3WN2): pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
- b If there is no ground signal:
  - repair the wiring from the proximity switch (17WV2) pin C to the ground (Ref. ASM 31-54/05).
- (b) If there is no 28VDC:
  - do a check and repair the wiring from the indicator light (3WN2) and the indicator light (2WN2): pin A to pin B (Ref. ASM 52-73/01).
  - 1 If the fault continues:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 2 If the fault continues:
    - do a check and repair the wiring from the indicator light (2WN2) to the indicator light (1WN2): pin A to pin B (Ref. ASM 52-73/01).
  - 3 If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 4 If the fault continues:
    - do a check and repair the wiring from the indicator light (1WN2) to the relay (12WN): pin A to pin A/A2 (Ref. ASM 52-73/01).
  - 5 If the fault continues:
    - replace the RELAY PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
  - 6 If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN): pin A/A3 to pin 2 (Ref. ASM 52-73/01).
  - 7 If the fault continues:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close the circuit breaker.
  - (a) if the circuit breaker trips:
    - replace the indicator light (3WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).

EFF: ALL

52-13-00

Page 203 Feb 01/96

#### TROUBLE SHOOTING MANUAL

- 1 If the fault continues:
  - replace the indicator light (2WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
- 2 If the fault continues:
  - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
- If the fault continues:
  - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
- 4 If the fault continues:
  - do a check for a short to ground at the wiring from the circuit breaker (13WN) to the indicator light (3WN2): pin 2 to pin A (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
  - a If there is no short to ground:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
  - b If there is a short to ground:
    - replace the related wiring.
- (b) If the circuit breaker stays closed and the fault continues:
  - replace the indicator light (3WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001)
  - replace the indicator light (2WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - replace the indicator light (1WN2) (Ref. AMM TASK 52-73-21-000-001) (Ref. AMM TASK 52-73-21-400-001).
  - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).

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ACTION RESULT

Open the aft right passenger/crew door with the handle of the escape indicator light of the aft right slide in the ARMED position.

passenger/crew door is on.

EFF: ALL **52-13-00** 

Page 204 Feb 01/96

### TROUBLE SHOOTING MANUAL

### 5. Close-up

- A. Aircraft Maintenance Configuration
- R (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).

EFF: ALL

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52-13-00

Page 205 Nov 01/06

#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-802

The SLIDE ARMED indicator light of the aft left passenger/crew door is inoperative on ground

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT L DOOR (3WN1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- wiring from the proximity switch (17WV1) to the indicator light (3WN1)
- wiring from the proximity switch (17WV1) pin C to the ground
- wiring from the indicator light (3WN1) and the indicator light (2WN1)
- wiring from the indicator light (2WN1) to the indicator light (1WN1)
- wiring from the indicator light (1WN1) to the relay (12WN)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- C/B-EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring from the circuit breaker (13WN) to the indicator light (3WN1)
- RELAY-PWR SPLY SWITCHOVER (13WN)

#### 2. Job Set-up Information

#### A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>
	ASM	31-54/05	
	ASM	52-73/01	
	ASM	52-73/01	

EFF: ALL 52-13-00

Page 206 Nov 01/06

#### TROUBLE SHOOTING MANUAL

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
- (2) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

\_\_\_\_\_\_

\_\_\_\_\_\_ PANEL DESIGNATION IDENT. LOCATION

\_\_\_\_\_\_

121VU EIS/SLIDES/ARM AND WARN/GND

13WN P 10

C. Test

R R

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RESULT

Open the aft left passenger/crew door with the handle of the escape indicator light of the aft left passenger/crew door is not on.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker (13WN) status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (3WN1) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, AFT L DOOR (3WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - 1 If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (17WV1) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (17WV1) to the indicator light (3WN1): pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
        - b If there is no ground signal:
          - repair the wiring from the proximity switch (17WV1) pin C to the ground (Ref. ASM 31-54/05).

EFF: ALL **52-13-00** 

Page 207 Nov 01/06

**SROS** 

#### TROUBLE SHOOTING MANUAL

- (b) If there is no 28VDC:
  - do a check and repair the wiring from the indicator light (3WN1) and the indicator light (2WN1): pin A to pin B (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
  - 1 If the fault continues:
    - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 2 If the fault continues:
    - do a check and repair the wiring from the indicator light (2WN1) to the indicator light (1WN1): pin A to pin B (Ref. ASM 52-73/01).
  - 3 If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 4 If the fault continues:
    - do a check and repair the wiring from the indicator light (1WN1) to the relay (12WN): pin A to pin A/B2 (Ref. ASM 52-73/01).
  - 5 If the fault continues:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
  - 6 If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN): pin A/B3 to pin 2 (Ref. ASM 52-73/01).
  - 7 If the fault continues:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close the circuit breaker.
  - (a) If the circuit breaker trips:
    - replace the indicator light (3WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 1 If the fault continues:
      - replace the indicator light (2WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
    - 2 If the fault continues:
      - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).

EFF: ALL

**52-13-00** 

Page 208 Nov 01/06

#### TROUBLE SHOOTING MANUAL

- If the fault continues:
  - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
- 4 If the fault continues:
  - do a check for a short to ground at the wiring from the circuit breaker (13WN) to the indicator light (3WN1): pin 2 to pin A (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
  - a If there is no short to ground:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/GND (13WN) (Ref. ASM 52-73/01).
  - b If there is a short to ground:
    - replace the related wiring.
- (b) If the circuit breaker stays closed and the fault continues:
  - replace the indicator light (3WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001)
  - replace the indicator light (2WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001)
  - replace the indicator light (1WN1) (Ref. AMM TASK 52-73-21-000-001) (Ref. AMM TASK 52-73-21-400-001)
  - replace the RELAY-PWR SPLY SWITCHOVER (13WN) (Ref. ASM 52-73/01).

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**RESULT ACTION** 

Open the aft left passenger/crew door with the handle of the escape indicator light of the aft left passenger/crew door is on.

Make sure that the SLIDE ARMED white indicator light of the aft left passenger/crew door is on.

#### Close-up

R R

- A. Aircraft Maintenance Configuration
- (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).

**52-13-00** EFF: ALL

Page 209 Nov 01/06

**SROS** 

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-803

Disagree between the DOOR/OXY Indication and the Locked Position of the L Aft PAX/Crew Door

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT L DOOR (3WN1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- PROX SW-HANDLE, L AFT PAX/CREW DOOR (17WV1)
- PROX SW-HOOK, L AFT PAX/CREW DOOR (15WV1)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

R

#### 2. Job Set-up Information

#### A. Referenced Information

	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)
AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Pax/Crew Doors with the CHECKING TOOL-DOOR
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door

EFF : ALL **SROS** 

52-13-00

Page 210 May 01/08

#### TROUBLE SHOOTING MANUAL

REFERENCE		DESIGNATION
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-001	Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-400-002	Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM ASM AWM	31-54/02 31-54/05 52-73-08	

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

### C. Test

- (1) Make sure that the left after passenger/crew door is fully closed and the indicator plate shows LOCKED.
- (2) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (3) On the DOOR/OXY page:
  - make sure that the CABIN indication comes into view amber.

**52-13-00** 

Page 211 May 01/08



### TROUBLE SHOOTING MANUAL

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**52-13-00** 

Page 212 May 01/08

#### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

A. On the Door/Oxy page, if the CABIN indication comes into view amber:
- do a check for 28VDC between pins A and D of the handle proximity switch (17WV1) (Ref. ASM 31-54/05).

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- (1) If there is no 28VDC:
  - replace the IND LT-SLIDE ARMED, AFT L DOOR (3WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).

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(a) If the fault continues:

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- replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).

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- (b) If the fault continues:
  - repair the wiring as necessary.
- (2) If there is 28VDC:
  - disconnect the connector of the handle proximity switch (17WV1)
  - install the jumper wire between pins B and C of the connector (17WV1-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - (a) On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (17WV1-A)
    - connect the connector of the handle proximity switch (17WV1)
    - adjust the handle proximity switch (17WV1) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - On the Door/Oxy page, if the CABIN indication comes into view amber:
      - replace the PROX SW-HANDLE, L AFT PAX/CREW DOOR (17WV1)
         (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - (b) On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (17WV1-A)
    - connect the connector of the handle proximity switch (17WV1)
    - do a check for 28VDC between pins A and D of the hook proximity switch (15WV1) (Ref. ASM 31-54/05).
    - 1 If there is no 28VDC:
      - repair the wiring as necessary.

EFF: ALL

**52-13-00** 

Page 213 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- 2 If there is 28VDC:
  - disconnect the connector of the hook proximity switch (15WV1)
  - install the jumper wire between pins B and C of the connector (15WV1-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - <u>a</u> On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (15WV1-A)
    - connect the connector of the hook proximity switch (15WV1)
    - adjust the hook proximity switch (15WV1) with the door checking tool (Ref. AMM TASK 52-71-00-820-001) or with the ECAM system (Ref. AMM TASK 52-71-00-820-001).
      - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
    - replace the PROX SW-HOOK, L AFT PAX/CREW DOOR (15WV1)
       (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (15WV1-A)
    - connect the connector of the hook proximity switch (15WV1)
    - disconnect the plug 2879VC of the indicator light (3WN1)
    - install the jumper wire between pins F and G of the plug 2879VC (Ref. AWM 52-73-08)
    - do the test given in Para. 3.C.
      - \* On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins F and G of the plug 2879VC
    - replace the IND LT-SLIDE ARMED, AFT L DOOR (3WN1) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
      - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins F and G of the plug 2879VC
    - connect the plug 2879VC to the indicator light (3WN1)
    - do a check for a ground signal at pin C of the handle proximity switch (17WV1) (Ref. ASM 31-54/05).
      - \*\* If there is no ground signal:

EFF: ALL 52-13-00

Page 214 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- repair the wiring from the pin C of the handle proximity switch (17WV1) to the ground terminal (Ref. ASM 31-54/05)
  - \*\* If there is a ground signal:
- do a check of the wiring between:
   \*\*\* the handle proximity switch (17WV1) pin B and the
   indicator light (3WN1) pin F,
   \*\*\* the indicator light (3WN1) pin G and the hook
   proximity switch (15WV1) pin C,
   \*\*\* the hook proximity switch (15WV1) pin B and the
   SDAC-1(2) pin AA/11B (Ref. ASM 31-54/02) and (Ref. ASM
   31-54/05).
- repair the wiring as necessary.
- 3 If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001)
    and (Ref. AMM TASK 31-55-34-400-001).
- 4 If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) On the DOOR/OXY page:
    - make sure that the CABIN indication comes into view green.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-13-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-804

Disagree between the DOOR/OXY Page Indication and the Locked Position of the R Aft PAX/Crew Door

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT R DOOR (3WN2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- PROX SW-HANDLE, R AFT PAX/CREW DOOR (17WV2)
- PROX SW-HOOK, R AFT PAX/CREW DOOR (15WV2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

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#### 2. Job Set-up Information

#### A. Referenced Information

	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)
AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Pax/Crew Doors with the CHECKING TOOL-DOOR
AMM	52-71-00-820-001	Adjustment of the Proximity Switches (11WV1, 11WV2, 15WV1, 15WV2) of the Locking Hook of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door

EFF: ALL

52-13-00

Page 216 May 01/08

#### TROUBLE SHOOTING MANUAL

REFE	RENCE	DESIGNATION
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-001	Installation of the SLIDE ARMED Indicator-Light
AMM	52-73-21-400-002	<pre>(1WN1, 1WN2) of the FWD Passenger/Crew Door Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door</pre>
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM	31-54/02	, a, , a, , , a, , , a, , , , , , , , ,
ASM	31-54/05	
AWM	52-73-07	

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

#### C. Test

- (1) Make sure that the right after passenger/crew door is fully closed and the indicator plate shows LOCKED.
- (2) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (3) On the DOOR/OXY page:
  - make sure that the CABIN indication comes into view amber.

52-13-00

Page 217 May 01/08



### TROUBLE SHOOTING MANUAL

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**52-13-00** 

Page 218 May 01/08

#### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- A. On the Door/Oxy page, if the CABIN indication comes into view amber:
   do a check for 28VDC between pins A and D of the handle proximity switch (17WV2) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:

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- replace the IND LT-SLIDE ARMED, AFT R DOOR (3WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).

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(a) If the fault continues:

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- replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
- (b) If the fault continues:
  - repair the wiring as necessary.
- (2) If there is 28VDC:
  - disconnect the connector of the handle proximity switch (17WV2)
  - install the jumper wire between pins B and C of the connector (17WV2-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - (a) On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (17WV2-A)
    - connect the connector of the handle proximity switch (17WV2)
    - adjust the handle proximity switch (17WV2) with the door checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - On the Door/Oxy page, if the CABIN indication comes into view amber:
      - replace the PROX SW-HANDLE, R AFT PAX/CREW DOOR (17WV2)
         (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - (b) On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (17WV2-A)
    - connect the connector of the handle proximity switch (17WV2)
    - do a check for 28VDC between pins A and D of the hook proximity switch (15WV2) (Ref. ASM 31-54/05).
    - 1 If there is no 28VDC:
      - repair the wiring as necessary.

EFF: ALL

**52-13-00** 

Page 219 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- 2 If there is 28VDC:
  - disconnect the connector of the hook proximity switch (15WV2)
  - install the jumper wire between pins B and C of the connector (15WV2-A) (Ref. ASM 31-54/05)
  - do the test given in Para. 3.C.
  - <u>a</u> On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins B and C of the connector (15WV2-A)
    - connect the connector of the hook proximity switch (15WV2)
    - adjust the hook proximity switch (15WV2) with the door checking tool (Ref. AMM TASK 52-71-00-820-001) or with the ECAM system (Ref. AMM TASK 52-71-00-820-001).
      - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
    - replace the PROX SW-HOOK, R AFT PAX/CREW DOOR (15WV2)
       (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
  - On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins B and C of the connector (15WV2-A)
    - connect the connector of the hook proximity switch (15WV2)
    - disconnect the plug 2878VC of the indicator light (3WN2)
    - install the jumper wire between pins F and G of the plug 2878VC (Ref. AWM 52-73-07)
    - do the test given in Para. 3.C.
      - \* On the Door/Oxy page, if the CABIN indication comes into view green:
    - remove the jumper wire between pins F and G of the plug 2878VC
    - replace the IND LT-SLIDE ARMED, AFT R DOOR (3WN2) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
      - \* On the Door/Oxy page, if the CABIN indication comes into view amber:
    - remove the jumper wire between pins F and G of the plug 2878VC
    - connect the plug 2878VC to the indicator light (3WN2)
    - do a check for a ground signal at pin C of the handle proximity switch (17WV2) (Ref. ASM 31-54/05).

Page 220 Nov 01/05

\*\* If there is no ground signal:

52-13-00

EFF:

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#### TROUBLE SHOOTING MANUAL

- repair the wiring from the pin C of the handle proximity switch (17WV2) to the ground terminal (Ref. ASM 31-54/05)
  - \*\* If there is a ground signal:
- do a check of the wiring between: \*\*\* the handle proximity switch (17WV2) pin B and the indicator light (3WN2) pin F, \*\*\* the indicator light (3WN2) pin G and the hook proximity switch (15WV2) pin C, \*\*\* the hook proximity switch (15WV2) pin B and the SDAC-1(2) pin AD/11H (Ref. ASM 31-54/02) and (Ref. ASM 31-54/05).
- repair the wiring as necessary.
- 3 If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001)
    and (Ref. AMM TASK 31-55-34-400-001).
- 4 If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- B. Test

  - (2) Make sure that the CABIN indication comes into view green on the ECAM system page.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-13-00

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#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-805

No SLIDE Indication on the DOOR/OXY Page when the R Aft Escape Slide Handle is in the SLIDE ARMED Position

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT R DOOR (3WN2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- PROX SW-HANDLE, R AFT ESC SLIDE (7WN2)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the connector (7WN2-A) to the indicator light (3WN2)
- wiring from the indicator light (3WN2) to the SDAC-1(2) (1WV1(2))
- wiring from the connector (7WN2-A) pin A/C to the ground terminal
- wiring from the indicator light (3WN2) to the indicator light (2WN2)
- wiring from the indicator light (2WN2) to the indicator light (1WN2)
- wiring from the indicator light (1WN2) to the relay (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)

#### 2. Job Set-up Information

#### A. Referenced Information

	RENCE	DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
AMM	31-60-00-860-001	EIS Start Procedure	
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the	
	52-71-00-820-002	Passenger/Crew Doors with the CHECKING TOOL-DOORS Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the	
		Passenger/Crew Doors with the ECAM DU	
AMM	52-73-11-000-002	Removal of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors	
AMM	52-73-11-400-002	<pre>Installation of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors</pre>	
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door	
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit	
AMM	52-73-21-400-001	Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door	

**52-13-00** 

Page 222 May 01/08

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#### TROUBLE SHOOTING MANUAL

REFE	RENCE	DESIGNATION
AMM	52-73-21-400-002	Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
_	52-73/01	(LWHI) LWHE) OF the Line gency Exit
ASM	52-73/01	

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

- C. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the SLIDE indication is not shown on the DOOR/OXY page when the R aft escape-slide handle is in the SLIDE ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (7WN2)
  - install the jumper wire between the pins B and C of the connector (7WN2-A) (Ref. ASM 52-73/01)
  - do the test given in Para 3.B.

**52-13-00** 

Page 223 May 01/08



### TROUBLE SHOOTING MANUAL

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**52-13-00** 

Page 224 May 01/08

#### TROUBLE SHOOTING MANUAL

- (1) If the test confirms the fault:
  - replace the IND LT-SLIDE ARMED, AFT R DOOR (3WN2) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
  - (a) If the fault continues:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (b) If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001)
  - (c) If the fault continues:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
  - (d) If the fault continues:
    - do a check for a ground signal at pin A/C of the proximity switch (7WN2) (Ref. ASM 52-73/01).
    - 1 If there is a ground signal:
      - do a check and repair the wiring from the connector (7WN2-A) to the indicator light (3WN2) pin A/B to pin H (Ref. ASM 52-73/01)
      - do a check and repair the wiring from the indicator light (3WN2) to the SDAC-1(2) (1WV1(2)) pin K to pin AA (AD)/12B(12H) (Ref. ASM 52-73/01).
    - 2 If there is no ground signal:
      - repair the wiring from the connector (7WN2-A) pin A/C to the ground terminal (Ref. ASM 52-73/01).
  - (e) If the fault continues:
    - do a check and repair the wiring from the indicator light (3WN2) to the indicator light (2WN2) pin A to pin B (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the indicator light (2WN2) to the indicator light (1WN2) pin A to pin B (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the indicator light (1WN2) to the relay (12WN) pin A to pin A/A2 (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN) pin A/A3 to pin 2 (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/A1 to pin 2 (Ref. ASM 52-73/01).

EFF: ALL 52-13-00

Page 225 Nov 01/03

#### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire between the pins B and C of the connector (7WN2-A)
  - connect the connector of the handle proximity switch (7WN2)
  - adjust the handle proximity switch (7WN2) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, R AFT ESC SLIDE (7WN2) (Ref. AMM TASK 52-73-11-000-002) and (Ref. AMM TASK 52-73-11-400-002).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the SLIDE indication is shown on the DOOR/OXY page when the R aft escape-slide handle is in the SLIDE ARMED position.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-13-00** 

#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-806

No SLIDE Indication on the DOOR/OXY Page when the L Aft Escape Slide Handle is in the SLIDE ARMED Position

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT L DOOR (3WN1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- PROX SW-HANDLE, L AFT ESC SLIDE (7WN1)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the connector (7WN1-A) to the indicator light (3WN1)
- wiring from the indicator light (3WN1) to the SDAC-1(2) (1WV1(2))
- wiring from the connector (7WN1-A) pin A/C to the ground terminal
- wiring from the indicator light (3WN1) to the indicator light (2WN1)
- wiring from the indicator light (2WN1) to the indicator light (1WN2)
- wiring from the indicator light (1WN1) to the relay (12WN)
- wiring from the relay (12WN) to the circuit breaker (13WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)

#### 2. Job Set-up Information

#### A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the
AMM	52-71-00-820-002	Passenger/Crew Doors with the CHECKING TOOL-DOORS Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the
AMM	52-73-11-000-002	Passenger/Crew Doors with the ECAM DU
AMM	J2-73-11-000-002	Removal of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors
AMM	52-73-11-400-002	Installation of the Proximity Switches (7WN1, 7WN2) of the Aft Passenger/Crew Doors
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-000-002	Removal of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-001	Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door

EFF: ALL 52-13-00

Page 227 May 01/08

**SROS** 

#### TROUBLE SHOOTING MANUAL

REFERENCE	DESIGNATION
AMM 52-73-21-400-002	<pre>Installation of the SLIDE ARMED Indicator-Light (3WN1, 3WN2) of the Aft Passenger/Crew Door</pre>
AMM 52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM 52-73/01 ASM 52-73/01	

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

- C. Test

  - (2) Make sure that the SLIDE indication is not shown on the DOOR/OXY page when the L aft escape-slide handle is in the SLIDE ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (7WN1)
  - install the jumper wire between the pins B and C of the connector (7WN1-A) (Ref. ASM 52-73/01)
  - do the test given in Para 3.B.

**52-13-00** 

Page 228 Nov 01/03

#### TROUBLE SHOOTING MANUAL

- (1) If the test confirms the fault:
  - replace the IND LT-SLIDE ARMED, AFT L DOOR (3WN1) (Ref. AMM TASK 52-73-21-000-002) and (Ref. AMM TASK 52-73-21-400-002).
  - (a) If the fault continues:
    - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (b) If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1) (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001)
  - (c) If the fault continues:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
  - (d) If the fault continues:
    - do a check for a ground signal at pin A/C of the proximity switch (7WN1) (Ref. ASM 52-73/01).
    - 1 If there is a ground signal:
      - do a check and repair the wiring from the connector (7WN1-A) to the indicator light (3WN1) pin A/B to pin H (Ref. ASM 52-73/01)
      - do a check and repair the wiring from the indicator light (3WN1) to the SDAC-1(2) (1WV1(2)) pin K to pin AA (AD)/12B(12H) (Ref. ASM 52-73/01).
    - 2 If there is no ground signal:
      - repair the wiring from the connector (7WN1-A) pin A/C to the ground terminal (Ref. ASM 52-73/01).
  - (e) If the fault continues:
    - do a check and repair the wiring from the indicator light (3WN1) to the indicator light (2WN1) pin A to pin B (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the indicator light (2WN1) to the indicator light (1WN2) pin A to pin B (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the indicator light (1WN1) to the relay (12WN) pin A to pin A/B2 (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (13WN) pin A/B3 to pin 2 (Ref. ASM 52-73/01).
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/B1 to pin 2 (Ref. ASM 52-73/01).

EFF: ALL 52-13-00

#### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire between the pins B and C of the connector (7WN1-A)
  - connect the connector of the handle proximity switch (7WN1)
  - adjust the handle proximity switch (7WN1) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, L AFT ESC SLIDE (7WN1) (Ref. AMM TASK 52-73-11-000-002) and (Ref. AMM TASK 52-73-11-400-002).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the SLIDE indication is shown on the DOOR/OXY page when the L aft escape-slide handle is in the SLIDE ARMED position.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-13-00** 

#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-807

SLIDE ARMED Indicator Light On with the R Aft Passenger/Crew Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position

#### 1. Possible Causes

- PROX SW-HANDLE, R AFT PAX/CREW DOOR (17WV2)
- wiring from the pin C of the connector (17WV2-A) to the terminal block
- wiring from the connector (17WV2-A) to the indicator light (3WN2)

#### 2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
ASM	31-54/05	
ASM	52-73/01	

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

EFF: ALL

52-13-00

Page 231 May 01/08

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

-----

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P 10

#### C. Test

(1) Make sure that the SLIDE ARMED indicator light of the R aft passenger/crew door is on when the door is locked with the handle of the escape slide in the ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (17WV2)
  - install the jumper wire between the pins B and C of the connector (17WV2-A) (Ref. ASM 31-54/05)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - do a check for a ground signal at pin C of the handle proximity switch (17WV2) (Ref. ASM 31-54/05).
    - (a) If there is no ground signal:
      - repair the wiring from the pin C of the connector (17WV2-A) to the terminal block.
    - (b) If there is a ground signal:
      - do a check and repair the wiring from the connector (17WV2-A) to the indicator light (3WN2) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
  - (2) If the test does not confirm the fault:
    - remove the jumper wire between the pins B and C of the connector (17WV2-A)
    - connect the connector of the handle proximity switch (17WV2)
    - adjust the handle proximity switch (17WV2) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - (a) If the fault continues:
      - replace the PROX SW-HANDLE, R AFT PAX/CREW DOOR (17WV2) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
- B. Test
  - (1) Make sure that the SLIDE ARMED indicator light of the R aft passenger/crew door is off when the door is locked with the handle of the escape slide in the ARMED position.

EFF: ALL

52-13-00

Page 232 Nov 01/03

### TROUBLE SHOOTING MANUAL

### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL
SROS

52-13-00

Page 233 Nov 01/03

### 

#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-808

SLIDE ARMED Indicator Light On with the L Aft Passenger/Crew Door in the Locked Position and the Handle of the Escape Slide in the ARMED Position

#### 1. Possible Causes

- PROX SW-HANDLE, L AFT PAX/CREW DOOR (17WV1)
- wiring from the pin C of the connector (17WV1-A) to the terminal block
- wiring from the connector (17WV1-A) to the indicator light (3WN1)

#### 2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION  Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-861-002	
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the CHECKING TOOL-DOORS
AMM	52-71-00-820-002	Adjustment of the Proximity Switches (4WN1, 4WN2, 7WN1, 7WN2, 13WV1, 13WV2, 17WV1, 17WV2) of the Passenger/Crew Doors with the ECAM DU
AMM	52-71-11-000-001	Removal of the Proximity Switches of the Passenger/Crew Doors (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
AMM	52-71-11-400-001	Installation of the Proximity Switches of the Passenger/Crew Door (11WV1,11WV2,13WV1,13WV2,15WV1,15WV2,17WV1,17WV2)
ASM ASM	31-54/05 52-73/01	······································

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

EFF: ALL **SROS** 

52-13-00

Page 234 May 01/08

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

-----

PANEL DESIGNATION

IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND

13WN

P 10

#### C. Test

(1) Make sure that the SLIDE ARMED indicator light of the L aft passenger/crew door is on when the door is locked with the handle of the escape slide in the ARMED position.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector of the handle proximity switch (17WV1)
  - install the jumper wire between the pins B and C of the connector (17WV1-A) (Ref. ASM 31-54/05)
  - do the test given in Para 3.B.
  - (1) If the test confirms the fault:
    - do a check for a ground signal at pin C of the handle proximity switch (17WV1) (Ref. ASM 31-54/05).
    - (a) If there is no ground signal:
      - repair the wiring from the pin C of the connector (17WV1-A) to the terminal block.
    - (b) If there is a ground signal:
      - do a check and repair the wiring from the connector (17WV1-A) to the indicator light (3WN1) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).
  - (2) If the test does not confirm the fault:
    - remove the jumper wire between the pins B and C of the connector (17WV1-A)
    - connect the connector of the handle proximity switch (17WV1)
    - adjust the handle proximity switch (17WV1) with the doors checking tool (Ref. AMM TASK 52-71-00-820-002) or with the ECAM system (Ref. AMM TASK 52-71-00-820-002).
    - (a) If the fault continues:
      - replace the PROX SW-HANDLE, L AFT PAX/CREW DOOR (17WV1) (Ref. AMM TASK 52-71-11-000-001) and (Ref. AMM TASK 52-71-11-400-001).
- B. Test
  - (1) Make sure that the SLIDE ARMED indicator light of the L aft passenger/crew door is off when the door is locked with the handle of the escape slide in the ARMED position.

EFF: ALL

52-13-00

Page 235 Nov 01/03

### TROUBLE SHOOTING MANUAL

### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL SROS 52-13-00

Page 236 Nov 01/03

#### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-809

The SLIDE ARMED indicator light of the right aft passenger/crew door is inoperative in flight

#### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT R DOOR (3WN2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- IND LT-SLIDE ARMED, FWD R DOOR (1WN2)
- wiring from the proximity switch (17WV2) to the indicator light (3WN2)
- wiring from the proximity switch (17WV2) pin C to the ground
- wiring from the indicator light (3WV2) to the indicator light (2WN2)
- wiring from the indicator light (2WN2) to the indicator light (1WN2)
- wiring from the indicator light (1WV2) to the relay (12WN)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)
- C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN)
- wiring from the circuit breaker (15WN) to the indicator light (3WN2)
- circuit breaker 15WN

#### 2. Job Set-up Information

#### A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	52732100000100	
	AMM	52732140000100	
	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
	AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly
R	AMM	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
R	AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
	AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door
	AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door
	AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
	AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>
	ASM	31-54/05	•
	ASM	52-73/01	
	ASM	52-73/01	

EFF: ALL
SROS

**52-13-00** 

Page 237 Nov 01/06

#### TROUBLE SHOOTING MANUAL

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
  - (3) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM) TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION TDENT LOCATION \_\_\_\_\_\_

121VU EIS/SLIDES/ARM AND WARN/GND

P10 13WN

C. Test

R

ACTION RESULT

Open the right aft

Make sure that the white SLIDE ARMED passenger/crew-door with the escape indicator light of the aft right slide handle in the ARMED position. passenger/crew-door is on.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker 15WN status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (3WN2) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC
      - replace the IND LT-SLIDE ARMED, AFT R DOOR (3WN2), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (17WV2), (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (17WV2) to the indicator light (3WN2), pin B to pin F, (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).

EFF: ALL **52-13-00** 

Page 238 Nov 01/06

**SROS** 

#### TROUBLE SHOOTING MANUAL

- b If there is no ground signal:
  - repair the wiring from the proximity switch (17WV2) pin C to the ground, (Ref. ASM 31-54/05).
- (b) If there is no 28VDC:
  - do a check and repair the wiring from the indicator light (3WV2) to the indicator light (2WN2) pin A to pin B, (Ref. ASM 52-73/01).
  - 1 If the fault continues:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 2 If the fault continues:
    - do a check and repair the wiring from the indicator light (2WN2) to the indicator light (1WN2) pin A to pin B (Ref. ASM 52-73/01).
  - 3 If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD R DOOR (1WN2), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 4 If the fault continues:
    - do a check and repair the wiring from the indicator light (1WV2) to the relay (12WN) pin A to pin A/A2 (Ref. ASM 52-73/01).
  - 5 If the fault continues:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN), (Ref. ASM 52-73/01).
  - 6 If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/A1 to pin 2 (Ref. ASM 52-73/01).
  - 7 If the fault continues:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN), (Ref. ASM 52-73/01).
- (2) If the circuit breaker is open:
  - close it.
  - (a) If it opens again:
    - replace the indicator light (3WN2) (Ref. AMM 52732100000100) and (Ref. AMM 52732140000100).
    - 1 If the fault continues:
      - replace the indicator light (2WN2) (Ref. AMM 52732100000100)
         and (Ref. AMM 52732140000100).

EFF: ALL

52-13-00

Page 239 Nov 01/03

#### TROUBLE SHOOTING MANUAL

- 2 If the fault continues:
  - replace the indicator light (1WN2) (Ref. AMM 52732100000100) and (Ref. AMM 52732140000100).
- 3 If the fault continues:
  - replace the relay (12WN) (Ref. ASM 52-73/01).
- 4 If the fault continues:
  - Do a check for a short to ground at the wiring from the circuit breaker (15WN) to the indicator light (3WN2) pin 2 to pin A (Ref. ASM 52-73/01).
  - a If there is a short to ground: repair the related wiring.
  - b If there is no short to ground: replace the circuit breaker 15WN.
- (b) If the circuit breaker stays closed and the fault continues: - replace the indicator light (3WN2) (Ref. AMM 52732100000100) and (Ref. AMM 52732140000100).
  - If the fault continues:
    - replace the indicator light (2WN2) (Ref. AMM 52732100000100) and (Ref. AMM 52732140000100).
  - 2 If the fault continues:
    - replace the indicator light (1WN2) (Ref. AMM 52732100000100) and (Ref. AMM 52732140000100).
  - 3 If the fault continues:
    - replace the relay (12WN) (Ref. ASM 52-73/01).
- B. Test

**ACTION RESULT** \_\_\_\_\_\_

in the ARMED position.

Open the right aft passenger/crew

door with the escape slides handle

white indicator light of the right aft

and the ADMED position passenger/crew door is on.

- Close-up
  - A. Aircraft Maintenance Configuration
  - (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
    - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).

EFF: ALL **52-13-00** 

Page 240 Nov 01/06

**SROS** 

R

R

## TROUBLE SHOOTING MANUAL

(3) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL
SROS

52-13-00

Page 241 Nov 01/03

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-810

The SLIDE ARMED indicator light of the left aft passenger-crew door is inoperative in flight

### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT L DOOR (3WN1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- IND LT-SLIDE ARMED, FWD L DOOR (1WN1)
- wiring from the proximity switch (17WV1) to the indicator light (3WN1)
- wiring from the proximity switch (17WV1) pin C to the ground
- wiring from the indicator light (3WN1) to the indicator light (2WN1)
- wiring from the indicator light (2WN1) to the indicator light (1WN1)
- wiring from the indicator light (1WN1) to the relay (12WN)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- wiring from the relay (12WN) to the circuit breaker (15WN)
- C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN)
- wiring from the circuit breaker (15WN) to the indicator light (3WN1)

#### 2. Job Set-up Information

#### A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly
AMM	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly
AMM		Installation of the Escape-Slide Pack-Assembly
AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
AMM	52-10-00-860-001	Special Precautions before Work on the Passenger/Crew Door
AMM	52-10-00-860-002	Special Precautions after Work on the Passenger/Crew Door
AMM	52-73-21-000-001	Removal of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door
AMM	52-73-21-400-001	<pre>Installation of the SLIDE ARMED Indicator-Light (1WN1, 1WN2) of the FWD Passenger/Crew Door</pre>
ASM	31-54/05	
ASM	52-73/01	
ASM	52-73/01	
SP	527301802	

EFF: ALL

**52-13-00** 

Page 242 Nov 01/06

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Disarm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-001).
  - (3) Remove the escape slide or escape slide/raft pack assembly (Ref. AMM) TASK 25-62-44-000-002) or (Ref. AMM TASK 25-62-44-000-012).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION TDENT LOCATION \_\_\_\_\_\_

121VU EIS/SLIDES/ARM AND WARN/GND

P10 13WN

C. Test

R

ACTION RESULT

Open the left aft

Make sure that the SLIDE ARMED passenger/crew-door with the escape indicator-light of the left aft slide handle in the ARMED position. passenger/crew-door is not on.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check of the circuit breaker 15WN status (Ref. ASM 52-73/01).
  - (1) If the circuit breaker is closed:
    - do a check for 28VDC at pin A of the indicator light (3WN1) (Ref. ASM 52-73/01).
    - (a) If there is 28VDC:
      - replace the IND LT-SLIDE ARMED, AFT L DOOR (3WN1), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
      - If the fault continues:
        - do a check for a ground signal at pin C of the proximity switch (17WN1) (Ref. ASM 31-54/05).
        - a If there is a ground signal:
          - do a check and repair the wiring from the proximity switch (17WV1) to the indicator light (3WN1) pin B to pin F (Ref. ASM 31-54/05) and (Ref. ASM 52-73/01).

EFF: ALL **52-13-00** 

Page 243 Nov 01/06

**SROS** 

#### TROUBLE SHOOTING MANUAL

- b If there is no ground signal:
  - repair the wiring from the proximity switch (17WV1) pin C to the ground, (Ref. ASM 31-54/05).
- (b) If there is no 28VDC:
  - do a check and repair the wiring from the indicator light (3WN1) to the indicator light (2WN1) pin A to pin B (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
  - 1 If the fault continues:
    - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 2 If the fault continues:
    - do a check and repair the wiring from the indicator light (2WN1) to the indicator light (1WN1) pin A to pin B (Ref. ASM 52-73/01).
  - 3 If the fault continues:
    - replace the IND LT-SLIDE ARMED, FWD L DOOR (1WN1), (Ref. AMM TASK 52-73-21-000-001) and (Ref. AMM TASK 52-73-21-400-001).
  - 4 If the fault continues:
    - do a check and repair the wiring from the indicator light (1WN1) to the relay (12WN) pin A to pin A/B2 (Ref. ASM 52-73/01).
  - 5 If the fault continues:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN), (Ref. ASM 52-73/01).
  - 6 If the fault continues:
    - do a check and repair the wiring from the relay (12WN) to the circuit breaker (15WN) pin A/B1 to pin 2 (Ref. ASM 52-73/01).
  - 7 If the fault continues:
    - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN), (Ref. ASM 52-73/01)
- (2) If the circuit breaker is open:
  - close it.
  - (a) If it opens again:
    - replace the indicator light (3WN1) (Ref. ASM 52-73/01).
    - 1 If the fault continues:
      - replace the indicator light (2WN1) (Ref. ASM 52-73/01).
    - If the fault continues:
      - replace the indicator light (1WN1) (Ref. ASM 52-73/01).

**52-13-00** 

#### TROUBLE SHOOTING MANUAL

- 3 If the fault continues: - replace the relay (12WN) (Ref. ASM 52-73/01).
- 4 If the fault continues:
  - do a check for a short to ground at the wiring from the circuit breaker (15WN) to the indicator light (3WN1) pin 2 to pin A (Ref. ASM 52-73/01).
  - a If there is a short to ground: - repair the related wiring.
  - b If there is no short to ground: - replace the C/B-EIS/SLIDES/ARM AND WARN/FLT (15WN) , (Ref. ASM 52-73/01)
- (b) If the circuit breaker stays closed and the fault continues: - replace the indicator light (3WN1) (Ref. SP 527301S02).
  - 1 If the fault continues: - replace the indicator light (2WN1) (Ref. ASM 52-73/01).
  - 2 If the fault continues: - replace the indicator light (1WN1) (Ref. ASM 52-73/01).
  - 3 If the fault continues: - replace the relay (12WN) (Ref. ASM 52-73/01).
- B. Test

ACTION RESULT

Open the left aft passenger/crew-door with the escape indicator light of the left aft slide handle in the ARMED position. passenger/crew-door is on.

Make sure that the SLIDE ARMED white

#### 5. Close-up

- A. Aircraft Maintenance Configuration
- (1) Install the escape slide or escape slide/raft pack assembly (Ref. AMM TASK 25-62-44-400-006) or (Ref. AMM TASK 25-62-44-400-007).
  - (2) Arm the percussion system of the door damper and emergency operation cylinder (Ref. AMM TASK 52-10-00-860-002).
  - (3) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL

**SROS** 

**52-13-00** 

Page 245 Nov 01/06

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-811

Seal of the L Aft Passenger/Crew Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE DESIGNATION	
AMM 52-10-00-220-006 Detailed Visual Inspection of the Door Sea AMM 52-13-18-000-001 Removal of the Door Seal AMM 52-13-18-300-001 Repair of the Seal of the Aft Passenger/Cr AMM 52-13-18-400-001 Installation of the Door Seal	

- 3. Fault Confirmation
  - A. Test
    - (1) Do the inspection/check of the seal of the L aft passenger/crew door (Ref. AMM TASK 52-10-00-220-006).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
     repair the seal (Ref. AMM TASK 52-13-18-300-001).
    - (1) If the seal cannot be repaired:
      - replace the seal (Ref. AMM TASK 52-13-18-000-001) and (Ref. AMM TASK 52-13-18-400-001).

EFF: ALL 52-13-00

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-812

Seal of the R Aft Passenger/Crew Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE DESIGNATION	
AMM 52-10-00-220-006 Detailed Visual Inspection of the Door Sea AMM 52-13-18-000-001 Removal of the Door Seal AMM 52-13-18-300-001 Repair of the Seal of the Aft Passenger/Cr AMM 52-13-18-400-001 Installation of the Door Seal	

- 3. Fault Confirmation
  - A. Test
    - (1) Do the inspection/check of the seal of the R aft passenger/crew door (Ref. AMM TASK 52-10-00-220-006).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
     repair the seal (Ref. AMM TASK 52-13-18-300-001).
    - (1) If the seal cannot be repaired:
      - replace the seal (Ref. AMM TASK 52-13-18-000-001) and (Ref. AMM TASK 52-13-18-400-001).

EFF: ALL 52-13-00

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-813

Failure of the Suspension of the L Aft Passenger/Crew Door

- 1. Possible Causes
  - suspension
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	52-10-00-720-001	Functional Test of the Suspension of the Passenger/Crew Door	
AMM	52-13-00-820-001	Adjustment of the AFT Passenger/Crew Door	
AMM	52-13-12-000-001	Removal of the Support Arm, Door Buffer, Door Pushbutton Switch and Door Stay Mechanism	
AMM	52-13-12-400-001	Installation of the Support Arm, Door Buffer, Door Pushbutton Switch and Door Stay Mechanism	

## 3. Fault Confirmation

- A. Test
  - (1) Do the functional test of the suspension of the L aft passenger/crew door (Ref. AMM TASK 52-10-00-720-001).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the suspension of the L aft passenger/crew door (Ref. AMM TASK 52-13-00-820-001).
    - (1) If the fault continues:
      - replace the suspension (Ref. AMM TASK 52-13-12-000-001) and (Ref. AMM TASK 52-13-12-400-001).

**52-13-00** 

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-814

Failure of the Suspension of the R Aft Passenger/Crew Door

- 1. Possible Causes
  - suspension
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-10-00-720-001	Functional Test of the Suspension of the Passenger/Crew Door
AMM AMM	52-13-00-820-001 52-13-12-000-001	Adjustment of the AFT Passenger/Crew Door Removal of the Support Arm, Door Buffer, Door
	52-13-12-400-001	Pushbutton Switch and Door Stay Mechanism Installation of the Support Arm, Door Buffer, Door Pushbutton Switch and Door Stay Mechanism

## 3. Fault Confirmation

- A. Test
  - (1) Do the functional test of the suspension of the R aft passenger/crew door (Ref. AMM TASK 52-10-00-720-001).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the suspension of the R aft passenger/crew door (Ref. AMM TASK 52-13-00-820-001).
    - (1) If the fault continues:
      - replace the suspension (Ref. AMM TASK 52-13-12-000-001) and (Ref. AMM TASK 52-13-12-400-001).

52-13-00

Page 249 Nov 01/03

EFF:

ALL

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-815

Visual Indicator of the Locking Mechanism of the L Aft Passenger/Crew Door Inoperative

- 1. Possible Causes
  - locking mechanism
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-10-00-720-004	Functional Test of the Visual Indicator of the Door Locking Mechanism
AMM	52-13-11-000-001	Removal of the Aft Passenger/Crew Door
AMM	52-13-11-400-001	Installation of the Aft Passenger/Crew Door
AMM	52-13-21-820-001	Adjustment of the Locking Hook of the Aft Passenger/Crew Door

- 3. Fault Confirmation
  - A. Test
    - (1) Do the functional test of the visual indicator of the door locking mechanism (Ref. AMM TASK 52-10-00-720-004).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the locking mechanism (Ref. AMM TASK 52-13-21-820-001).
    - (1) If the fault continues:
      - replace the L aft passenger/crew door (Ref. AMM TASK 52-13-11-000-001) and (Ref. AMM TASK 52-13-11-400-001)

EFF: ALL 52-13-00

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-816

Visual Indicator of the Locking Mechanism of the R Aft Passenger/Crew Door Inoperative

- 1. Possible Causes
  - locking mechanism
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-10-00-720-004	Functional Test of the Visual Indicator of the Door Locking Mechanism
AMM	52-13-11-000-001	Removal of the Aft Passenger/Crew Door
AMM	52-13-11-400-001	Installation of the Aft Passenger/Crew Door
AMM	52-13-21-820-001	Adjustment of the Locking Hook of the Aft Passenger/Crew Door

## 3. Fault Confirmation

- A. Test
  - (1) Do the functional test of the visual indicator of the door locking mechanism (Ref. AMM TASK 52-10-00-720-004).
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the locking mechanism (Ref. AMM TASK 52-13-21-820-001).
    - (1) If the fault continues:
      - replace the R aft passenger/crew door (Ref. AMM TASK 52-13-11-000-001) and (Ref. AMM TASK 52-13-11-400-001)

EFF: ALL 52-13-00

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-817

Incorrect Distribution of the Pressure Loads on the Frame for the L Aft Passenger/Crew Door

- 1. Possible Causes
  - door stop fittings
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE	DESIGNATION	
AMM 52-10-00-200-001	Check of the Door Stop Adjustment of the	
	Passenger/Crew Door	
AMM 52-13-00-820-001	Adjustment of the AFT Passenger/Crew Door	
AMM 52-13-31-000-002	Removal of the Stop Fittings, the Buffer, the Guide	
	Fittings, the Rollers, the Door Stop Fittings, the	
	Roller Fittings and Guide Arm Fittings	
AMM 52-13-31-400-002	Installation of the Stop Fittings, the Buffer, the	
	Guide Fittings, the Rollers, the Door Stop Fittings,	
	the Roller Fittings and the Guide Arm Fittings	

### 3. Fault Confirmation

A. Test

Do a check of the door stop adjustment of the passenger/crew door (Ref. AMM TASK 52-10-00-200-001).

- 4. Fault Isolation
  - A. If the test confirms the fault:
    - adjust the door stop fittings (Ref. AMM TASK 52-13-00-820-001).
    - (1) If the fault continues:
      - replace the door stop fittings (Ref. AMM TASK 52-13-31-000-002) and (Ref. AMM TASK 52-13-31-400-002).

EFF: ALL 52-13-00

Page 252 Nov 01/03

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-818

Incorrect Distribution of the Pressure Loads on the Frame for the R Aft Passenger/Crew Door

### 1. Possible Causes

- door stop fittings

## 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-10-00-200-001	Check of the Door Stop Adjustment of the Passenger/Crew Door
AMM	52-13-00-820-001	Adjustment of the AFT Passenger/Crew Door
AMM	52-13-31-000-002	Removal of the Stop Fittings, the Buffer, the Guide Fittings, the Rollers, the Door Stop Fittings, the Roller Fittings and Guide Arm Fittings
AMM	52-13-31-400-002	Installation of the Stop Fittings, the Buffer, the Guide Fittings, the Rollers, the Door Stop Fittings, the Roller Fittings and the Guide Arm Fittings

### 3. Fault Confirmation

A. Test

Do a check of the door stop adjustment of the passenger/crew door (Ref. AMM TASK 52-10-00-200-001).

## 4. Fault Isolation

- A. If the test confirms the fault:
  - adjust the door stop fittings (Ref. AMM TASK 52-13-00-820-001).
  - (1) If the fault continues:
    - replace the door stop fittings (Ref. AMM TASK 52-13-31-000-002) and (Ref. AMM TASK 52-13-31-400-002).

EFF: ALL 52-13-00

Page 253 Nov 01/03

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-819

Release Mechanism of the Emergency Escape Slide of the R Aft Passenger/Crew Door Inoperative

### 1. Possible Causes

- release mechanism of the emergency escape slide

## 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION	
AMM 52-10-00-720-005	Functional Test of the Release Mechanism of the	
AMM 52-13-22-000-002	Emergency Escape Slide Removal of the Release Mechanism of the Emergency Escape Slide of the Aft Passenger/Crew Door	
AMM 52-13-22-400-001	Installation of the Release Mechanism of the	
AMM 52-13-22-820-001	Emergency Escape Slide of the Aft Passenger/Crew Door Adjustment/Test of the Release Mechanism of the Emergency Escape Slide	

### 3. Fault Confirmation

#### A. Test

(1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005).

### 4. Fault Isolation

- A. If the test confirms the fault:
  - adjust the release mechanism of the emergency escape slide (Ref. AMM TASK 52-13-22-820-001).
  - (1) If the fault continues:
    - replace the release mechanism of the emergency escape slide (Ref. AMM TASK 52-13-22-000-002) and (Ref. AMM TASK 52-13-22-400-001).
- B. Do the test given in Para. 3.

**52-13-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-820

Release Mechanism of the Emergency Escape Slide of the L AFT Passenger/Crew Door Inoperative

### 1. Possible Causes

- release mechanism of the emergency escape slide

## 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	52-10-00-720-005	Functional Test of the Release Mechanism of the Emergency Escape Slide	
AMM	52-13-22-000-002	Removal of the Release Mechanism of the Emergency Escape Slide of the Aft Passenger/Crew Door	
AMM	52-13-22-400-001	Installation of the Release Mechanism of the Emergency Escape Slide of the Aft Passenger/Crew Door	
AMM	52-13-22-820-001	Adjustment/Test of the Release Mechanism of the Emergency Escape Slide	

### 3. Fault Confirmation

#### A. Test

(1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005).

### 4. Fault Isolation

- A. If the test confirms the fault:
  - adjust the release mechanism of the emergency escape slide (Ref. AMM TASK 52-13-22-820-001).
  - (1) If the fault continues:
    - replace the release mechanism of the emergency escape slide (Ref. AMM TASK 52-13-22-000-002) and (Ref. AMM TASK 52-13-22-400-001).
- B. Do the test given in Para. 3.

**52-13-00** 

Page 255 Nov 01/03

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-821

Impossibility to Close the Aft Passenger/Crew Door

### 1. Possible Causes

- guide arms
- damper and emergency-operation cylinder
- suspension-door
- aft passenger/crew door

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
	50 47 00 000 004		
AMM	52-13-00-820-001	Adjustment of the AFT Passenger/Crew Door	
AMM	52-13-11-000-001	Removal of the Aft Passenger/Crew Door	
AMM	52-13-11-400-001	Installation of the Aft Passenger/Crew Door	
AMM	52-13-12-000-001	Removal of the Support Arm, Door Buffer, Door	
		Pushbutton Switch and Door Stay Mechanism	
AMM	52-13-12-400-001	Installation of the Support Arm, Door Buffer, Door	
		Pushbutton Switch and Door Stay Mechanism	
AMM	52-13-14-000-001	Removal of the Door-Damper and Emergency-Operation	
Aiiii	32 13 14 000 001	Cylinder	
A M M	E2 47 4/ 200 004	,	
AMM	52-13-14-200-001	Inspection/Check of the Damper and Emergency	
		Operation Cylinder of the Aft Passenger/Crew Door	
AMM	52-13-14-400-001	Installation of the Door-Damper and	
		Emergency-Operation Cylinder	
AMM	52-13-21-820-001	Adjustment of the Locking Hook of the Aft	
		Passenger/Crew Door	

## 3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

## 4. Fault Isolation

- A. If you cannot close the door:
  - make sure that the guide arms are in good condition and repair if necessary.
  - (1) If the fault continues:
    - do an inspection/check of the damper and emergency-operation cylinder of the aft passenger/crew door (Ref. AMM TASK 52-13-14-200-001).

EFF: ALL 52-13-00

Page 256 Nov 01/03

### TROUBLE SHOOTING MANUAL

- (a) If the inspection/check is not OK:
  - replace the damper and emergency-operation cylinder (Ref. AMM TASK 52-13-14-000-001) (Ref. AMM TASK 52-13-14-400-001).
- (b) If the inspection/check is OK:
  - do an adjustment of the locking hook of the aft passenger/crew door (Ref. AMM TASK 52-13-21-820-001)
  - do an adjustment of the locking pin of the aft passenger/crew door (Ref. AMM TASK 52-13-21-820-001).
- (2) If the fault continues:
  - do a visual check of the release mechanism of the emergency escape slide of the aft passenger/crew door.
- (3) If the fault continues:
  - do an adjustment of the aft passenger/crew door (Ref. AMM TASK 52-13-00-820-001).
- (4) If the fault continues:
  - replace the suspension-door if necessary (Ref. AMM TASK 52-13-12-000-001) (Ref. AMM TASK 52-13-12-400-001)
- (5) If the fault continues:
  - replace the aft passenger/crew door (Ref. AMM TASK 52-13-11-000-001) (Ref. AMM TASK 52-13-11-400-001).

EFF: ALL 52-13-00

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-822

Impossibility to Lock/Unlock the aft Passenger/Crew Door When it is Fully Open

- 1. Possible Causes
  - suspension-door
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE	DESIGNATION
AMM 52-10-00-010-001	Opening of the Passenger/Crew Door
AMM 52-10-00-410-001	Closing of the Passenger/Crew Door
AMM 52-13-12-000-001	Removal of the Support Arm, Door Buffer, Door Pushbutton Switch and Door Stay Mechanism
AMM 52-13-12-400-001	Installation of the Support Arm, Door Buffer, Door Pushbutton Switch and Door Stay Mechanism

## 3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

- 4. Fault Isolation
  - A. If you cannot lock or unlock the door when it is fully open:
     replace the suspension-door (Ref. AMM TASK 52-13-12-000-001) and (Ref. AMM TASK 52-13-12-400-001).
  - B. Test
    - (1) Open/close the pasenger/crew door (Ref. AMM TASK 52-10-00-010-001) and (Ref. AMM TASK 52-10-00-410-001).
      - (a) Make sure that the door operates correctly.

EFF: ALL 52-13-00

Page 258 Nov 01/03

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-823

Incorrect Openning/Closing Speed for the aft Passenger/Crew Door

### 1. Possible Causes

- door-damper and emergency-operation cylinder

### 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 52-13-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder
AMM 52-13-14-200-001	<pre>Inspection/Check of the Damper and Emergency Operation Cylinder of the Aft Passenger/Crew Door</pre>
AMM 52-13-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder

### 3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

### 4. Fault Isolation

- A. If the damping system does not operate correctly
  - do a check of the pressure of the door-damper and emergency-operation cylinder of the aft passenger/crew door (Ref. AMM TASK 52-13-14-200-001).
  - (1) If the fault continues:
    - replace the door-damper and emergency-operation cylinder (Ref. AMM TASK 52-13-14-000-001) and (Ref. AMM TASK 52-13-14-400-001).

**52-13-00** 

Page 259 Nov 01/03

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-824

Impossibility to Open the Aft Passenger/Crew Door

### 1. Possible Causes

- guide arms
- door damper and emergency-operation cylinder
- AFT passenger/crew door

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-13-00-820-001	Adjustment of the AFT Passenger/Crew Door	
AMM	52-13-11-000-001	Removal of the Aft Passenger/Crew Door	
AMM	52-13-11-400-001	Installation of the Aft Passenger/Crew Door	
AMM	52-13-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder	
AMM	52-13-14-200-001	Inspection/Check of the Damper and Emergency Operation Cylinder of the Aft Passenger/Crew Door	
AMM	52-13-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder	

#### 3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

## 4. Fault Isolation

- A. If you cannot open the door:
  - get access to the aircraft by a different passenger/crew door.
  - make sure that the guide arms are in the correct condition. Repair them if necessary.
  - (1) If the fault continues:
    - discharge the door damper and emergency-operation cylinder (Ref. AMM TASK 52-10-00-614-001).
    - and do an inspection of the door damper and emergency-operation cylinder (Ref. AMM TASK 52-13-14-200-001).
    - (a) If the inspection is not **OK**:
      - replace the door damper and emergency-operation cylinder (Ref. AMM TASK 52-13-14-000-001), (Ref. AMM TASK 52-13-14-400-001).

EFF: ALL 52-13-00

Page 260 Nov 01/03

## TROUBLE SHOOTING MANUAL

- (b) If the inspection is OK:
  - do an inspection of:
    - . the door suspension
    - the door locking mechanism
    - . the door escape slide release mechanism.
  - Repair these items if necessary.
- (2) If the fault continues:
  - do an adjustment of the AFT passenger/crew door (Ref. AMM TASK 52-13-00-820-001).
- (3) If the fault continues:
  - replace the AFT passenger/crew door (Ref. AMM TASK 52-13-11-000-001) and (Ref. AMM TASK 52-13-11-400-001).

EFF: ALL

SROS

52-13-00

Page 261 Nov 01/03

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-825

No Visual Indication of the Arming Position of the Escape Slide (Aft Passenger/Crew Door)

### 1. Possible Causes

- girt bar with the visual indicator

## 2. Job Set-up Information

A. Referenced Information

REFERENCE DESIGNATION		DESIGNATION
AMM	52-10-00-720-005	Functional Test of the Release Mechanism of the Emergency Escape Slide
AMM	52-13-22-000-002	Removal of the Release Mechanism of the Emergency
AMM	52-13-22-400-001	Escape Slide of the Aft Passenger/Crew Door Installation of the Release Mechanism of the Emergency Escape Slide of the Aft Passenger/Crew Door

## 3. Fault Confirmation

#### A. Test

(1) Do the functional test of the release mechanism of the emergency escape slide (Ref. AMM TASK 52-10-00-720-005)

### 4. Fault Isolation

- A. If the test confirms the fault:
  - replace only the girt bar with the visual indicator of the aft passenger/crew door. (Ref. AMM TASK 52-13-22-000-002) and (Ref. AMM TASK 52-13-22-400-001).
- B. Test
  - Do the test given in Para. 3.A.

EFF: ALL 52-13-00

Page 262 Nov 01/03

## TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-826

Vibrations and Noise in the Aft Passenger/Crew Door Area

- 1. Possible Causes
  - cover plate
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE	DESIGNATION
05-50-00-810-801	Identification of the Cause of In-Flight Airframe
AMM 52-10-00-220-007	Vibrations and/or Noises Check of the Preload of the Cover Plate

- 3. Fault Confirmation
  - A. Make sure that the identification of the cause of the vibrations is correct (Ref. TASK 05-50-00-810-801).
- 4. Fault Isolation
  - A. If there are vibrations and noise at the aft passenger/crew door area:
     do a check of the cover plate of the passenger/crew door (Ref. AMM TASK 52-10-00-220-007).

52-13-00

Page 263 Nov 01/03

SROS

EFF:

ALL

## TROUBLE SHOOTING MANUAL

R \*\*ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

TASK 52-13-00-810-827

Loss of Pressure in the Damper and Emergency-Operation Cylinder for the (Aft Passenger/Crew Door)

#### 1. Possible Causes

- CYL-DAMPER & EMER OPER, AFT L PAX/CREW DR (360RH3)
- DEU-B (300RH6)
- wiring from the DEU B (300RH6) C/38 to the pressure-sensor of the door damper and emergency-operation cylinder (360RH3)

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the CFDS
AMM	23-73-47-000-001	Removal of the Decoder/Encoder Unit B (300RH)
AMM	23-73-47-400-001	Installation of the Decoder/Encoder Unit B (300RH)
AMM	52-10-00-210-004	Check Pressure of Emergency Cylinder/Accumulator of the FWD and Aft Passenger/Crew Doors
AMM	52-10-00-610-001	Replacement of the Diaphragm in the Percussion  Mechanism of the Door Damper and Emergency Operation  Cylinder of the Passenger/Crew Doors
AMM	52-10-00-610-002	Replacement of the O-ring Seal of the Filling Valve
AMM	52-10-00-610-003	Replacement of the Filling Valve of the Door Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-10-00-790-001	Leak Test of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors
AMM	52-13-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder
AMM	52-13-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder
ASM	23-73/11	

## 3. Fault Confirmation

#### A. Test

**SROS** 

(1) Do the BITE test of the CIDS through the CFDS (Ref. AMM TASK 23-73-00-740-005).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

**52-13-00** 

Page 264 May 01/08

### TROUBLE SHOOTING MANUAL

## 4. Fault Isolation

- A. If the test gives the maintenance message: DOOR BOTTLE AFT L.
  - (1) Do a check of the pressure indicator at the door-damper and emergency-operation cylinder for the AFT passenger/crew door, left side (Ref. AMM TASK 52-10-00-210-004).
    - (a) If the pressure indication is not correct:
      - do a leak test of the door damper and emergency operation cylinder of the passenger/crew doors (Ref. AMM TASK 52-10-00-790-001).
      - 1 if there is a leak at the filling valve:
        - replace the o-ring seal of the filling valve (Ref. AMM TASK 52-10-00-610-002).
        - a if the fault continues:
          - replace the filling valve (Ref. AMM TASK 52-10-00-610-003).
      - 2 if there is a leak at the percussion mechanism:
        - replace the diaphragm in the percussion mechanism (Ref. AMM TASK 52-10-00-610-001).
      - if there is a leak at the cylinder body or the pressure gauge: replace the defective element (Ref. AMM TASK 52-13-14-000-001) and (Ref. AMM TASK 52-13-14-400-001).
      - 4 if there is no leak:
        - charge the CYL-DAMPER & EMER OPER, AFT L PAX/CREW DR (360RH3) (Ref. AMM TASK 52-10-00-614-001).
    - (b) If the pressure indication is correct:
      - replace the CYL-DAMPER & EMER OPER, AFT L PAX/CREW DR (360RH3) (Ref. AMM TASK 52-13-14-000-001) and (Ref. AMM TASK 52-13-14-400-001).
  - (2) If the fault continues:
    - replace the DEU-B (300RH6) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
  - (3) If the fault continues:
    - do a check and repair the wiring from the DEU B (300RH6) C/38 to the pressure-sensor of the door damper and emergency-operation cylinder (360RH3) (Ref. ASM 23-73/11).
- B. Test
  Do the test given in Para. 3.A.

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

**52-13-00** 

Page 265 May 01/08

### TROUBLE SHOOTING MANUAL

TASK 52-13-00-810-828

Loss of Pressure in the Damper and Emergency Operation Cylinder for the R Aft Passenger/Crew Door

### 1. Possible Causes

- CYL-DAMPER & EMER OPER, AFT R PAX/CREW DR (360RH4)
- DEU-B (300RH6)
- wiring from the DEU B (300RH6) C/39 to the pressure sensor of the door-damper and emergency-operation cylinder (360RH4)

## 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	23-73-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the CFDS	
AMM	23-73-47-000-001	Removal of the Decoder/Encoder Unit B (300RH)	
AMM	23-73-47-400-001	Installation of the Decoder/Encoder Unit B (300RH)	
AMM	52-10-00-210-004	Check Pressure of Emergency Cylinder/Accumulator of the FWD and Aft Passenger/Crew Doors	
AMM	52-10-00-610-001	Replacement of the Diaphragm in the Percussion  Mechanism of the Door Damper and Emergency Operation  Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-610-002	Replacement of the O-ring Seal of the Filling Valve	
AMM	52-10-00-610-003	Replacement of the Filling Valve of the Door Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-614-001	Discharging/Charging of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-10-00-790-001	Leak Test of the Damper and Emergency Operation Cylinder of the Passenger/Crew Doors	
AMM	52-13-14-000-001	Removal of the Door-Damper and Emergency-Operation Cylinder	
AMM	52-13-14-400-001	Installation of the Door-Damper and Emergency-Operation Cylinder	
ASM	23-73/11	<b>3</b> , , , , = === = -, = ===	

## 3. Fault Confirmation

#### A. Test

(1) Do the BITE test of the CIDS through the CFDS (Ref. AMM TASK 23-73-00-740-005).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

52-13-00

Page 266 May 01/08

### TROUBLE SHOOTING MANUAL

## 4. Fault Isolation

- A. If the test gives the maintenance message: DOOR BOTTLE AFT R.
  - (1) Do a check of the pressure indicator at the door-damper and emergency-operation cylinder for the AFT passenger/crew door, right side (Ref. AMM TASK 52-10-00-210-004).
    - (a) If the pressure indication is not correct:
      - do a leak test of the door damper and emergency operation cylinder of the passenger/crew doors (Ref. AMM TASK 52-10-00-790-001).
      - 1 if there is a leak at the filling valve:
        - replace the o-ring seal of the filling valve (Ref. AMM TASK 52-10-00-610-002).
        - a if the fault continues:
          - replace the filling valve (Ref. AMM TASK 52-10-00-610-003).
      - 2 if there is a leak at the percussion mechanism:
        - replace the diaphragm in the percussion mechanism (Ref. AMM TASK 52-10-00-610-001).
      - if there is a leak at the cylinder body or the pressure gauge: replace the defective element (Ref. AMM TASK 52-13-14-000-001) and (Ref. AMM TASK 52-13-14-400-001).
      - 4 if there is no leak:
        - charge the CYL-DAMPER & EMER OPER, AFT R PAX/CREW DR (360RH4) (Ref. AMM TASK 52-10-00-614-001).
    - (b) If the pressure indication is correct:
      - replace the CYL-DAMPER & EMER OPER, AFT R PAX/CREW DR (360RH4) (Ref. AMM TASK 52-13-14-000-001) and (Ref. AMM TASK 52-13-14-400-001).
  - (2) If the fault continues:
    - replace the DEU-B (300RH6) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
  - (3) If the fault continues:

    Do a check and repair the wiring from the DEU B (300RH6) C/39 to the pressure sensor of the door-damper and emergency-operation cylinder
    - (360RH4) (Ref. ASM 23-73/11).
- B. Test
  Do the test given in Para. 3.A.

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

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**52-13-00** 

Page 267 May 01/08

## TROUBLE SHOOTING MANUAL

## PASSENGER COMPARTMENT EMERGENCY EXIT - FAULT ISOLATION PROCEDURES

R \*\*ON A/C 227-227, 229-275, 426-450, 701-749,

TASK 52-21-00-810-801

Sensor Monitoring Fault at the LH FWD Passenger Compartment Emergency Exit

- 1. Possible Causes
  - PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1)
  - IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
  - PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1)
  - SDAC-1 (1WV1)
  - SDAC-2 (1WV2)
  - wiring
- 2. Job Set-up Information
  - A. Referenced Information

REFE	RENCE	DESIGNATION
31-5	4-00-810-803	Failure of the SDAC 2
31-5	4-00-810-810	Failure of the SDAC 1
AMM	24-41-00-862-002	<pre>Pe-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	25-23-47-000-001	Removal of the Lining from the Emergency Exit Hatches
AMM	25-23-47-400-001	Installation of the Lining on the Emergency Exit Hatches
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)
AMM	52-71-13-400-001	<pre>Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)</pre>
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM	31-54/05	• • • • • • • • • • • • • • • • • • • •
ASM	52-73/01	

201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-21-00** 

Page 201 May 01/08

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

A. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/FLT 15WN P11
121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

### B. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001)
- (2) Remove and install the cover flap of the LH-FWD emergency-exit hatch (referred to as the hatch) (Ref. AMM TASK 25-23-47-000-001) and (Ref. AMM TASK 25-23-47-400-001).

NOTE: This makes sure that the target bracket of the cover flap is in its correct installation position.

(3) On the DOOR/OXY page of the lower ECAM DU, look for the possible fault indication.

#### 4. Fault Isolation

- A. When the cover flap is correctly installed and the DOOR/OXY page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) is correct (Ref. AMM TASK 52-71-13-400-001).
  - (1) If the fault continues:
    - installthe jumper wire between the:
       PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connectors A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
      - replace the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
    - (b) If the message EMER EXIT remains on in amber:
      - do a check for 28 VDC between the:
         PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connectors A/A and A/C (Ref. ASM 31-54/05).

**52-21-00** 

EFF: 227-227, 229-275, 426-450, 701-749,

Page 202 May 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is 28 VDC:
  - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/B and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/E (Ref. ASM 31-54/05).
- 2 If there is no 28 VDC:
  - do a check and repair the wiring between the: PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/A and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/R (Ref. ASM 31-54/05). PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/C and ground (Ref. ASM 31-54/05).
- (2) If the fault continues:
  - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (a) If the fault continues:
    - do a check and repair the wiring between:
       the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/G and
       the SDAC-1 (1WV1) or SDAC-2 (1WV2) connector AA/11C (Ref. ASM 52-73/01).
    - If the fault continues: do the trouble shooting procedure of the SDAC-1 (1WV1) or SDAC-2 (1WV2) (Ref. TASK 31-54-00-810-803) or (Ref. TASK 31-54-00-810-810).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the latch pin for both LH emergency exits is in the slide armed position.
  - (3) Make sure that the SLIDE indication is shown on the DOOR/OXY page.

NOTE: If this occurs, the trouble shooting procedure is correct.

#### Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-21-00** 

Page 203 May 01/08

## TROUBLE SHOOTING MANUAL

TASK 52-21-00-810-802

Sensor Monitoring Fault at the LH AFT Passenger Compartment Emergency Exit

### 1. Possible Causes

- PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
31-54-	00-810-803	Failure of the SDAC 2	
31-54-	00-810-810	Failure of the SDAC 1	
AMM 2	4-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM 2	5-23-47-000-001	Removal of the Lining from the Emergency Exit Hatches	
AMM 2	5-23-47-400-001	Installation of the Lining on the Emergency Exit Hatches	
AMM 3	1-60-00-860-001	EIS Start Procedure	
AMM 5	2-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)	
AMM 5	2-71-13-400-001	<pre>Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)</pre>	
AMM 5	2-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit	
AMM 5	2-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit	
ASM 3	1-54/05	- ·	
ASM 5	2-73/01		

### 3. Fault Confirmation

A. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION	IDENT. LOCATION
121VU EIS/SLIDES/ARM AND WARN/FLT	15WN P11
121VU EIS/SLIDES/ARM AND WARN/GND	13WN P10
121VU EIS/SDAC1 AND 2/DOOR/DET/PAX	48WV P05

EFF: 227-227, 229-275, 426-450, 701-749,

52-21-00

Page 204 May 01/08

SROS

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### TROUBLE SHOOTING MANUAL

#### B. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001)
- (2) Remove and install the cover flap of the LH-AFT emergency-exit hatch (referred to as the hatch) (Ref. AMM TASK 25-23-47-000-001) and (Ref. AMM TASK 25-23-47-400-001).
  - NOTE: This makes sure that the target bracket of the cover flap is in its correct installation position.
- (3) On the DOOR/OXY page of the lower ECAM DU, look for the possible fault indication.

#### 4. Fault Isolation

- A. When the cover flap is correctly installed and the door page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) is correct (Ref. AMM TASK 52-71-13-400-001).
  - (1) If the fault continues:
    - install the jumper wire between the: PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connectors A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
      - replace the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
    - (b) If the message EMER EXIT remains on in amber:
      - do a check for 28 VDC between the: PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connectors A/A and A/C (Ref. ASM 31-54/05).
      - If there is 28 VDC:
        - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/B and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/E (Ref. ASM 31-54/05).
      - If there is no 28 VDC:
        - do a check and repair the wiring between the: PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/A and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/R (Ref. ASM 31-54/05).PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/C and ground (Ref. ASM 31-54/05).

**52-21-00** 

Page 205 May 01/08

**SROS** 

## TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (a) If the fault continues:
    - do a check and repair the wiring between: the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/G and the SDAC-1 (1WV1) SDAC-2 (1WV2) connector AA/11C (Ref. ASM 52-73/01).
    - 1 If the fault continues:
       do the trouble shooting procedure of the SDAC-1 (1WV1) SDAC-2
       (1WV2) (Ref. TASK 31-54-00-810-803) or (Ref. TASK 31-54-00-810-810).
- B. Do a test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-21-00** 

## TROUBLE SHOOTING MANUAL

TASK 52-21-00-810-803

Sensor Monitoring Fault at the RH FWD Passenger Compartment Emergency Exit

### 1. Possible Causes

- PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION	
31-54-00-810-803	Failure of the SDAC 2	
31-54-00-810-810	Failure of the SDAC 1	
AMM 24-41-00-862-002	<pre>Pe-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM 25-23-47-000-001	Removal of the Lining from the Emergency Exit Hatches	
AMM 25-23-47-400-001	Installation of the Lining on the Emergency Exit Hatches	
AMM 31-60-00-860-001	EIS Start Procedure	
AMM 52-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)	
AMM 52-71-13-400-001	<pre>Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)</pre>	
AMM 52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit	
AMM 52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>	
ASM 31-54/05	· - ,	

### 3. Fault Confirmation

A. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL	DESIGNATION	IDENT.	LOCATION
12 1VU	EIS/SLIDES/ARM AND WARN/FLT	15WN	P11
121VU	EIS/SLIDES/ARM AND WARN/GND	13WN	P10

227-227, 229-275, 426-450, 701-749,

**52-21-00** 

Page 207 May 01/08

EFF:

### TROUBLE SHOOTING MANUAL

#### B. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001)
- (2) Remove and install the cover flap of the RH-FWD emergency-exit hatch (referred to as the hatch) (Ref. AMM TASK 25-23-47-000-001) and (Ref. AMM TASK 25-23-47-400-001).

NOTE: This makes sure the that target bracket of the cover flap is in its correct installation position.

(3) On the DOOR/OXY page of the lower ECAM DU, look for the possible fault indications.

#### 4. Fault Isolation

- A. When the cover flap is correctly installed and the DOOR/OXY page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) is correct (Ref. AMM TASK 52-71-13-400-001).
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connectors A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
      - replace the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
    - (b) If the message EMER EXIT remains on in amber:
      - do a check for 28 VDC between the:
         PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connectors A/A and A/C (Ref. ASM 31-54/05).
      - 1 If there is 28 VDC:
        - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/B and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/E (Ref. ASM 31-54/05).
      - 2 If there is no 28 VDC:
        - do a check and repair the wiring between the: PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/A and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/R (Ref. ASM 31-54/05). PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/C

and ground (Ref. ASM 31-54/05).

**52-21-00** 

Page 208 May 01/08

**SROS** 

## TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (a) If the fault continues:
    - do a check and repair the wiring between: the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/G and the SDAC-1 (1WV1) or SDAC-2 (1WV2) connector AA/11C (Ref. ASM 31-54/05) .
    - 1 If the fault continues: do the trouble shooting procedure of the SDAC-1 (1WV1) or SDAC-2 (1WV2) (Ref. TASK 31-54-00-810-810) or (Ref. TASK 31-54-00-810-803).
- B. Do a test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-21-00** 

EFF:

227-227, 229-275, 426-450, 701-749,

## TROUBLE SHOOTING MANUAL

TASK 52-21-00-810-804

Sensor Monitoring Fault at the RH AFT Passenger Compartment Emergency Exit

### 1. Possible Causes

- PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
31-54-00-810-803	Failure of the SDAC 2
31-54-00-810-810	Failure of the SDAC 1
AMM 24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM 25-23-47-000-001	Removal of the Lining from the Emergency Exit Hatches
AMM 25-23-47-400-001	Installation of the Lining on the Emergency Exit Hatches
AMM 31-60-00-860-001	EIS Start Procedure
AMM 52-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)
AMM 52-71-13-400-001	<pre>Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)</pre>
AMM 52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM 52-73-21-400-003	- · · · · · · · · · · · · · · · · · · ·
ASM 31-54/05	- ,
ASM 52-73/01	

### 3. Fault Confirmation

A. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL	DESIGNATION	IDENT. L	OCATION
12 1VU	EIS/SLIDES/ARM AND WARN/FLT	15WN	P11
12 1VU	EIS/SLIDES/ARM AND WARN/GND	13WN	P10

EFF: 227-227, 229-275, 426-450, 701-749,

52-21-00

Page 210 May 01/08

### TROUBLE SHOOTING MANUAL

#### B. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001)
- (2) Remove and install the cover flap of the RH-AFT emergency-exit hatch (referred to as the hatch) (Ref. AMM TASK 25-23-47-000-001) and (Ref. AMM TASK 25-23-47-400-001).
  - NOTE: This makes sure that the target bracket of the cover flap is in its correct installation position.
- (3) On the DOOR/OXY page of the lower ECAM DU, look for the possible fault indication.

### 4. Fault Isolation

- A. When the cover flap is correctly installed and the door page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) is correct (Ref. AMM TASK 52-71-13-400-001).
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connectors A/A and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
      - replace the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
    - (b) If the fault continues:
      - do a check for 28 VDC between the:
         PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connectors A/A and A/C (Ref. ASM 31-54/05).
      - 1 If there is 28 VDC:
        - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/B and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/E (Ref. ASM 31-54/05).
      - 2 If there is no 28 VDC:
        - do a check and repair the wiring between the:
           PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/A
           and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/R
           (Ref. ASM 31-54/05).
           PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/C

PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/C and ground (Ref. ASM 31-54/05).

**52-21-00** 

Page 211 May 01/08

## TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
  - (a) If the fault continues:
    - do a check and repair the wiring between:
    - IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/G and the SDAC-1 (1WV1) or SDAC-2 (1WV2) connector AA/11C (Ref. ASM 52-73/01).
  - (b) If the fault continues:
    - do the trouble shooting procedure of the SDAC-1 (1WV1) or SDAC-2 (1WV2) (Ref. TASK 31-54-00-810-803) or (Ref. TASK 31-54-00-810-810).
- B. Do a test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-21-00

## TROUBLE SHOOTING MANUAL

\*\*ON A/C 201-225, 451-475, 551-599,

TASK 52-21-00-810-806

Sensor Monitoring Fault at the LH Passenger Compartment Emergency Exit

### 1. Possible Causes

- PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REF	ERENCE	DESIGNATION
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)
AMM	52-71-13-400-001	<pre>Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)</pre>
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>
ASM	31-54/00	
ASM	31-54/05	

## 3. Fault Confirmation

#### A. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) Remove and install the cover flap of the LH emergency exit hatch (refererd to as hatch).
- (3) Look for the fault indications at the door page of the lower ECAM DU.

EFF: 201-225, 451-475, 551-599,

52-21-00

Page 213 Nov 01/05

### TROUBLE SHOOTING MANUAL

## 4. Fault Isolation

- A. When the cover flap is correctly installed and the door page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) is correct (Ref. AMM TASK 52-71-13-400-001).
  - (1) If the fault continues:
    - make an electrical connection between the:
       PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connectors A/A and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
      - replace the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
    - (b) If the fault continues:
      - do a check for 28 VDC between the:
         PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connectors A/A and A/C (Ref. ASM 31-54/05).
      - 1 If there is 28 VDC:
        - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/B and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/E (Ref. ASM 31-54/00).
      - 2 If there is no 28 VDC:
        - do a check and repair the wiring between the: PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/A and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/R (Ref. ASM 31-54/00). PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/C and ground (Ref. ASM 31-54/05).
    - (c) If the fault continues:
      - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
- **B.** Do a test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: 201-225, 451-475, 551-599,

52-21-00

Page 214 Nov 01/05

## TROUBLE SHOOTING MANUAL

TASK 52-21-00-810-807

Sensor Monitoring Fault at the RH Passenger Compartment Emergency Exit

#### 1. Possible Causes

- PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- wiring

### 2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
	AMM	31-60-00-860-001	EIS Start Procedure
R	AMM	52-71-13-000-001	Removal of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)
R	AMM	52-71-13-400-001	Installation of the Proximity Switches (19WV1,19WV2,21WV1,21WV2)
	AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
	AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
	ASM	31-54/05	(=, ==, =: =e, <b>5</b> e) <b>=</b> e

### 3. Fault Confirmation

#### A. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) Remove and install the cover flap of the RH emergency exit hatch (referend to as hatch).
- (3) Look for the fault indications at the door page of the lower ECAM DU.

### 4. Fault Isolation

- A. When the cover flap is correctly installed and the door page of the lower ECAM DU shows the symbol for the hatch and the message EMER EXIT in amber:
  - make sure that the adjustment of the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) is correct (Ref. AMM TASK 52-71-13-400-001).

EFF: 201-225, 451-475, 551-599,

52-21-00

Page 215 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (1) If the fault continues:
  - make an electrical connection between the:
     PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connectors A/A and A/B (Ref. ASM 31-54/05).
  - (a) If the message EMER EXIT goes off and the symbol for the hatch changes to green:
    - replace the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) (Ref. AMM TASK 52-71-13-000-001) and (Ref. AMM TASK 52-71-13-400-001).
  - (b) If the fault continues:
    - do a check for 28 VDC between the:
       PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connectors A/A and A/C (Ref. ASM 31-54/05).
    - 1 If there is 28 VDC:
      - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/B and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/E (Ref. ASM 31-54/05).
    - 2 If there is no 28 VDC:
      - do a check and repair the wiring between the: PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/A and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/R (Ref. ASM 31-54/05). PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/C and ground (Ref. ASM 31-54/05).
  - (c) If the fault continues:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
- B. Do a test as given in Para. 3.A. to make sure that the operation is correct.
- 5. Close-up
  - A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-21-00** 

EFF: 201-225, 451-475, 551-599,

Page 216 Feb 01/04

## TROUBLE SHOOTING MANUAL

R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

TASK 52-21-00-810-808

No SLIDE Indication on the DOOR/OXY Page for the LH Emergency Exits when the Latch Pin is in the Slide Armed Position

#### 1. Possible Causes

- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- PROX SW-HANDLE, L AFT EMER EXIT ESC SLIDE (6WN1)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- PROX SW-HANDLE, L FWD EMER EXIT ESC SLIDE (5WN1)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-73-11-000-003	Removal of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-11-000-004	Removal of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-11-400-003	Installation of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-11-400-004	Installation of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM	52-73/01	, , , , , , , , , , , , , , , , , , ,

### 3. Fault Confirmation

A. Job Set-up

**SROS** 

- (1) Aircraft Maintenance Configuration
  - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-21-00** 

Page 217 May 01/08

#### TROUBLE SHOOTING MANUAL

- (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/FLT 15WN P11

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

\*\*ON A/C 201-225, 451-475, 551-599,

- C. Test

  - (2) Make sure that the latch pin for the LH emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.
- R \*\*ON A/C 227-227, 229-275, 426-450, 701-749,
  - C. Test
    - (1) On the ECAM control panel:
       push the DOOR key to get the DOOR/OXY page.
    - (2) Make sure that the latch pin for both LH emergency exits is in the slide armed position.
    - (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.
- R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,
  - 4. Fault Isolation

\*\*ON A/C 201-225, 451-475, 551-599,

- A. If the test does not show the SLIDE indication on the DOOR/OXY page when the latch pin is in the slide armed position:
  - Open the handle flap from the LH emergency exit,
  - Look at the SLIDE ARMED indication near the emergency exit.

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-21-00** 

Page 218 May 01/08

### TROUBLE SHOOTING MANUAL

- (1) If the SLIDE ARMED indication is not on:
  - do a check of the SLIDE indication of the LH FWD passenger/crew door on the DOOR/OXY page with the escape slide handle in the armed position, to make sure that the power supply is correct.
  - (a) If the SLIDE indication on the LH FWD passenger/crew door is on:
     replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM
    TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - 1 If the fault continues:
      - replace the PROX SW-HANDLE, L AFT EMER EXIT ESC SLIDE (6WN1) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
  - (b) If the SLIDE indication on the LH FWD passenger/crew door is not on:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
    - 1 If the fault continues:
      - do a check of the aircraft wiring between the circuit breakers 13WN and 15WN and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. ASM 52-73/01).
  - (c) Install the handle flap on the LH emergency exit.
- (2) If the SLIDE ARMED indication is on:
  - do check of the aircraft wiring between the SLIDE ARMED indicator light 2WN1 and the SDAC 1WV1(2) (Ref. ASM 52-73/01).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the latch pin for the LH emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is shown on the DOOR/OXY page.
    - <u>NOTE</u>: If this occurs, the trouble shooting procedure is satisfactory.
- R \*\*ON A/C 227-227, 229-275, 426-450, 701-749,
  - A. If the test does not show the SLIDE indication on the DOOR/OXY page when the latch pin is in the slide armed position:
    - Open the handle flap from both LH emergency exits,
    - Look at the SLIDE ARMED indication between the emergency exits.

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

52-21-00

Page 219 May 01/08

### TROUBLE SHOOTING MANUAL

- (1) If the SLIDE ARMED indication is not on:
  - do a check of the SLIDE indication of the LH FWD passenger/crew door on the DOOR/OXY page with the escape slide handle in the armed position, to make sure that the power supply is correct.
  - (a) If the SLIDE indication on the LH FWD passenger/crew door is on:
     replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM
    TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - 1 If the fault continues:
      - replace the PROX SW-HANDLE, L FWD EMER EXIT ESC SLIDE (5WN1) (Ref. AMM TASK 52-73-11-000-003) and (Ref. AMM TASK 52-73-11-400-003).
    - 2 If the fault continues:
      - replace the PROX SW-HANDLE, L AFT EMER EXIT ESC SLIDE (6WN1) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
  - (b) If the SLIDE indication on the LH FWD passenger/crew door is not on:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
    - 1 If the fault continues:
      - do a check of the aircraft wiring between the circuit breakers 13WN and 15WN and the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. ASM 52-73/01).
  - (c) Install the handle flap on both LH emergency exits.
- (2) If the SLIDE ARMED indication is on:
  - do check of the aircraft wiring between the SLIDE ARMED indicator light 2WN1 and the SDAC 1WV1(2) (Ref. ASM 52-73/01).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the latch pins for the LH emergency exits are in the slide armed position.
- (3) Make sure that the SLIDE indication is shown on the DOOR/OXY page.
  - NOTE : If this occurs, the trouble shooting procedure is satisfactory.

**52-21-00** 

## TROUBLE SHOOTING MANUAL

R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

## 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-21-00** 

### TROUBLE SHOOTING MANUAL

TASK 52-21-00-810-809

No SLIDE Indication on the DOOR/OXY Page for the RH Emergency Exits when the Latch Pin is in the Slide Armed Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- PROX SW-HANDLE, R AFT EMER EXIT ESC SLIDE (6WN2)
- RELAY-PWR SPLY SWITCHOVER (12WN)
- PROX SW-HANDLE, R FWD EMER EXIT ESC SLIDE (5WN2)
- aircraft wiring

## 2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
A MM	24-41-00-861-002	Formire the Aircraft Flortainel Circuite from the
AMM	24-41-00-001-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-73-11-000-003	Removal of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-11-000-004	Removal of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-11-400-003	<pre>Installation of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits</pre>
AMM	52-73-11-400-004	Installation of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
ASM	52-73/01	<b>37</b> 777777 -

## 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-21-00** 

Page 222 May 01/08

### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL	DESIGNATION	IDENT.	LOCATION
	EIS/SLIDES/ARM AND WARN/FLT	15WN	P11
	EIS/SLIDES/ARM AND WARN/GND	13WN	P10

\*\*ON A/C 201-225, 451-475, 551-599,

#### C. Test

- (2) Make sure that the latch pin the RH emergency exit is in the slide armed position.
- (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.
- R \*\*ON A/C 227-227, 229-275, 426-450, 701-749,

#### C. Test

- (1) On the ECAM control panel:push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the latch pin for both RH emergency exits is in the slide armed position.
- (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.
- R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

### 4. Fault Isolation

\*\*ON A/C 201-225, 451-475, 551-599,

- A. If the test does not show the SLIDE indication on the DOOR/OXY page when the latch pin is in the slide armed position:
  - Open the handle flap from the RH emergency exit,
  - Look at the SLIDE ARMED indication near the emergency exit.

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

52-21-00

Page 223 May 01/08

## TROUBLE SHOOTING MANUAL

- (1) If the SLIDE ARMED indication is not on:
  - do a check of the SLIDE indication of the RH FWD passenger/crew door on the DOOR/OXY page with the escape slide handle in the armed position, to make sure that the power supply is correct.
  - (a) If the SLIDE indication on the RH FWD passenger/crew door is on:
     replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM
    TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - 1 If the fault continues:
      - replace the PROX SW-HANDLE, R AFT EMER EXIT ESC SLIDE (6WN2) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
  - (b) If the SLIDE indication on the LH FWD passenger/crew door is not on:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
    - 1 If the fault continues:
      - do a check of the aircraft wiring between the circuit breakers 13WN and 15WN and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. ASM 52-73/01).
  - (c) Install the handle flap on the RH emergency exit.
- (2) If the SLIDE ARMED indication is on:
  - do check of the aircraft wiring between the SLIDE ARMED indicator light 2WN2 and the SDAC 1WV1(2) (Ref. ASM 52-73/01).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the latch pin for the RH emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is shown on the DOOR/OXY page.
    - <u>NOTE</u>: If this occurs, the trouble shooting procedure is satisfactory.
- R \*\*ON A/C 227-227, 229-275, 426-450, 701-749,
  - A. If the test does not show the SLIDE indication on the DOOR/OXY page when the latch pin is in the slide armed position:
    - Open the handle flap from both RH emergency exits,
    - Look at the SLIDE ARMED indication between the emergency exits.

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

52-21-00

Page 224 May 01/08

### TROUBLE SHOOTING MANUAL

- (1) If the SLIDE ARMED indication is not on:
  - do a check of the SLIDE indication of the RH FWD passenger/crew door on the DOOR/OXY page with the escape slide handle in the armed position, to make sure that the power supply is correct.
  - (a) If the SLIDE indication on the RH FWD passenger/crew door is on:
     replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM
    TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - 1 If the fault continues:
      - replace the PROX SW-HANDLE, R FWD EMER EXIT ESC SLIDE (5WN2) (Ref. AMM TASK 52-73-11-000-003) and (Ref. AMM TASK 52-73-11-400-003).
    - 2 If the fault continues:
      - replace the PROX SW-HANDLE, R AFT EMER EXIT ESC SLIDE (6WN2) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
  - (b) If the SLIDE indication on the LH FWD passenger/crew door is not on:
    - replace the RELAY-PWR SPLY SWITCHOVER (12WN) (Ref. ASM 52-73/01).
    - 1 If the fault continues:
      - do a check of the aircraft wiring between the circuit breakers 13WN and 15WN and the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. ASM 52-73/01).
  - (c) Install the handle flap on both RH emergency exits.
- (2) If the SLIDE ARMED indication is on:

227-227, 229-275, 426-450, 701-749,

 do check of the aircraft wiring between the SLIDE ARMED indicator light 2WN2 and the SDAC 1WV1(2) (Ref. ASM 52-73/01).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the latch pins for both RH emergency exits are in the slide armed position.
- (3) Make sure that the SLIDE indication is shown on the DOOR/OXY page.
  - NOTE : If this occurs, the trouble shooting procedure is satisfactory.

**52-21-00** 

EFF:

## TROUBLE SHOOTING MANUAL

R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

## 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

SROS

**52-21-00** 

## TROUBLE SHOOTING MANUAL

## PASSENGER COMPARTMENT EMERGENCY EXIT ((DOORS)) - FAULT ISOLATION PROCEDURES

TASK 52-22-00-810-801

Disagree between the DOOR/OXY page of the ECAM System and the locked LH FWD Emergency Exit Door

## 1. Possible Causes

- PROX SW-HOOK, L FWD EMER EXIT (59WV1)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV)
- IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1)
- PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1)
- EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring

### 2. Job Set-up Information

#### A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-22-00-410-001	Closing of the Emergency Exit Doors from the
		Passenger Compartment
AMM	52-71-00-820-005	Adjustment of the Proximity Switches
		(59WV1,59WV2,61WV1,61WV2) of the Emergency Exits with the CHECKING TOOL-DOORS
AMM	52-71-00-820-007	Adjustment of the Proximity Switches (19WV1, 19WV2,
Ariri	32-11-00-820-001	21WV1,21WV2) of the Emergency Exit Doors with the
		CHECKING TOOL-DOORS
AMM	52-71-13-000-003	Removal of the Proximity Switches 59WV1, 59WV2, 61WV1
		and 61WV2
AMM	52-71-13-400-003	Installation of the Proximity Switches 59WV1, 59WV2,
		61WV1 and 61WV2
AMM	52-73-22-000-003	Removal of the CABIN PRESSURE Warning Light Panel
		(19WN1,19WN2,20WN1,20WN2) of the Emergency Exit
AMM	52-73-22-400-003	Installation of the CABIN PRESSURE Warning Light
		Panel of the Emergency Exit Door
		(19WN1,19WN2,20WN1,20WN2)
ASM	31-54/05	

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 201 Nov 01/05

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

121VU EIS/SDAC1 AND 2/DOOR/DET/PAX 48WV P05

- C. Test
  - (1) Make sure that the LH FWD emergency exit door is closed and locked (Ref. AMM TASK 52-22-00-410-001).
  - (2) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page of the lower ECAM DU, look for possible fault indications.

### 4. Fault Isolation

- A. If the test gives the amber EMER EXIT indication of the LH FWD emergency exit door:
  - do a check and adjust as necessary the PROX SW-HOOK, L FWD EMER EXIT (59WV1) (Ref. AMM TASK 52-71-00-820-005)
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off:
      - replace the PROX SW-HOOK, L FWD EMER EXIT (59WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
      - remove the jumper wire.
    - (b) If the message EMER EXIT remains on:
      - remove the jumper wire.
      - do a check for a ground signal at the PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/C (Ref. ASM 31-54/05).

52-22-00

Page 202 Nov 01/05

### TROUBLE SHOOTING MANUAL

- 1 If there is a ground signal:
  - do a check and repair the wiring between: the PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/B and the SDAC-1 (1WV1) or SDAC-2 (1WV2)connector AA/11C (Ref. ASM 31-54/05).
  - a If the fault continues:
    - do a check for 28 VDC between the: the PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/A and A/D (Ref. ASM 31-54/05).
  - b If there is 28VDC:
    - replace the PROX SW-HOOK, L FWD EMER EXIT (59WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - c If there is no 28VDC:
    - check and repair the wiring between:
    - the PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/A and CB EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV), and the connector PROX SW-HOOK, L FWD EMER EXIT (59WV1) A/D and ground.
- 2 If there is no ground signal:
  - do a check for continuity between: the IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) connectors A/F and A/G (Ref. ASM 31-54/05).
  - a If there is no continuity:
    - replace the IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003)
  - b If there is continuity:
    - do a check and repair the wiring between: the PROX SW-HOOK, L FWD EMER EXIT (59WV1) connector A/C and IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) connector A/G the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/B and IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) connector A/F
- (2) If the fault continues:
  - do a check and adjust as necessary the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) (Ref. AMM TASK 52-71-00-820-007)
- (3) If the fault continues:
  - install the jumper wire between the:
     PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/C and A/B (Ref. ASM 31-54/05).

**52-22-00** 

Page 203 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If the message EMER EXIT goes off:
  - replace the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - remove the jumper wire.
- (b) If the message EMER EXIT remains on:
  - remove the jumper wire.
  - do a check and repair the wiring between:
     the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/C and ground (Ref. ASM 31-54/05).
- (c) If the fault continues:
  - do a check for 28VDC between the:
     PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) connector A/A and A/D (Ref. ASM 31-54/05).
  - 1 If there is no 28VDC:
    - do a check for a continuity between:
    - the IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) connectors A/S and A/A (Ref. ASM 31-54/05).
    - a If there is continuity:
      - do a check and repair the wiring between: IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) connector A/A and CB EIS/SLIDES/ARM AND WARN/GND (13WN), PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) A/A and IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) A/S, PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1)
    - b If there is no continuity:
      - replace the IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
  - 2 If there is 28VDC:
    - replace the PROX SW-HANDLE FLAP, L FWD EMER EXIT (19WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).

### 5. Close-up

A. Do the test as given in para. 3

276-299, 476-499, 503-549,

**52-22-00** 

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Page 204 Nov 01/05

EFF:

## TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-802

Disagree between the DOOR/OXY Page of the ECAM System and the locked RH FWD Emergency Exit Door

### 1. Possible Causes

- PROX SW-HOOK, R FWD EMER EXIT (59WV2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV)
- IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2)
- PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2)
- EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-22-00-410-001	Closing of the Emergency Exit Doors from the Passenger Compartment
AMM	52-71-00-820-005	Adjustment of the Proximity Switches (59WV1,59WV2,61WV1,61WV2) of the Emergency Exits with the CHECKING TOOL-DOORS
AMM	52-71-00-820-007	Adjustment of the Proximity Switches (19WV1, 19WV2, 21WV1,21WV2) of the Emergency Exit Doors with the CHECKING TOOL-DOORS
AMM	52-71-13-000-003	Removal of the Proximity Switches 59WV1, 59WV2, 61WV1 and 61WV2
AMM	52-71-13-400-003	<pre>Installation of the Proximity Switches 59WV1, 59WV2, 61WV1 and 61WV2</pre>
AMM	52-73-22-000-003	Removal of the CABIN PRESSURE Warning Light Panel (19WN1,19WN2,20WN1,20WN2) of the Emergency Exit
AMM	52-73-22-400-003	Installation of the CABIN PRESSURE Warning Light Panel of the Emergency Exit Door (19WN1,19WN2,20WN1,20WN2)
ASM	31-54/05	

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 205 Nov 01/05

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

121VU EIS/SDAC1 AND 2/DOOR/DET/PAX 48WV P05

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- C. Test
  - (1) Make sure that the RH FWD emergency exit door is closed and locked (Ref. AMM TASK 52-22-00-410-001).
  - (2) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page of the lower ECAM DU, look for possible fault indications.

### 4. Fault Isolation

- A. If the test gives the amber EMER EXIT indication of the LH FWD emergency exit door:
  - do a check and adjust as necessary the PROX SW-HOOK, R FWD EMER EXIT (59WV2) (Ref. AMM TASK 52-71-00-820-005)
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off:
      - replace the PROX SW-HOOK, R FWD EMER EXIT (59WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
      - remove the jumper wire.
    - (b) If the message EMER EXIT stays on:
      - remove the jumper wire.
      - do a check for a ground signal at the PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/C (Ref. ASM 31-54/05).

52-22-00

Page 206 Nov 01/05

## TROUBLE SHOOTING MANUAL

- 1 If there is a ground signal:
  - do a check and repair the wiring between: the PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/B and the SDAC-1 (1WV1) or SDAC-2 (1WV2)connector AA/11C (Ref. ASM 31-54/05).
  - a If the fault continues:
    - do a check for 28 VDC between the: the PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/A and A/D (Ref. ASM 31-54/05).
  - b If there is 28VDC:
    - replace the PROX SW-HOOK, R FWD EMER EXIT (59WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - c If there is no 28VDC:
    - check and repair the wiring between:
    - the PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/A and CB EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV), and the connector PROX SW-HOOK, R FWD EMER EXIT (59WV2) A/D and ground.
- 2 If there is no ground signal:
  - do a check for continuity between: the IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) connectors A/F and A/G (Ref. ASM 31-54/05).
  - a If there is no continuity:
    - replace the IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003)
  - b If there is continuity:
    - do a check and repair the wiring between: the PROX SW-HOOK, R FWD EMER EXIT (59WV2) connector A/C and IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) connector A/G the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/B and IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) connector A/F
- (2) If the fault continues:
  - do a check and adjust as necessary the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) (Ref. AMM TASK 52-71-00-820-007)
- (3) If the fault continues:
  - install the jumper wire between the:
     PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/C and A/B (Ref. ASM 31-54/05).

**52-22-00** 

Page 207 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If the message EMER EXIT goes off:
  - replace the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - remove the jumper wire.
- (b) If the message EMER EXIT remains on:
  - remove the jumper wire.
  - do a check and repair the wiring between: the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/C and ground (Ref. ASM 31-54/05).
- (c) If the fault continues:
  - do a check for 28VDC between the:
     PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) connector A/A and A/D (Ref. ASM 31-54/05).
  - 1 If there is no 28VDC:
    - do a check for a continuity between:
       the IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2)
       connectors A/S and A/A (Ref. ASM 31-54/05).
    - a If there is continuity:
      - do a check and repair the wiring between: IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) connector A/A and CB PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2), EIS/SLIDES/ARM AND WARN/GND (13WN) A/A and IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) A/S, PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2)
    - b If there is no continuity:
      - replace the IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
  - If there is 28VDC: replace the PROX SW-HANDLE FLAP, R FWD EMER EXIT (19WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).

## 5. Close-up

A. Do the test as given in para. 3

276-299, 476-499, 503-549,

**52-22-00** 

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Page 208 Nov 01/05

EFF:

## TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-803

Disagree between the DOOR/OXY Page of the ECAM System and the locked LH AFT Emergency Exit Door

### 1. Possible Causes

- PROX SW-HOOK, L AFT EMER EXIT (61WV1)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV)
- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1)
- EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the
AIII.	24 41 00 001 002	External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-22-00-410-001	Closing of the Emergency Exit Doors from the
	50 74 00 000 005	Passenger Compartment
AMM	52-71-00-820-005	Adjustment of the Proximity Switches
		(59WV1,59WV2,61WV1,61WV2) of the Emergency Exits with the CHECKING TOOL-DOORS
AMM	52-71-00-820-007	Adjustment of the Proximity Switches (19WV1, 19WV2,
		21WV1,21WV2) of the Emergency Exit Doors with the
		CHECKING TOOL-DOORS
AMM	52-71-13-000-003	Removal of the Proximity Switches 59WV1, 59WV2, 61WV1 and 61WV2
AMM	52-71-13-400-003	Installation of the Proximity Switches 59WV1, 59WV2,
		61WV1 and 61WV2
AMM	52-73-22-000-003	Removal of the CABIN PRESSURE Warning Light Panel
		(19WN1,19WN2,20WN1,20WN2) of the Emergency Exit
AMM	52-73-22-400-003	Installation of the CABIN PRESSURE Warning Light
		Panel of the Emergency Exit Door
		(19WN1,19WN2,20WN1,20WN2)
ASM	31-54/05	

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 209 Nov 01/05

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

121VU EIS/SDAC1 AND 2/DOOR/DET/PAX 48WV P05

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- C. Test
  - (1) Make sure that the LH AFT emergency exit door is closed and locked (Ref. AMM TASK 52-22-00-410-001).
  - (2) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page of the lower ECAM DU, look for possible fault indications.

### 4. Fault Isolation

- A. If the test gives the amber EMER EXIT indication of the LH FWD emergency exit door:
  - do a check and adjust as necessary the PROX SW-HOOK, L AFT EMER EXIT (61WV1) (Ref. AMM TASK 52-71-00-820-005)
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off:
      - replace the PROX SW-HOOK, L AFT EMER EXIT (61WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
      - remove the jumper wire.
    - (b) If the message EMER EXIT remains on:
      - remove the jumper wire.
      - do a check for a ground signal at the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/C (Ref. ASM 31-54/05).

52-22-00

Page 210 Nov 01/05

R

EFF: 276-299, 476-499, 503-549,

### TROUBLE SHOOTING MANUAL

- 1 If there is a ground signal:
  - do a check and repair the wiring between: the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/B and the SDAC-1 (1WV1) or SDAC-2 (1WV2)connector AA/11C (Ref. ASM 31-54/05).
  - a If the fault continues:
    - do a check for 28 VDC between the: the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/A and A/D (Ref. ASM 31-54/05).
  - b If there is 28VDC:
    - replace the PROX SW-HOOK, L AFT EMER EXIT (61WV1) (Ref. AMM TASK 52-71-13-000-003) (Ref. AMM TASK 52-71-13-400-003).
  - c If there is no 28VDC:
    - check and repair the wiring between:
    - the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/A and CB EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV), and the connector PROX SW-HOOK, L AFT EMER EXIT (61WV1) A/D and ground.
- 2 If there is no ground signal:
  - do a check for continuity between:
     the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connectors A/F and A/G (Ref. ASM 31-54/05).
  - a If there is no continuity:
    - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003)
  - b If there is continuity:
    - do a check and repair the wiring between: the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/C and IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/G the PROX SW-HOOK, L AFT EMER EXIT (61WV1) connector A/B and IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/F
- (2) If the fault continues:
  - do a check and adjust as necessary the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) (Ref. AMM TASK 52-71-00-820-007)
- (3) If the fault continues:
  - install the jumper wire between the:
     PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/C and A/B (Ref. ASM 31-54/05).

52-22-00

EFF: 276-299, 476-499, 503-549,

Page 211 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If the message EMER EXIT goes off:
  - replace the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - remove the jumper wire.
- (b) If the message EMER EXIT stays on:
  - remove the jumper wire.
  - do a check and repair the wiring between:
     the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/C and ground (Ref. ASM 31-54/05).
- (c) If the fault continues:
  - do a check for 28VDC between the:
     PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) connector A/A and A/D (Ref. ASM 31-54/05).
  - 1 If there is no 28VDC:
    - do a check for a continuity between:
       the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connectors A/S
       and A/A (Ref. ASM 31-54/05).
    - a If there is continuity:
      - do a check and repair the wiring between: IND LT-SLIDE ARMED, L EMER EXIT (2WN1) connector A/A and CB EIS/SLIDES/ARM AND WARN/GND (13WN), PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) A/A and IND LT-SLIDE ARMED, L EMER EXIT (2WN1) A/S, PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1)
    - b If there is no continuity:
      - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
  - If there is 28VDC: replace the PROX SW-HANDLE FLAP, L AFT EMER EXIT (21WV1) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).

## 5. Close-up

A. Do the test as given in para. 3

276-299, 476-499, 503-549,

**52-22-00** 

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Page 212 Nov 01/05

EFF:

## TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-804

Disagree between the DOOR/OXY Page of the ECAM System and the locked RH AFT Emergency Exit Door

### 1. Possible Causes

- PROX SW-HOOK, R AFT EMER EXIT (61WV2)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV)
- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2)
- EIS/SLIDES/ARM AND WARN/GND (13WN)
- wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-22-00-410-001	Closing of the Emergency Exit Doors from the Passenger Compartment
AMM	52-71-00-820-005	Adjustment of the Proximity Switches (59WV1,59WV2,61WV1,61WV2) of the Emergency Exits with the CHECKING TOOL-DOORS
AMM	52-71-00-820-007	Adjustment of the Proximity Switches (19WV1, 19WV2, 21WV1,21WV2) of the Emergency Exit Doors with the CHECKING TOOL-DOORS
AMM	52-71-13-000-003	Removal of the Proximity Switches 59WV1, 59WV2, 61WV1 and 61WV2
AMM	52-71-13-400-003	<pre>Installation of the Proximity Switches 59WV1, 59WV2, 61WV1 and 61WV2</pre>
AMM	52-73-22-000-003	Removal of the CABIN PRESSURE Warning Light Panel (19WN1,19WN2,20WN1,20WN2) of the Emergency Exit
AMM	52-73-22-400-003	Installation of the CABIN PRESSURE Warning Light Panel of the Emergency Exit Door (19WN1,19WN2,20WN1,20WN2)
ASM	31-54/05	

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 213 Nov 01/05

### TROUBLE SHOOTING MANUAL

## 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
  - (2) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

121VU EIS/SDAC1 AND 2/DOOR/DET/PAX 48WV P05

\_\_\_\_\_\_

- C. Test
  - (1) Make sure that the RH AFT emergency exit door is closed and locked (Ref. AMM TASK 52-22-00-410-001).
  - (2) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (3) On the DOOR/OXY page of the lower ECAM DU, look for possible fault indications.

### 4. Fault Isolation

- A. If the test gives the amber EMER EXIT indication of the LH FWD emergency exit door:
  - do a check and adjust as necessary the PROX SW-HOOK, R AFT EMER EXIT (61WV2) (Ref. AMM TASK 52-71-00-820-005)
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/C and A/B (Ref. ASM 31-54/05).
    - (a) If the message EMER EXIT goes off:
      - replace the PROX SW-HOOK, R AFT EMER EXIT (61WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
      - remove the jumper wire.
    - (b) If the message EMER EXIT stays on:
      - remove the jumper wire.
      - do a check for a ground signal at the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/C (Ref. ASM 31-54/05).

52-22-00

Page 214 Nov 01/05

### TROUBLE SHOOTING MANUAL

- 1 If there is a ground signal:
  - do a check and repair the wiring between: the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/B and the SDAC-1 (1WV1) or SDAC-2 (1WV2)connector AA/11C (Ref. ASM 31-54/05).
  - a If the fault continues:
    - do a check for 28 VDC between the: the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/A and A/D (Ref. ASM 31-54/05).
  - b If there is 28VDC:
    - replace the PROX SW-HOOK, R AFT EMER EXIT (61WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - c If there is no 28VDC:
    - check and repair the wiring between:
    - the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/A and CB EIS/SDAC1 AND 2/DOOR/DET/PAX (48WV), and the connector PROX SW-HOOK, R AFT EMER EXIT (61WV2) A/D and ground.
- 2 If there is no ground signal:
  - do a check for continuity between: the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connectors A/F and A/G (Ref. ASM 31-54/05).
  - a If there is no continuity:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003)
  - b If there is continuity:
    - do a check and repair the wiring between: the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/C and IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/G the PROX SW-HOOK, R AFT EMER EXIT (61WV2) connector A/B and IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/F
- (2) If the fault continues:
  - do a check and adjust as necessary the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) (Ref. AMM TASK 52-71-00-820-007)
- (3) If the fault continues:
  - install the jumper wire between the:
     PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/C and A/B (Ref. ASM 31-54/05).

**52-22-00** 

Page 215 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If the message EMER EXIT goes off:
  - replace the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).
  - remove the jumper wire.
- (b) If the message EMER EXIT stays on:
  - remove the jumper wire.
  - do a check and repair the wiring between:
     the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/C and ground (Ref. ASM 31-54/05).
- (c) If the fault continues:
  - do a check for 28VDC between the:
     PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) connector A/A and A/D (Ref. ASM 31-54/05).
  - 1 If there is no 28VDC:
    - do a check for a continuity between: the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connectors A/S and A/A (Ref. ASM 31-54/05).
    - a If there is continuity:
      - do a check and repair the wiring between: IND LT-SLIDE ARMED, R EMER EXIT (2WN2) connector A/A and CB EIS/SLIDES/ARM AND WARN/GND (13WN), PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) A/A and IND LT-SLIDE ARMED, R EMER EXIT (2WN2) A/S, PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2)
    - b If there is no continuity:
      - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
  - If there is 28VDC: replace the PROX SW-HANDLE FLAP, R AFT EMER EXIT (21WV2) (Ref. AMM TASK 52-71-13-000-003) and (Ref. AMM TASK 52-71-13-400-003).

## 5. Close-up

A. Do the test as given in para. 3

**52-22-00** 

Page 216 Nov 01/05

EFF:

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-806

Door Bottle Pressure (LH FWD Emergency Exit) - Fault

### 1. Possible Causes

- ACTUATOR EMERGENCY EXIT (1600WM)
- DECODER/ENCODER UNIT B (300RH7)
- CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5)
- aircraft wiring

## 2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION
	23-7	3-00-810-827	DEU-B - Fault in DEU-B 300RHx with connected Systems/Devices
	52-2	2-00-810-815	Pressure Leakage on the Door Damper and Emergency Operation Cylinder
R	AMM	23-73-00-740-005	BITE Test of the Cabin Intercommunication Data System (CIDS) via CFDS
	AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment
	AMM	52-22-00-614-002	Charging of the Door Damper and Emergency Operation Cylinders (1600WM, 1601WM, 1602WM, 1603WM) at the Emergency Exit Doors
	AMM	52-22-14-000-001	Removal of the Door Damper and Emergency Operation Cylinder
	ASM	23-73/10	,

## 3. Fault Confirmation

A. Do the bite test of the cabin intercommunication data system through the CFDS (Ref. AMM TASK 23-73-00-740-005).

### 4. Fault Isolation

\*\*ON A/C 276-283, 476-478,

R A. If the test gives the maintenance message DOOR BOTTLE MID L
- open the LH FWD emergency-exit door (Ref. AMM TASK 52-22-00-010-001)
R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT
(1600WM).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 217 Nov 01/05

### TROUBLE SHOOTING MANUAL

(1) If the pressure indicator shows less than 1740 psi (119.9687 bar): R R - pressurize the ACTUATOR EMERGENCY EXIT (1600WM) (Ref. AMM TASK 52-22-00-614-002). (a) If the pressure decreases again: - do the trouble shooting procdure of the ACTUATOR EMERGENCY EXIT R (1600WM) (Ref. TASK 52-22-00-810-815). R (2) If the fault continues: - do a check for continuity between: the pins A and B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5) (Ref. ASM 23-73/10). (a) If there is continuity: - replace the ACTUATOR EMERGENCY EXIT (1600WM) (Ref. AMM TASK 52-22-14-000-001). (3) If the fault continues: - do a check and repair as necessary the aircraft wiring between: the pin C/38 of the DECODER/ENCODER UNIT B (300RH7) and the pin B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5) (Ref. ASM 23-73/10). R (a) If the fault continues: - the pin A of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L R (360RH5) and GND (Ref. ASM 23-73/10). R (4) If the fault continues: R - do the trouble shooting procedure of the DECODER/ENCODER UNIT B R (300RH7) (Ref. TASK 23-73-00-810-827). R \*\*ON A/C 284-299, 479-499, 503-549, R A. If the test gives the maintenance message DOOR BOTTLE MID L R - open the LH FWD emergency-exit door (Ref. AMM TASK 52-22-00-010-001) R R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT (1600WM) . (1) If the pressure indicator shows less than 1783 psi (122.9335 bar): - pressurize the ACTUATOR EMERGENCY EXIT (1600WM) (Ref. AMM TASK 52-R 22-00-614-002). (a) If the pressure decreases again: - do the trouble shooting procedure of the ACTUATOR EMERGENCY R EXIT (1600WM) (Ref. TASK 52-22-00-810-815). R (2) If the fault continues: - do a check for continuity between: the pins A and B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5) (Ref. ASM 23-73/10).

EFF: 276-299, 476-499, 503-549,

**SROS** 

52-22-00

Page 218 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If there is continuity:
  - replace the ACTUATOR EMERGENCY EXIT (1600WM) (Ref. AMM TASK 52-22-14-000-001).
- (3) If the fault continues:
  - do a check and repair as necessary the aircraft wiring between: the pin C/38 of the DECODER/ENCODER UNIT B (300RH7) and the pin B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5) (Ref. ASM 23-73/10).
- (a) If the fault continues:
  - do a check and repair as necessary the aircraft wiring between: the pin A of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR L (360RH5) and GND (Ref. ASM 23-73/10).
- R (4) If the fault continues:
  - do a trouble shooting procedure of the DECODER/ENCODER UNIT B (300RH7) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 276-299, 476-499, 503-549,
  - B. Do the test as given in para. 3.

**52-22-00** 

R

R R

EFF: 276-299, 476-499, 503-549,

Page 219 Nov 01/05

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-807

Door Bottle Pressure (RH FWD Emergency Exit) - Fault

### 1. Possible Causes

- ACTUATOR EMERGENCY EXIT (1601WM)
- DECODER/ENCODER UNIT B (300RH7)
- CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	23-7	3-00-810-827	DEU-B - Fault in DEU-B 300RHx with connected	
	23-13-00-610-621		Systems/Devices	
	52-22-00-810-815		Pressure Leakage on the Door Damper and Emergency Operation Cylinder	
R	AMM	23-73-00-740-005	BITE Test of the Cabin Intercommunication Data System (CIDS) via CFDS	
	AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment	
	AMM	52-22-00-614-002	Charging of the Door Damper and Emergency Operation Cylinders (1600WM, 1601WM, 1602WM, 1603WM) at the Emergency Exit Doors	
	AMM	52-22-14-000-001	Removal of the Door Damper and Emergency Operation Cylinder	
	ASM	23-73/10	•	

### 3. Fault Confirmation

A. Do the bite test of the cabin intercommunication data system through the CFDS (Ref. AMM TASK 23-73-00-740-005).

### 4. Fault Isolation

\*\*ON A/C 276-283, 476-478,

R A. If the test gives the maintenance message DOOR BOTTLE MID R
- open the RH FWD emergency-exit door (Ref. AMM TASK 52-22-00-010-001)
R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT
(1601WM).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 220 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- (1) If the pressure indicator shows less than 1740 psi (119.9687 bar): R - pressurize the ACTUATOR EMERGENCY EXIT (1601WM) (Ref. AMM TASK 52-22-00-614-002). (a) If the pressure decreases again: - do the trouble shooting procedure of the ACTUATOR EMERGENCY R EXIT (1601WM) (Ref. TASK 52-22-00-810-815). R (2) If the fault continues: - do a check for continuity between: the pins A and B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) (Ref. ASM 23-73/10). (a) If there is continuity: - replace the ACTUATOR EMERGENCY EXIT (1601WM) (Ref. AMM TASK 52-22-14-000-001). R (3) If the fault continues: - do a check and repair as necessary the aircraft wiring between: the pin C/39 of the DECODER/ENCODER UNIT B (300RH7) and the pin B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) (Ref. ASM 23-73/10), R (a) If the fault continues: R - do a check and repair as necessary the aircraft wiring between: the pin A of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) and GND (Ref. ASM 23-73/10). (4) If the fault continues: - do the trouble shooting procedure of the DECODER/ENCODER UNIT B R R (300RH7) (Ref. TASK 23-73-00-810-827). \*\*ON A/C 284-299, 479-499, 503-549, A. If the test gives the maintenance message DOOR BOTTLE MID R R R - open the RH FWD emergency-exit door (Ref. AMM TASK 52-22-00-010-001) and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT R (1601WM) -(1) If the pressure indicator shows less than 1783 psi (122.9335 bar): - pressurize the ACTUATOR EMERGENCY EXIT (1601WM) (Ref. AMM TASK 52-R 22-00-614-002). (a) If the pressure decreases again: R - do the trouble shooting procedure of the ACTUATOR EMERGENCY EXIT (1601WM) (Ref. TASK 52-22-00-810-815). R (2) If the fault continues: - do a check for continuity between:
  - the pins A and B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) (Ref. ASM 23-73/10).

R EFF: 276-299, 476-499, 503-549, SROS

**52-22-00** 

Page 221 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If there is continuity:
  - replace the ACTUATOR EMERGENCY EXIT (1601WM) (Ref. AMM TASK 52-22-14-000-001).
- R (3) If the fault continues:

R R

- do a check and repair as necessary the aircraft wiring between: the pin C/39 of the DECODER/ENCODER UNIT B (300RH7) and the pin B of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) (Ref. ASM 23-73/10),
- (a) If the fault the continues:
  - do a check and repair as necessary the aircraft wiring between: the pin A of the CYL-DAMPER & EMER OPER, FWD EMER EXIT DR R (360RH6) and GND (Ref. ASM 23-73/10).
- (4) If the fault continues:
- R do the trouble shooting procedure of the DECODER/ENCODER UNIT B (300RH7) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 276-299, 476-499, 503-549,
  - B. Do the test as given in para. 3.

276-299, 476-499, 503-549,

Page 222 Nov 01/05

**SROS** 

EFF:

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-808

Door Bottle Pressure (LH AFT Emergency Exit) - Fault

### 1. Possible Causes

- ACTUATOR EMERGENCY EXIT (1602WM)
- DEU-B (300RH4)
- CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L (360RH7)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	23-7	3-00-810-827	DEU-B - Fault in DEU-B 300RHx with connected	
	23-13-00-610-621		Systems/Devices	
	52-22-00-810-815		Pressure Leakage on the Door Damper and Emergency Operation Cylinder	
R	AMM	23-73-00-740-005	BITE Test of the Cabin Intercommunication Data System (CIDS) via CFDS	
	AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment	
	AMM	52-22-00-614-002	Charging of the Door Damper and Emergency Operation Cylinders (1600WM, 1601WM, 1602WM, 1603WM) at the Emergency Exit Doors	
	AMM	52-22-14-000-001	Removal of the Door Damper and Emergency Operation Cylinder	
	ASM	23-73/10	•	

### 3. Fault Confirmation

A. Do the bite test of the cabin intercommunication data system through the CFDS (Ref. AMM TASK 23-73-00-740-005).

### 4. Fault Isolation

\*\*ON A/C 276-283, 476-478,

R A. If the test gives the maintenance message DOOR BOTTLE EXIT L - open the LH AFT emergency-exit door (Ref. AMM TASK 52-22-00-010-001) R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT (1602WM).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 223 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- (1) If the pressure indicator shows less than 1740 psi (119.9687 bar):

   pressurize the ACTUATOR EMERGENCY EXIT (1602WM) (Ref. AMM TASK 52-22-00-614-002).

  (a) If the pressure decreases again:
   do the trouble shooting procedure of the ACTUATOR EMERGENCY
  R EXIT (1602WM) (Ref. TASK 52-22-00-810-815).
  - (2) If the fault continues:
    - do a check for continuity between:
       the pins A and B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L
       (360RH7) (Ref. ASM 23-73/10).
    - (a) If there is continuity:
       replace the ACTUATOR EMERGENCY EXIT (1602WM) (Ref. AMM TASK 52-22-14-000-001).
- R (3) If the fault continues:
   do a check and repair as necessary the aircraft wiring between:
  the pin C/38 of the DEU-B (300RH4) and the receptacle pin B of the
  CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L (360RH7) (Ref. ASM 2373/10).
- R (a) If the fault continues:
   do a check and repair as necessary the aircraft wiring between:
  the pin A of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L
  (360RH7) and GND (Ref. ASM 23-73/10).
  - (4) If the fault continues:do a trouble shooting procedure of the DEU-B (300RH4) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 284-299, 479-499, 503-549,

R

R

R

- R A. If the test gives the maintenance message DOOR BOTTLE EXIT L - open the LH AFT emergency-exit door (Ref. AMM TASK 52-22-00-010-001) R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT (1602WM).
  - (1) If the pressure indicator shows less than 1783 psi (122.9335 bar):

     pressurize the ACTUATOR EMERGENCY EXIT (1602WM) (Ref. AMM TASK 52-22-00-614-002).
    - (a) If the pressure decreases again:do the trouble shooting procedure of the ACTUATOR EMERGENCY EXIT (1602WM) (Ref. TASK 52-22-00-810-815).
    - (2) If the fault continues:
       do a check for continuity between:
       the pins A and B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L
       (360RH7) (Ref. ASM 23-73/10).

R EFF: 276-299, 476-499, 503-549, SROS **52-22-00** 

Page 224 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (a) If there is continuity:
  - replace the ACTUATOR EMERGENCY EXIT (1602WM) (Ref. AMM TASK 52-22-14-000-001).
- R (3) If the fault continues:

R R

- do a check and repair as necessary the aircraft wiring between: the pin C/38 of the DEU-B (300RH4) and the receptacle pin B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L (360RH7) (Ref. ASM 23-73/10).
- (a) If the fault continues:
  - do a check and repair as necessary the aircraft wiring between: the pin A of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR L (360RH7) and GND (Ref. ASM 23-73/10).
  - (4) If the fault continues:
- R do the trouble shooting procedure of the DEU-B (300RH4) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 276-299, 476-499, 503-549,
  - B. Do the test as given in para. 3.

EFF: 276-299, 476-499, 503-549,

**SROS** 

52-22-00

Page 225 Nov 01/05

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-809

Door Bottle Procedure (RH AFT Emergency Exit) - Fault

#### 1. Possible Causes

- ACTUATOR EMERGENCY EXIT (1603WM)
- ACTUATOR EMERGENCY EXIT (1600WM)
- DEU-B (300RH4)
- CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R (360RH8)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	23-73-00-810-827		DEU-B - Fault in DEU-B 300RHx with connected Systems/Devices	
	52-22-00-810-815		Pressure Leakage on the Door Damper and Emergency Operation Cylinder	
R	AMM	23-73-00-740-005	BITE Test of the Cabin Intercommunication Data System (CIDS) via CFDS	
	AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment	
	AMM	52-22-00-614-002	Charging of the Door Damper and Emergency Operation Cylinders (1600WM, 1601WM, 1602WM, 1603WM) at the Emergency Exit Doors	
	AMM	52-22-14-000-001	Removal of the Door Damper and Emergency Operation Cylinder	
	ASM ASM	23-73/10 23-73/11		

#### 3. Fault Confirmation

A. Do the bite test of the cabin intercommunication data system through the CFDS (Ref. AMM TASK 23-73-00-740-005).

#### 4. Fault Isolation

\*\*ON A/C 276-283, 476-478,

A. If the test gives the maintenance meassage DOOR BOTTLE EXIT R - open the RH AFT emergency exit door (Ref. AMM TASK 52-22-00-010-001) and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT (1603WM).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 226 Nov 01/05

#### TROUBLE SHOOTING MANUAL

- R (1) If the pressure indicator shows less than 1740 psi (119.9687 bar): - charge the ACTUATOR EMERGENCY EXIT (1603WM) (Ref. AMM TASK 52-22-00-614-002)
  - (a) If the pressure decreases again:
    - do a trouble shooting of the ACTUATOR EMERGENCY EXIT (1603WM)
       (Ref. TASK 52-22-00-810-815).
  - (2) If the fault continues:
    - do a check for continuity between:
       the pins A and B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R
       (360RH8) (Ref. ASM 23-73/11).
    - (a) If there is continuity:
      - replace the ACTUATOR EMERGENCY EXIT (1600WM) (Ref. AMM TASK 52-22-14-000-001).
  - (3) If the fault the continues:
    - do a check and repair as necessary the aircraft wiring between: the pin C/39 of the DEU-B (300RH4) and the pin B of the CYL-DAMPER& EMER OPER, AFT EMER EXIT DR R (360RH8) (Ref. ASM 23-73/10), the pin A of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R (360RH8) and GND (Ref. ASM 23-73/10).
  - (4) If the fault continues:
    - do a trouble shooting procedure of the DEU-B (300RH4) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 284-299, 479-499, 503-549,

R

R

R A. If the test gives the maintenance message DOOR BOTTLE EXIT R
- open the RH AFT emergency-exit door (Ref. AMM TASK 52-22-00-010-001)
R and look at the pressure indicator of the ACTUATOR EMERGENCY EXIT
(1603WM).

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- (1) If the pressure indicator shows less than 1783 psi (122.9335 bar): - pressurize the ACTUATOR EMERGENCY EXIT (1603WM) (Ref. AMM TASK 52-22-00-614-002).
  - (a) If the pressure decreases again:
    - do the trouble shooting procedure of the ACTUATOR EMERGENCY EXIT (1603WM) (Ref. TASK 52-22-00-810-815).
  - (2) If the fault continues:
    - do a check for continuity between:
       the pins A and B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R
       (360RH8) (Ref. ASM 23-73/11).
    - (a) If there is continuity:
      - replace the ACTUATOR EMERGENCY EXIT (1603WM) (Ref. AMM TASK 52-22-14-000-001).

R EFF: 276-299, 476-499, 503-549,

52-22-00

Page 227 Nov 01/05

### TROUBLE SHOOTING MANUAL

- R (3) If the fault continues:
  - do a check and repair as necessary the aircraft wiring between: the pin C/39 of the DEU-B (300RH4) and the receptacle pin B of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R (360RH8) (Ref. ASM 23-73/11),
- R (a) If the fault continues:
- R do a check and repair as necessary the aircraft wiring between: the receptacle pin A of the CYL-DAMPER & EMER OPER, AFT EMER EXIT DR R (360RH8) and GND (Ref. ASM 23-73/10).
  - (4) If the fault continues:
- R do the trouble shooting procedure of the ACTUATOR EMERGENCY EXIT (1603WM) (Ref. TASK 23-73-00-810-827).
- R \*\*ON A/C 276-299, 476-499, 503-549,
  - B. Do the test as given in para. 3.

**52-22-00** 

EFF: 276-299, 476-499, 503-549,

Page 228 Nov 01/05

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-810

Water Seepage at the Emergengy Exit Doors

- 1. Possible Causes
- R sealing profile
  - 2. Job Set-up Information
    - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment	
AMM	52-22-00-860-003	Special Precaution before Maintenance on the Door Damper and Emergency Operation Cylinder	
AMM	52-22-00-860-004	Special Precaution after Maintenance on the Door Damper and Emergency Operation Cylinder	
AMM	52-22-18-300-001	Preventive Seepage Procedure	
	14 0-4:		

### 3. Fault Confirmation

- A. Visual Inspection
  - (1) Open the applicable emergency exit door and make sure that the access platform is in postion below the opened door (Ref. AMM TASK 52-22-00-010-001).
  - (2) Make sure that the special precaution procedure on the door damper and emergency operation cylinder is done (Ref. AMM TASK 52-22-00-860-003).
- (3) Visual inspect the lower area of the sealing profile above the opened emergency exit door.

### 4. Fault Isolation

- A. If the sealing profile above the emergency exit door is moist:
  - do the preventive seepage procedure of the sealing profile (Ref. AMM TASK 52-22-18-300-001).

### 5. Close-up

R

R

R

- A. Aircraft Maintenance Configuration
  - (1) Make sure that the special precaution procedure on the door damper and emergency operation cylinder is done (Ref. AMM TASK 52-22-00-860-004).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 229 Feb 01/06

### TROUBLE SHOOTING MANUAL

(2) Close the applicable emergency exit door and remove the access platform (Ref. AMM TASK 52-22-00-010-001).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 230 Nov 01/05

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### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-811

No SLIDE Indication on the DOOR/OXY Page for the LH FWD Emergency Exit when the Slide Control handle is in the Slide Armed Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1)
- PROX SW-HANDLE, L FWD EMER EXIT ESC SLIDE (5WN1)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
	27 74 00 874 002	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-009	Adjustment of the Proximity Switches (5WN1, 5WN2, 6WN1, 6WN2) of the Emergency Exits
AMM	52-73-11-000-003	Removal of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-11-400-003	Installation of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>
ASM	52-73/01	- ,
ASM	52-73/01	

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

**52-22-00** 

EFF:

276-299, 476-499, 503-549,

Page 231 Nov 01/05

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/FLT 15WN P11

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

- C. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the slide control handle for the LH FWD emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (5WN1)
  - install the jumper wire at the connector A, between pins B and C of the handle proximity switch (5WN1) (Ref. ASM 52-73/01).
  - do the test given in Para 3.
  - (1) If the test confirms the fault:
    - replace the IND LT-SLIDE ARMED, AFT L EMERGENCY EXIT (21WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at connector A, pin C of the proximity switch (5WN1) (Ref. ASM 52-73/01).
      - 1 If there is a ground signal:
        - do a check and repair the aircraft wiring from the proximity switch (5WN1) to the SDAC 1(2) ((1WV1 (2)) (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
      - 2 If there is no ground signal:
        - repair the aircraft wiring from the proximity switch (5WN1) connector A, pin C to the ground terminal (Ref. ASM 52-73/01).

52-22-00

Page 232 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire of the connectors A between the pins B and C of the handle proximity switch (5WN1).
  - connect the connector A of the handle proximity switch (5WN1).
  - adjust the handle proximity switch (5WN1) with the door checking tool or with the ECAM system (Ref. AMM TASK 52-71-00-820-009).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, L FWD EMER EXIT ESC SLIDE (5WN1) (Ref. AMM TASK 52-73-11-000-003) and (Ref. AMM TASK 52-73-11-400-003).
- **B.** Do a test as given in Para. 3. to make sure that the operation is correct.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-22-00

EFF: 276-299, 476-499, 503-549,

Page 233 Nov 01/05

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-812

No SLIDE Indication on the DOOR/OXY Page for the RH FWD Emergency Exit when the Slide Control handle is in the Slide Armed Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2)
- PROX SW-HANDLE, R FWD EMER EXIT ESC SLIDE (5WN2)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
4 14 14	27 74 00 874 002	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-009	Adjustment of the Proximity Switches (5WN1, 5WN2, 6WN1, 6WN2) of the Emergency Exits
AMM	52-73-11-000-003	Removal of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-11-400-003	Installation of the Proximity Switches (5WN1, 5WN2) of the FWD Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>
ASM	52-73/01	- <b>,</b>
ASM	52-73/01	

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

52-22-00

EFF: 276-299, 476-499, 503-549,

Page 234 Nov 01/05

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/FLT 15WN P11

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

- C. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the slide control handle for the RH FWD emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (5WN2)
  - install the jumper wire at the connector A, between pins B and C of the handle proximity switch (5WN2) (Ref. ASM 52-73/01).
  - do the test given in Para 3.
  - (1) If the test confirms the fault:
    - replace IND LT-SLIDE ARMED, FWD R EMERGENCY EXIT (21WN2) the (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at connector A, pin C of the proximity switch (5WN2) (Ref. ASM 52-73/01).
      - 1 If there is a ground signal:
        - do a check and repair the aircraft wiring from the proximity switch (5WN2) to the SDAC 1(2) ((1WV1 (2)) (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
      - $\underline{2}$  If there is no ground signal:
        - repair the aircraft wiring from the proximity switch (5WN2) connector A, pin C to the ground terminal (Ref. ASM 52-73/01).

52-22-00

Page 235 Nov 01/05

### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire of the connectors A between the pins B and C of the handle proximity switch (5WN2).
  - connect the connector A of the handle proximity switch (5WN2).
  - adjust the handle proximity switch (5WN2) with the door checking tool or with the ECAM system (Ref. AMM TASK 52-71-00-820-009).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, R FWD EMER EXIT ESC SLIDE (5WN2) (Ref. AMM TASK 52-73-11-000-003) and (Ref. AMM TASK 52-73-11-400-003).
- **B.** Do a test as given in Para. 3. to make sure that the operation is correct.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-22-00

Page 236 Nov 01/05

EFF:

276-299, 476-499, 503-549,

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-813

No SLIDE Indication on the DOOR/OXY Page for the LH AFT Emergency Exit when the Slide Control handle is in the Slide Armed Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, L EMER EXIT (2WN1)
- PROX SW-HANDLE, L AFT EMER EXIT ESC SLIDE (6WN1)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-009	Adjustment of the Proximity Switches (5WN1, 5WN2, 6WN1, 6WN2) of the Emergency Exits
AMM	52-73-11-000-004	Removal of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-11-400-004	Installation of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>
ASM	52-73/01	· - ·
ASM	52-73/01	

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

52-22-00

EFF: 276-299, 476-499, 503-549,

Page 237 Nov 01/05

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION 121VU EIS/SLIDES/ARM AND WARN/FLT 15WN 121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

- C. Test
  - (1) On the ECAM control panel: - push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the slide control handle for the LH AFT emergency exit is in the slide armed position.
  - (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (6WN1)
  - install the jumper wire at the connector A, between pins B and C of the handle proximity switch (6WN1). (Ref. ASM 52-73/01)
  - do the test given in Para 3.
  - (1) If the test confirms the fault:
    - replace the IND LT-SLIDE ARMED, L EMER EXIT (2WN1) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at connector A, pin C of the proximity switch (6WN1) (Ref. ASM 52-73/01).
      - If there is a ground signal:
        - do a check and repair the aircraft wiring from the proximity switch (6WN1) to the SDAC 1(2) ((1WV1 (2)) (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
      - 2 If there is no ground signal:
        - repair the aircraft wiring from the proximity switch (6WN1) connector A, pin C to the ground terminal (Ref. ASM 52-73/01).

**52-22-00** 

### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire of the connectors A between the pins B and C of the handle proximity switch (6WN1).
  - connect the connector A of the handle proximity switch (6WN1).
  - adjust the handle proximity switch (6WN1) with the door checking tool or with the ECAM system (Ref. AMM TASK 52-71-00-820-009).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, L AFT EMER EXIT ESC SLIDE (6WN1) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
- **B.** Do a test as given in Para. 3. to make sure that the operation is correct.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-22-00

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Page 239 Nov 01/05

EFF:

276-299, 476-499, 503-549,

# **@A319/A320/A321**

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-814

No SLIDE Indication on the DOOR/OXY Page for the RH AFT Emergency Exit when the Slide Control handle is in the Slide Armed Position

### 1. Possible Causes

- IND LT-SLIDE ARMED, R EMER EXIT (2WN2)
- PROX SW-HANDLE, R AFT EMER EXIT ESC SLIDE (6WN2)
- RELAY-PWR SPLY SWITCH OVER (12WN)
- aircraft wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-71-00-820-009	Adjustment of the Proximity Switches (5WN1, 5WN2, 6WN1, 6WN2) of the Emergency Exits
AMM	52-73-11-000-004	Removal of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-11-400-004	Installation of the Proximity Switches (6WN1, 6WN2) of the Aft Emergency Exits
AMM	52-73-21-000-003	Removal of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit
AMM	52-73-21-400-003	<pre>Installation of the SLIDE ARMED Indicator-Light (2WN1, 2WN2) of the Emergency Exit</pre>
ASM	52-73/01	· - ·
ASM	52-73/01	

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

52-22-00

EFF: 276-299, 476-499, 503-549,

Page 240 Nov 01/05

#### TROUBLE SHOOTING MANUAL

B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

121VU EIS/SLIDES/ARM AND WARN/FLT 15WN P11

121VU EIS/SLIDES/ARM AND WARN/GND 13WN P10

#### C. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the slide control handle for the RH AFT emergency exit is in the slide armed position.
- (3) Make sure that the SLIDE indication is not shown on the DOOR/OXY page.

#### 4. Fault Isolation

- A. If the test confirms the fault:
  - disconnect the connector A of the handle proximity switch (6WN2)
  - install the jumper wire at the connector A, between pins B and C of the handle proximity switch (6WN2). (Ref. ASM 52-73/01)
  - do the test given in Para 3.
  - (1) If the test confirms the fault:
    - replace the IND LT-SLIDE ARMED, R EMER EXIT (2WN2) (Ref. AMM TASK 52-73-21-000-003) and (Ref. AMM TASK 52-73-21-400-003).
    - (a) If the fault continues:
      - replace the RELAY-PWR SPLY SWITCH OVER (12WN) (Ref. ASM 52-73/01).
    - (b) If the fault continues:
      - do a check for a ground signal at connector A, pin C of the proximity switch (6WN2) (Ref. ASM 52-73/01).
      - 1 If there is a ground signal:
        - do a check and repair the aircraft wiring from the proximity switch (6WN2) to the SDAC 1(2) ((1WV1 (2)) (Ref. ASM 52-73/01) and (Ref. ASM 52-73/01).
      - $\underline{2}$  If there is no ground signal:
        - repair the aircraft wiring from the proximity switch (6WN2) connector A, pin C to the ground terminal (Ref. ASM 52-73/01).

52-22-00

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### TROUBLE SHOOTING MANUAL

- (2) If the test does not confirm the fault:
  - remove the jumper wire of the connectors A between the pins B and C of the handle proximity switch (6WN2).
  - connect the connector A of the handle proximity switch (6WN2).
  - adjust the handle proximity switch (6WN2) with the door checking tool or with the ECAM system (Ref. AMM TASK 52-71-00-820-009).
  - (a) If the fault continues:
    - replace the PROX SW-HANDLE, R AFT EMER EXIT ESC SLIDE (6WN2) (Ref. AMM TASK 52-73-11-000-004) and (Ref. AMM TASK 52-73-11-400-004).
- **B.** Do a test as given in Para. 3. to make sure that the operation is correct.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the LOWER DISPLAY and the UPPER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

52-22-00

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EFF: 276-299, 476-499, 503-549,

### TROUBLE SHOOTING MANUAL

TASK 52-22-00-810-815

Pressure Leakage on the Door Damper and Emergency Operation Cylinder

### 1. Possible Causes

R - seal of the pressure filling valve

pressure filling valve

R - door damper

R

### 2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY DESIGNATION
No specific	Soapy Water
No specific	access platform 3.2 m (10 ft. 6 in.)
No specific	Torque Wrench : range 0.00 to 1.20 m.daN
	(0.00 to 9.00 lbf.ft)
No specific	Torque Wrench : range 0.20 to 3.60 m.daN
	(2.00 to 26.00 lbf.ft)

#### B. Consumable Materials

REFERENCE DESIGNATION

No specific OXYGEN LEAK DETECTION

C. Referenced Information

REFE	RENCE	DESIGNATION
AMM	52-22-00-010-001	Opening of the Emergency Exit Doors from the Passenger Compartment
AMM	52-22-00-410-001	Closing of the Emergency Exit Doors from the Passenger Compartment
AMM	52-22-00-614-002	Charging of the Door Damper and Emergency Operation Cylinders (1600WM, 1601WM, 1602WM, 1603WM) at the
		Emergency Exit Doors
AMM	52-22-00-860-003	Special Precaution before Maintenance on the Door Damper and Emergency Operation Cylinder
AMM	52-22-00-860-004	Special Precaution after Maintenance on the Door
AMM	52-22-00-860-005	Damper and Emergency Operation Cylinder Replacement of the Charging Valve and Percussion Mechanism Seals

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 243 Feb 01/06

# TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 52-22-14-000-001 Removal of the Door Damper and Emergency Operation

Cylinder

AMM 52-22-14-400-001 Installation of the Door Damper and Emergency

Operation Cylinder

\*\*ON A/C 276-283, 476-478,

52-22-00-991-001 Fig. 201

\*\*ON A/C 284-299, 479-499, 503-549,

52-22-00-991-001-A Fig. 201A

\*\*ON A/C 276-299, 476-499, 503-549,

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Make sure that the access platform is in position below the applicable emergency exit door.
  - (2) Partly open the applicable emergency exit door as required (Ref. AMM TASK 52-22-00-010-001).
  - (3) Do the special precautions befor maintenance on the door damper and emergency operation cylinder (referred to as door damper) (Ref. AMM TASK 52-22-00-860-003).
- B. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL DESIGNATION IDENT. LOCATION

49VU COM/CIDS/DEU B/ESS 153RH GO3

121VU COM NAV/CIDS/DEU B/NORM 162RH M09

C. Leak Test of the Door Damper

\*\*ON A/C 276-283, 476-478,

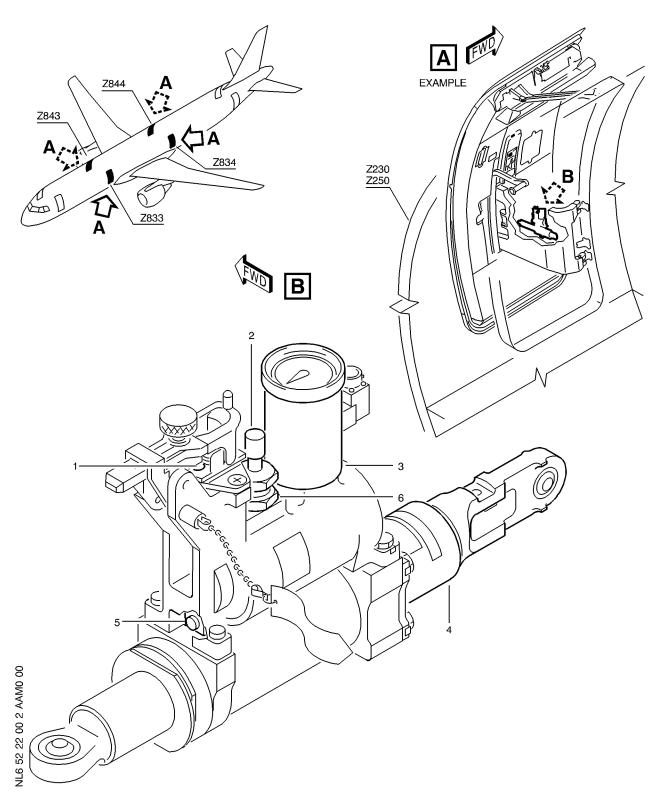
(Ref. Fig. 201/TASK 52-22-00-991-001)

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 244 Feb 01/06

### TROUBLE SHOOTING MANUAL



Leak Check Points on the Door Damper and Emergency Operation Cylinder Figure 201/TASK 52-22-00-991-001

EFF: 276-283, 476-478,

52-22-00

Page 245 Feb 01/04

#### TROUBLE SHOOTING MANUAL

\*\*ON A/C 284-299, 479-499, 503-549,

(Ref. Fig. 201A/TASK 52-22-00-991-001-A)

\*\*ON A/C 276-299, 476-499, 503-549,

- (1) Charge the pressure accumulator of the door damper with the correct pressure (Ref. AMM TASK 52-22-00-614-002).
- (2) Apply a solution of OXYGEN LEAK DETECTION or a Soapy Water to the subsequent components to find an air leak:
  - between the striker housing and the housing assy (leak point 1)
  - on the charging valve (leak point 2)
  - between the pressure gauge and the bottle assembly (leak point 3)
  - on the vent hole of the bottle assembly (leak point 5)
  - between the charging valve and the bottle assembly (leak point 6)

#### 4. Fault Isolation

R

**SROS** 

WARNING: BEFORE YOU START WORK ON THE DOOR MAKE SURE THAT: - THE SLIDE CONTROL HANDLE IS IN THE DISARMED POSITION WITH THE SAFETY PIN INSTALLED. - THE PERCUSSION LEVER OF THE DOOR DAMPER CYLINDER IS IN THE DISARMED POSITION WITH THE SAFETY PIN INSTALLED.

\*\*ON A/C 276-283, 476-478,

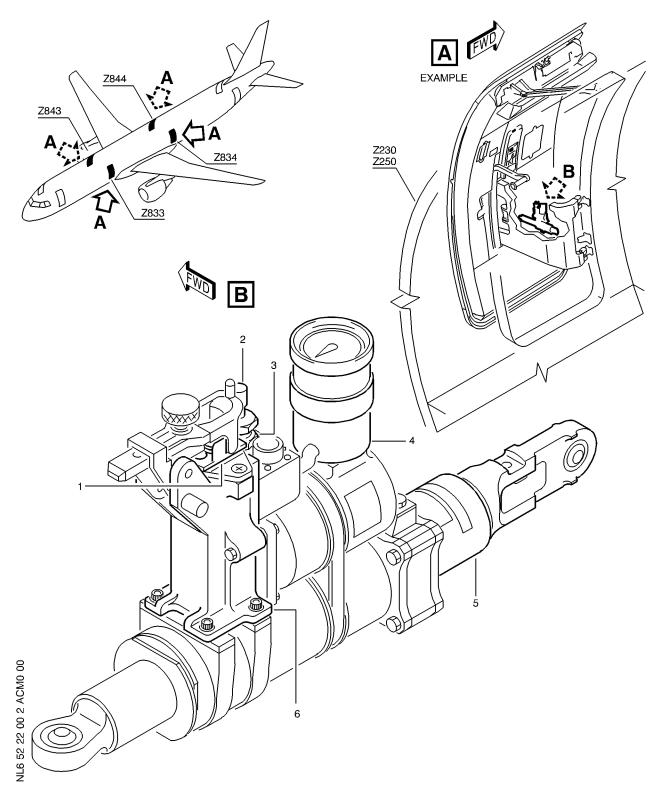
- R A. If you find a sign of nitrogen leaks (bubbles), continue as follows:
  - (1) If you find a leak on leak point 6: - TORQUE the pressure filling valve to 3.0 m.daN (22.12 lbf.ft).
    - (a) If there a bubbles again:
- replace the seal of the pressure filling valve (Ref. AMM TASK R 52-22-00-860-005) and do the leak test again.
  - (2) If you find a leak on leak point 2:
- R - replace the pressure filling valve (Ref. AMM TASK 52-22-00-860-005) R and do the leak test again.
  - (3) If you find a leak on leak point 3:
  - replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref. AMM TASK 52-22-14-400-001).
    - (4) If you find a leak on leak point 4:
- replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref. R AMM TASK 52-22-14-400-001).

276-299, 476-499, 503-549, EFF:

**52-22-00** 

Page 246

### TROUBLE SHOOTING MANUAL



Leak Check Points on the Door Damper and Emergency Operation Cylinder Figure 201A/TASK 52-22-00-991-001-A

R EFF: 284-299, 479-499, 503-549, SROS 52-22-00

Page 247 Feb 01/06

#### TROUBLE SHOOTING MANUAL

(5) If you find a leak on leak point 5:

R - replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref. AMM TASK 52-22-14-400-001).

\*\*ON A/C 284-299, 479-499, 503-549,

- R A. If you find a sign of nitrogen leaks (bubbles), continue as follows:
  - (1) If you find a leak on leak point 3:TORQUE the pressure filling valve to 3.0 m.daN (22.12 lbf.ft).
  - (a) If there are bubbles again:replace the seal of the pressure filling valve (Ref. AMM TASK 52-22-00-860-005) and do the leak test again.
    - (2) If you find a leak on leak point 2:
       TORQUE the charching valve nut to 1.0 m.daN (88.49 lbf.in).
    - (a) If there are bubbles:replace the pressure filling valve (Ref. AMM TASK 52-22-00-860-005) and do the leak test again.
  - (3) If you find a leak on leak point 4: - replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref. AMM TASK 52-22-14-400-001).
    - (4) If you find a leak on leak point 5:
       replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref.
       AMM TASK 52-22-14-400-001).
  - (5) If you find a leak on leak point 6: - replace the door damper (Ref. AMM TASK 52-22-14-000-001) and (Ref. AMM TASK 52-22-14-400-001).

\*\*ON A/C 276-299, 476-499, 503-549,

#### Close-up

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R

- A. Remove the safety clip(s) and the tag(s) and close this(these) circuit
  breaker(s):
  153RH, 162RH
- B. Put the aircraft back to its initial configuration.
  - (1) Make sure that the work area is clean and clear of tool(s) and other items.
  - (2) Do the special precautions after maintenance on the door damper (Ref. AMM TASK 52-22-00-860-004).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 248 Feb 01/06

### TROUBLE SHOOTING MANUAL

(3) Close the applicable door (Ref. AMM TASK 52-22-00-410-001).

EFF: 276-299, 476-499, 503-549,

52-22-00

Page 249 Feb 01/06

### TROUBLE SHOOTING MANUAL

### FWD CARGO COMPARTMENT DOOR - FAULT ISOLATION PROCEDURES

TASK 52-31-00-810-801

Sensor Monitoring Fault at the FWD Cargo Compartment Door

### 1. Possible Causes

- LGCIU-1 (5GA1)
- PROX SW-FRAME, FWD CARGO COMPT (30WV)
- wirina
- PROX SW-HANDLE, FWD CARGO COMPT (28WV)

#### 2. Job Set-up Information

A. Referenced Information

	REFERENCE 32-31-00-810-830 32-31-00-810-832		Cargo Door (Fwd) Handle Proximity Sensor Fault (28WV) Cargo Door (Fwd) Safety Mechanism Proximity Sensor Fault (30WV)	
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
R	AMM	31-36-00-740-008	Access to the Parameter Call-Up Menus	
	AMM	31-60-00-860-001	EIS Start Procedure	
	AMM	52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump	
	AMM	52-30-00-860-002	Close the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump	
	AMM	52-71-00-820-003	Adjustment of the Proximity Switches 30WV and 32WV of the Cargo Compartment Door Threshold	
	AMM	52-71-00-820-004	Adjustment of the Proximity Switches 28WV and 34WV of the Locking Handle of the Cargo Compartment Doors	
	AMM	52-71-12-000-002	Removal of the Proximity Switches 30WV and 32WV	
	AMM	52-71-12-400-002	Installation of the Proximity Switches 30WV and 32WV	
	ASM	31-54/05	•	

### 3. Fault Confirmation

#### A. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) Open and close the FWD Cargo-Compartment Door (referred to as cargo door) (Ref. AMM TASK 52-30-00-860-001) and (Ref. AMM TASK 52-30-00-860-002).
- (3) Look for the fault indications at the door page of the lower ECAM DU.

EFF: ALL FACE SROS 52-31-00 Page 201 Aug 01/03

### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- R \*\*ON A/C 201-225, 227-227, 229-253, 276-299, 426-499, 503-549, 551-599, R 701-749,
  - A. When the cargo door is closed and locked and the door page of the lower ECAM DU shows the symbol for the cargo door and the maintenance message CARGO in amber:
    - get access to the parameter call-up menus (Ref. AMM TASK 31-36-00-740-008).
    - enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad: 6D/1/022/01 or 6D/2/022/10
    - look at the line "SSM DATABITS 28-11"
    - refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).
    - (1) If the bit 16 of the line "SSM DATABITS 28-11" shows "O":
      - make sure that the adjustment of the PROX SW-FRAME, FWD CARGO COMPT (30WV) is correct (Ref. AMM TASK 52-71-00-820-003).
      - (a) If the fault continues:
        - replace the PROX SW-FRAME, FWD CARGO COMPT (30WV) (Ref. AMM TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
      - (b) If the fault continues:
        - do a check and repair the wiring between the: PROX SW-FRAME, FWD CARGO COMPT (30WV) connector A/A and LGCIU-1 (5GA1) connector AA/6C, PROX SW-FRAME, FWD CARGO COMPT (30WV) connector A/B and LGCIU-1 (5GA1) connector AA/6D. (Ref. ASM 31-54/05)
    - (2) If the bit 18 of the line "SSM DATABITS 28-11" shows "O":
      - make sure that the adjustment of the PROX SW-HANDLE, FWD CARGO COMPT (28WV) is correct (Ref. AMM TASK 52-71-00-820-004).
        - (a) If the fault continues:
          - replace the PROX SW-HANDLE, FWD CARGO COMPT (28WV) (Ref. AMM TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
        - (b) If the fault continues:
          - do a check and repair the wiring between the: PROX SW-HANDLE, FWD CARGO COMPT (28WV) connector A/A and LGCIU-1 (5GA1) connector AA/6G, PROX SW-HANDLE, FWD CARGO COMPT (28WV) connector A/B and LGCIU-1 (5GA1) connector AA/6H. (Ref. ASM 31-54/05)
    - (3) If the fault continues:
      - do the trouble shooting of the LGCIU-1 (5GA1) (Ref. TASK 32-31-00-810-830) and (Ref. TASK 32-31-00-810-832).

EFF: ALL 52-31-00

Page 202 May 01/08

### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 254-275,

R	Α.	ECAM DU shows the symbol for the cargo door and the maintenance message
R R		<pre>CARGO in amber:     get access to the parameter call-up menus (Ref. AMM TASK 31-36-00-740-</pre>
R		008).
R		- enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad:
R		06D/1/022/01 or 06D/2/022/10
R		- look at the line "SSM DATABITS 28-11"
R		- refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU
R		- ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).
R		(1) If the bit 16 of the line "SSM DATABITS 28-11" shows "O":
R		<ul> <li>make sure that the adjustment of the PROX SW-FRAME, FWD CARGO COMPT</li> </ul>
R		(30WV) is correct (Ref. AMM TASK 52-71-00-820-003).
R		(a) If the fault continues:
R		- replace the PROX SW-FRAME, FWD CARGO COMPT (30WV) (Ref. AMM
R		TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
R		(b) If the fault continues:
R		<ul><li>do a check and repair the wiring between the:</li></ul>
R		PROX SW-FRAME, FWD CARGO COMPT (30WV) connector A/A and LGCIU-1
R		(5GA1) connector AA/6C,
R		PROX SW-FRAME, FWD CARGO COMPT (30WV) connector A/B and LGCIU-1
R		(5GA1) connector AA/6D. (Ref. ASM 31-54/05)
R		(2) If the bit 18 of the line "SSM DATABITS 28-11" shows "O":
R		<ul> <li>make sure that the adjustment of the PROX SW-HANDLE, FWD CARGO</li> </ul>
R		COMPT (28WV) is correct (Ref. AMM TASK 52-71-00-820-004).
R		(a) If the fault continues:
R		<ul> <li>replace the PROX SW-HANDLE, FWD CARGO COMPT (28WV) (Ref. AMM</li> </ul>
R		TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
R		(b) If the fault continues:
R		<ul> <li>do a check and repair the wiring between the:</li> </ul>
R		PROX SW-HANDLE, FWD CARGO COMPT (28WV) connector A/A and
R		LGCIU-1 (5GA1) connector AA/6G,
R		PROX SW-HANDLE, FWD CARGO COMPT (28WV) connector A/B and
R		LGCIU-1 (5GA1) connector AA/6H. (Ref. ASM 31-54/05)
R		(3) If the fault continues:
R		- do the trouble shooting of the LGCIU-1 (5GA1) (Ref. TASK 32-31-00-
R		810-830) and (Ref. TASK 32-31-00-810-832).

EFF: 254-275,

**52-31-00** 

Page 203 Nov 01/07

### TROUBLE SHOOTING MANUAL

### R \*\*ON A/C ALL

B. Do the test as given in Para.3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL
SROS

52-31-00

Page 204 Nov 01/07

### TROUBLE SHOOTING MANUAL

TASK 52-31-00-810-802

Sensor Monitoring Fault at the AFT Cargo Compartment Door

### 1. Possible Causes

- LGCIU-1 (5GA1)
- PROX SW-FRAME, AFT CARGO COMPT (32WV)
- wirina
- PROX SW-HANDLE, AFT CARGO COMPT (34WV)

### 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
32-31-00-810-831	Cargo Door (Aft) Handle Proximity Sensor Fault (34WV)
32-31-00-810-833	Cargo Door (Aft) Safety Mechanism Proximity Sensor
	Fault (32WV)
AMM 24-41-00-862-002	Pe-energize the Aircraft Electrical Circuits Supplied
	from the External Power
AMM 31-36-00-740-008	Access to the Parameter Call-Up Menus
AMM 31-60-00-860-001	EIS Start Procedure
AMM 52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the
	Yellow Electric Pump
AMM 52-30-00-860-002	Close the FWD or AFT Cargo-Compartment Door with the
	Yellow Electric Pump
AMM 52-71-00-820-003	Adjustment of the Proximity Switches 30WV and 32WV of
	the Cargo Compartment Door Threshold
AMM 52-71-00-820-004	Adjustment of the Proximity Switches 28WV and 34WV of
	the Locking Handle of the Cargo Compartment Doors
AMM 52-71-12-000-001	Removal of the Proximity Switches 28WV and 34WV
AMM 52-71-12-000-002	Removal of the Proximity Switches 30WV and 32WV
AMM 52-71-12-400-001	•
AMM 52-71-12-400-002	Installation of the Proximity Switches 30WV and 32WV
ASM 31-54/05	

### 3. Fault Confirmation

#### A. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) Open and close the AFT Cargo-Compartment Door (referred to as cargo door) (Ref. AMM TASK 52-30-00-860-001) and (Ref. AMM TASK 52-30-00-860-002).
- (3) Look for the fault indications at the door page of the lower ECAM DU.

EFF: ALL 52-31-00

Page 205 Nov 01/07

### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- R \*\*ON A/C 201-225, 227-227, 229-253, 276-299, 426-499, 503-549, 551-599, R 701-749,
  - A. When the cargo door is closed and locked and the door page of the lower ECAM DU shows the symbol for the cargo door and the maintenance message CARGO in amber:
    - get access to the parameter call-up menus (Ref. AMM TASK 31-36-00-740-008).
    - enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad: 6D/1/022/01 or 6D/2/022/10
    - look at the line "SSM DATABITS 28-11"
    - refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).
    - (1) If the bit 17 of the line "SSM DATABITS 28-11" shows "O":
      - make sure that the adjustment of the PROX SW-FRAME, AFT CARGO COMPT (32WV) is correct (Ref. AMM TASK 52-71-00-820-003).
      - (a) If the fault continues:
        - replace the PROX SW-FRAME, AFT CARGO COMPT (32WV) (Ref. AMM TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
      - (b) If the fault continues:
        - do a check and repair the wiring between the: PROX SW-FRAME, AFT CARGO COMPT (32WV) connector A/A and LGCIU-1 (5GA1) connector AA/6E, PROX SW-FRAME, AFT CARGO COMPT (32WV) connector A/B and LGCIU-1 (5GA1) connector AA/6F. (Ref. ASM 31-54/05)
    - (2) If the bit 19 of the line "SSM DATABITS 28-11" shows "O":
      - make sure that the adjustment of the PROX SW-HANDLE, AFT CARGO COMPT (34WV) is correct (Ref. AMM TASK 52-71-00-820-004).
        - (a) If the fault continues:
          - replace the PROX SW-HANDLE, AFT CARGO COMPT (34WV) (Ref. AMM TASK 52-71-12-000-001) and (Ref. AMM TASK 52-71-12-400-001).
        - (b) If the fault continues:
          - do a check and repair the wiring between the: PROX SW-HANDLE, AFT CARGO COMPT (34WV) connector A/A and LGCIU-1 (5GA1) connector AA/6J, PROX SW-HANDLE, AFT CARGO COMPT (34WV) connector A/B and LGCIU-1 (5GA1) connector AA/6K. (Ref. ASM 31-54/05)
    - (3) If the fault continues:
      - do the trouble shooting of the LGCIU-1 (5GA1) (Ref. TASK 32-31-00-810-833) and (Ref. TASK 32-31-00-810-831).

EFF: ALL 52-31-00

Page 206 May 01/08

### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 254-275,

R ECAM DU shows the symbol for the cargo door and the maintenance CARGO in amber:	ne lower message
R - get access to the parameter call-up menus (Ref. AMM TASK 31-36 008).	5-00-740-
<pre>R 008). R - enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad:</pre>	
R 06D/1/022/01 or 06D/2/022/10	
R - look at the line "SSM DATABITS 28-11"	h - LCCTII
R - refer also to the specific parameter 1.022.01 or 2.022.10 of 1 R - ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).	ine Lucio
R (1) If the bit 17 of the line "SSM DATABITS 28-11" shows "O":  - make sure that the adjustment of the PROX SW-FRAME, AFT CAR  (32WV) is correct (Ref. AMM TASK 52-71-00-820-003).	ARGO COMPT
R (a) If the fault continues:  R - replace the PROX SW-FRAME, AFT CARGO COMPT (32WV) (Ref R TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400	
<pre>R (b) If the fault continues: R - do a check and repair the wiring between the:</pre>	
R PROX SW-FRAME, AFT CARGO COMPT (32WV) connector A/A ar (5GA1) connector AA/6E,	nd LGCIU-1
R PROX SW-FRAME, AFT CARGO COMPT (32WV) connector A/B ar	nd LGCIU-1
R (5GA1) connector AA/6F. (Ref. ASM 31-54/05)	
R (2) If the bit 19 of the line "SSM DATABITS 28-11" shows "O":	
R - make sure that the adjustment of the PROX SW-HANDLE, AFT ( COMPT (34WV) is correct (Ref. AMM TASK 52-71-00-820-004).	CARGO
R (a) If the fault continues:	_
r replace the PROX SW-HANDLE, AFT CARGO COMPT (34WV) (Re TASK 52-71-12-000-001) and (Ref. AMM TASK 52-71-12-400	
R (b) If the fault continues:	
R - do a check and repair the wiring between the:	. a d
R PROX SW-HANDLE, AFT CARGO COMPT (34WV) connector A/A a LGCIU-1 (5GA1) connector AA/6J,	anu
R PROX SW-HANDLE, AFT CARGO COMPT (34WV) connector A/B a	and
R LGCIU-1 (5GA1) connector AA/6K. (Ref. ASM 31-54/05)	
R (3) If the fault continues:	
R - do the trouble shooting of the LGCIU-1 (5GA1) (Ref. TASK 3 810-833) and (Ref. TASK 32-31-00-810-831).	32-31-00-

EFF: 254-275,

52-31-00

Page 207 Nov 01/07

### TROUBLE SHOOTING MANUAL

### R \*\*ON A/C ALL

B. Do the test as given in Para.3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002)

EFF: ALL
SROS

52-31-00

Page 208 Nov 01/07

### TROUBLE SHOOTING MANUAL

### BULK CARGO COMPARTMENT DOOR - FAULT ISOLATION PROCEDURES

TASK 52-33-00-810-801

Fault of the Sensor Monitoring at the BULK Cargo-Compartment Door

#### 1. Possible Causes

- PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- EIS/SDAC1 AND 2/DOOR/DET/AVNCS (46WV)
- wiring

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
31-5	4-00-810-803	Failure of the SDAC 2
31-54-00-810-810		Failure of the SDAC 1
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
AMM	52-30-00-860-008	Close the Bulk Cargo-Compartment Door
AMM	52-71-12-000-003	Removal of the Proximity Switch 50WV
AMM	52-71-12-400-003	Installation of the Proximity Switch 50WV
ASM	31-54/05	

### 3. Fault Confirmation

#### A. Test

- (1) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) Open and close the BULK Cargo-Compartment Door (referred to as cargo door) (Ref. AMM TASK 52-30-00-860-001) and (Ref. AMM TASK 52-30-00-860-008).
- (3) On the DOOR/OXY page of the lower ECAM DU, look for possible fault indications.

227-227, 229-299, 426-450, 476-499,

503-549, 701-749,

**52-33-00** 

Page 201 May 01/08

### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- A. When the BULK door is closed and the door page of the lower ECAM DU shows the symbol for the BULK door and the message BULK in amber:
  - make sure that the adjustment of the PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) is correct (Ref. AMM TASK 52-71-12-400-003).
  - (1) If the fault continues:
    - install the jumper wire between the:
       PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) connectors A/B and A/C (Ref. ASM 31-54/05).
    - (a) If the BULK symbol changes to green and the message BULK goes off:
      - replace the PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) (Ref. AMM TASK 52-71-12-000-003) and (Ref. AMM TASK 52-71-12-400-003).
    - (b) If the message BULK stays on in amber:
      - do a check for 28 VDC between the:
         PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) connectors A/A and A/D (Ref. ASM 31-54/05).
      - 1 If there is 28 VDC:
        - do a check and repair the wiring between:
           PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) connector A/B and SDAC-1 (1WV1) or SDAC-2 (1WV2) connector AD/12D (Ref. ASM 31-54/05).
      - 2 If there is no 28 VDC:
        - do a check and repair the wiring between the: PROX SW-FRAME, BULK CARGO COMPT DOOR (50WV) connector A/A and the EIS/SDAC1 AND 2/DOOR/DET/AVNCS (46WV) (Ref. ASM 31-54/05).
  - (2) If the fault continues:
    do a trouble shooting of the SDAC-1 (1WV1) or SDAC-2 (1WV2)
    (Ref. TASK 31-54-00-810-810) or (Ref. TASK 31-54-00-810-803).
- B. Do the test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

A. De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

227-227, 229-299, 426-450, 476-499,

**52-33-00** 

503-549, 701-749,

# **GA319/A320/A321**

#### TROUBLE SHOOTING MANUAL

#### CARGO COMPARTMENT DOOR ELECTRICAL CONTROL SYSTEM - FAULT ISOLATION PROCEDURES

TASK 52-35-00-810-801

Fault of the Locking Indication of the AFT Door Actuators

- 1. Possible Causes
  - INDICATOR LIGHT AFT CARGO DOOR (8MJ)
  - SW ACTUATOR 1 AFT CARGO DOOR (2505MJ)
  - SW ACTUATOR 2 AFT CARGO DOOR (2506MJ)
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
			Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump	
R	AMM	52-35-12-000-001	Removal of the Indicator Light 9MJ	
R	AMM	52-35-12-400-001	Installation of the Indicator Light 9MJ	
	AMM ASM	52-36-18-000-002 52-35/01	Removal of the Proximity Switch	

- 3. Fault Confirmation
  - A. Open the AFT cargo compartment door (referred to as cargo door) and look if the related green indicator light is on (Ref. AMM TASK 52-30-00-860-001).
- 4. Fault Isolation
- A. If the operation shows that the green indicator light does not come on: - push in the lamp (self-test of the lamp).
  - (1) If the green indicator light does not come on:
    - do a check for 28 VDC between: the INDICATOR LIGHT AFT CARGO DOOR (8MJ) connectors 1 and 3 (Ref. ASM 52-35/01).
    - (a) If there is 28 VDC:
      - replace the INDICATOR LIGHT AFT CARGO DOOR (8MJ) (Ref. AMM TASK 52-35-12-000-001) and (Ref. AMM TASK 52-35-12-400-001).
    - (b) If there is no 28 VDC:
      - do a check and repair the wiring between: the INDICATOR LIGHT AFT CARGO DOOR (8MJ) connector 1 and GND (Ref. ASM 52-35/01).

EFF: ALL **SROS** 

**52-35-00** 

Page 201 May 01/06

#### TROUBLE SHOOTING MANUAL

(2) If the green indicator light comes on:

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 release the lamp and if the indicator light stays on (the proximity switches of the door actuators operate correctly) no more actions are necssary.

(3) If the indicator light goes off:

do a check for 28 VDC between:
 the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/A and A/C (Ref. ASM 52-35/01)

(a) If there is no 28 VDC:

 do a check and repair the wiring between: the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01) or the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/C and GND (Ref. ASM 52-35/01)

(b) If there is 28 VDC:

do a check for 28 VDC between:
 the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connectors A/A and A/C (Ref. ASM 52-35/01)

1 if there is no 28 VDC:

do a check for continuity between:
 the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connectors A/A and
 the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/B
 (Ref. ASM 52-35/01).

a If there is continuity:

make an electrical connection between:
 the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/A
 and A/B (Ref. ASM 52-35/01)

do a check for 28 VDC between:
 the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) connectors A/B and A/C (Ref. ASM 52-35/01)

If there is 28 VDC:

replace the SW ACTUATOR 1 AFT CARGO DOOR (2505MJ) (Ref. AMM TASK 52-36-18-000-002).

If there is no 28 VDC: do a check and repair the wiring between: the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connector A/C and GND (Ref. ASM 52-35/01).

2 If there is 28 VDC:

make an electrical connection between:
 the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connectors A/A and A/B (Ref. ASM 52-35/01)

do a check for 28 VDC between:
 the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connectors A/B and A/C (Ref. ASM 52-35/01)

EFF: ALL

**52-35-00** 

Page 202 May 01/06

### TROUBLE SHOOTING MANUAL

- a If there is 28 VDC:
  - replace the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) (Ref. AMM TASK 52-36-18-000-002).
- b If there is no 28 VDC:
  - do a check and repair the wiring between: the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connector A/B and INDICATOR LIGHT AFT CARGO DOOR (8MJ) connector 2 (Ref. ASM 52-35/01) or the SW ACTUATOR 2 AFT CARGO DOOR (2506MJ) connector A/C and GND (Ref. ASM 52-35/01).
- B. Do the test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

R

A. Put the system back to the serviceable condition.

EFF: ALL SROS

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52-35-00

Page 203 May 01/06

### TROUBLE SHOOTING MANUAL

TASK 52-35-00-810-802

Fault of the Locking Indication of the FWD Door Actuators

#### 1. Possible Causes

- INDICATOR LIGHT FWD CARGO DOOR (9MJ)
- SW ACTUATOR 1 FWD CARGO DOOR (2502MJ)
- SW ACTUATOR 2 FWD CARGO DOOR (2503MJ)

### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
		52.70.00.840.004	Once the FUD as AFT Course Coursetment Dans with the	
	AMM	52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump	
R	AMM	52-35-12-000-001	Removal of the Indicator Light 9MJ	
R	AMM	52-35-12-400-001	Installation of the Indicator Light 9MJ	
	AMM	52-36-18-000-002	Removal of the Proximity Switch	
	ASM	52-35/01	, in the second	

#### 3. Fault Confirmation

A. Open the FWD cargo compartment door (referred to as cargo door) and look if the related green indicator light is on (Ref. AMM TASK 52-30-00-860-001).

#### 4. Fault Isolation

- A. If the operation shows that the green indicator light does not come on: press in the lamp (self-test of the lamp).
  - (1) If the green indicator light does not come on:
    - do a check for 28 VDC between:
       the INDICATOR LIGHT FWD CARGO DOOR (9MJ) connectors 1 and 4 (Ref. ASM 52-35/01) or
    - (a) If there is 28 VDC:
      - replace the INDICATOR LIGHT FWD CARGO DOOR (9MJ) (Ref. AMM TASK 52-35-12-000-001) and (Ref. AMM TASK 52-35-12-400-001).
    - (b) If there is no 28 VDC:
      - do a check and repair the wiring between: the INDICATOR LIGHT FWD CARGO DOOR (9MJ) connector 4 and GND (Ref. ASM 52-35/01) or the INDICATOR LIGHT FWD CARGO DOOR (9MJ) connector 1 and CB (1MJ) (Ref. ASM 52-35/01).

EFF: ALL 52-35-00

Page 204 May 01/06

#### TROUBLE SHOOTING MANUAL

- (2) If the green the indicator light comes on:
  - release the lamp and if the indicator light stays on (the proximity switches of the door actuators operate correctly) no further actions are necessary.
- (3) If the indicator light goes off:
  - do a check for 28 VDC between:
     the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connectors A/A and A/C (Ref. ASM 52-35/01)
  - (a) If there is no 28 VDC:
    - do a check and repair the wiring between: the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01) or the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connectors A/C and GND (Ref. ASM 52-35/01)
  - (b) If there is 28 VDC:
    - do a check for 28 VDC between:
       the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connectors A/A and A/C (Ref. ASM 52-35/01)
    - 1 if there is no 28 VDC:
      - do a check for continuity between:
         the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connector A/A and
         the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connector A/B
         (Ref. ASM 52-35/01).
      - a If there is continuity:
        - make an electrical connection between:
           the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connectors A/A
           and A/B (Ref. ASM 52-35/01)
        - do a check for 28 VDC between: the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) connectors A/B and A/C (Ref. ASM 52-35/01)

If there is 28 VDC:

replace the SW ACTUATOR 1 FWD CARGO DOOR (2502MJ) (Ref. AMM TASK 52-36-18-000-002).

If there is no 28 VDC: do a check and repair the wiring between: the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connector A/C and GND (Ref. ASM 52-35/01).

- 2 If there is 28 VDC:
  - make an electrical connection between:
     the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connectors A/A and A/B (Ref. ASM 52-35/01)
  - do a check for 28 VDC between: the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connectors A/B and A/C (Ref. ASM 52-35/01)

EFF: ALL

**52-35-00** 

Page 205 Aug 01/96

# **GA319/A320/A321**

### TROUBLE SHOOTING MANUAL

- a If there is 28 VDC:
  - replace the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) (Ref. AMM TASK 52-36-18-000-002).
- b If there is no 28 VDC:
  - do a check and repair the wiring between: the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connector A/B and INDICATOR LIGHT FWD CARGO DOOR (9MJ) connector 2 (Ref. ASM 52-35/01) or the SW ACTUATOR 2 FWD CARGO DOOR (2503MJ) connector A/C and GND (Ref. ASM 52-35/01).
- B. Do the test as given in Para. 3.A. to make sure that the operation is correct.

### 5. Close-up

R

A. Put the system back to the serviceable condition.

EFF: ALL **SROS** 

**52-35-00** 

Page 206

### TROUBLE SHOOTING MANUAL

### CARGO COMPARTMENT DOOR HYDRAULIC SYSTEM - FAULT ISOLATION PROCEDURES

TASK 52-36-00-810-806

FWD and AFT Cargo Compartment Doors do not operate in the Normal Mode

### 1. Possible Causes

- LIGHT-AFT DOOR OPEN AND LOCKED (8MJ)
- LIGHT-FWD DOOR OPEN AND LOCKED (9MJ)
- RELAY-SCCB PWR SPLY (3811GX)
- RELAY-TIME (6MJ)
- RELAY-L/G POSITION, SYS 2 (12GB)
- LGCIU-2 (5GA2)
  - RELAY-PTU VALVE (1803GL)
  - RELAY-GND INTERNAL LEAK TEST (1885GP)
  - TIME RELAY (3816GX)

### 2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
52-36-00-810-801	Fault during the Opening Procedure of the FWD Cargo-Compartment Door
52-36-00-810-802	Fault during the Opening Procedure of the AFT Cargo-Compartment Door
52-36-00-810-803	Fault during the Closing Procedure of the FWD Cargo-Compartment Door
52-36-00-810-804	Fault during the Closing Procedure of the AFT Cargo-Compartment Door
AMM 52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
AMM 52-35-12-400-001	Installation of the Indicator Light 9MJ

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Operate the FWD or AFT cargo compartment door (referred to as cargo door) as required in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE: Make sure that a second person does not operate the other cargo door.

EFF: ALL **SROS** 

Printed in France

**52-36-00** 

Page 201 May 01/04

#### TROUBLE SHOOTING MANUAL

(2) Operate the AFT or FWD cargo door as required in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE : Make sure that a second person does not operate the other cargo door.

### 4. Fault Isolation

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- A. If the fault confirmation gives that both cargo doors do not operate in normal mode:
  - do a check of the CB (1MJ) to make sure that it is closed.
  - (1) If the CB (1MJ) is opened:
    - do a check of the LIGHT-AFT DOOR OPEN AND LOCKED (8MJ) and LIGHT-FWD DOOR OPEN AND LOCKED (9MJ) to make sure that they are satisfactory.
    - NOTE : If necessary, replace the applicable light (Ref. AMM TASK 52-35-12-400-001).
  - (2) If the CB (1MJ) is closed:
    - put the YELLOW ELEC PUMP P/SW (3804GX) on the cockpit panel 40VU in the ON position and examine if the ELEC PUMP-Y (3075GX) operates.
    - NOTE : Make sure that the selector of the applicable manual selector valve is operated during the fault isolation procedure.
  - (3) If the ELEC PUMP-Y (3075GX) does not operate:
    - do a trouble shooting of the ELEC PUMP-Y (3075GX)
       (Ref. TASK 29-24-00-810-801).
  - (4) If the ELEC PUMP-Y (3075GX) operates:
    - push the YELLOW ELEC PUMP P/SW (3804GX) so that the ELEC PUMP-Y (3075GX) does not more operate
    - do a check for 28 VDC between the RELAY-SCCB PWR SPLY (3811GX) connector A/A2 and GND (Ref. ASM 29-24/01).
    - (a) If there is 28 VDC:
      - do a check and repair wiring between the RELAY-SCCB PWR SPLY (3811GX) connector A/A2 and the DET-PHASE UNBALANCE, Y ELEC PUMP (3808GX) connector A/F.
    - (b) If there is no 28 VDC:
      - do a check for continuity between the RELAY-SCCB PWR SPLY (3811GX) connectors A/A1 and A/A2 (Ref. ASM 29-24/01).
      - 1 If there is no continuity:
        - do a check for 28 VDC between the RELAY-SCCB PWR SPLY (3811GX) connector A/X1 and GND (Ref. ASM 29-24/01).

EFF: ALL

**52-36-00** 

Page 202 May 01/04

#### TROUBLE SHOOTING MANUAL

- a If there is 28 VDC:
  - replace the RELAY-SCCB PWR SPLY (3811GX).
- 2 If there is continuity:
  - do a check for continuity between the TIME RELAY (6MJ) connector A2 and A1 (Ref. ASM 29-24/01).
  - a If there is no continuity:
    - do the trouble shooting procedure of the trigger signal between the RELAY-TIME (6MJ), the RELAY-L/G POSITION, SYS 2 (12GB) and the LGCIU-2 (5GA2) (Ref. TASK 52-36-00-810-801), (Ref. TASK 52-36-00-810-802), (Ref. TASK 52-36-00-810-803) or (Ref. TASK 52-36-00-810-804).
  - b If there is continuity:
    - do a check and repair the wiring between the TIME RELAY (6MJ) connector A2 and the CB (3803GX) (Ref. ASM 29-24/01).
- (5) If the fault continues:
  - do a check for continuity between the RELAY-PTU VALVE (1803GL) connector 2 and A (Ref. ASM 29-24/01) and the RELAY-PTU VALVE (1803GL) connector 4 and B (Ref. ASM 29-24/01).
    - (a) If there is no continuity:
      - replace RELAY-PTU VALVE (1803GL).
      - 1 If the fault continues:
        - do a check and repair the wiring between the RELAY-PTU VALVE (1803GL) connectors A and B and the TIME RELAY (6MJ) connector A1 (Ref. ASM 29-24/01).
    - (b) If there is continuity:
      - do a check for continuity between the RELAY-GND INTERNAL LEAK TEST (1885GP) connector 2 and A (Ref. ASM 29-24/01).
      - 1 If there is no continuity:
        - replace the RELAY-GND INTERNAL LEAK TEST (1885GP).
        - a If the fault continues:
          - do a check and repair the wiring between
          - the RELAY-GND INTERNAL LEAK TEST (1885GP) connector A and the RELAY-PTU VALVE (1803GL) connector 2 (Ref. ASM 29-24/01).
          - the RELAY-GND INTERNAL LEAK TEST (1885GP) connector B and the RELAY-PTU VALVE (1803GL) connector 4 (Ref. ASM 29-24/01).

EFF: ALL

52-36-00

Page 203 May 01/04

SROS

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### TROUBLE SHOOTING MANUAL

- 2 If there is continuity:
  - do a check and repair the wiring between the RELAY-GND INTERNAL LEAK TEST (1885GP) connector 2 and the RELAY-SCCB PWR SPLY (3811GX) connector A1 (Ref. ASM 29-24/01).
- (c) If there is continuity:
  - do a check for continuity between the RELAY-GND INTERNAL LEAK TEST (1885GP) connector 4 and B (Ref. ASM 29-24/01).
  - 1 If there is continuity:
    - do a check and repair the wiring between the RELAY-GND INTERNAL LEAK TEST (1885GP) connector 4 and the TIME RELAY (3816GX) connector C1 (Ref. ASM 29-24/01).
- (6) If the fault continues:
  - do a check for continuity between the TIME RELAY (3816GX) connector A/B2 and A/B1 (Ref. ASM 29-24/01).
  - (a) If there is no continuity:replace the TIME RELAY (3816GX).
  - (b) If there is continuity:
    - do a check and repair the wiring between the TIME RELAY (3816GX) connector B1 and the RELAY-SCCB PWR SPLY (3811GX) connector X1 (Ref. ASM 29-24/01).
- B. Do the test as given in Para. 3.A to make sure that the operation is correct.

EFF: ALL

52-36-00

Page 204 May 01/04

## *GA319/A320/A321*

### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-801

Fault during the Opening Procedure of the FWD Cargo-Compartment Door

### 1. Possible Causes

- ELEC PUMP-Y (3075GX)
- RELAY-TIME (6MJ)
- RELAY-L/G POSITION, SYS 2 (12GB)
- LGCIU-2 (5GA2)
- LIMIT SW-SERVO MECHANISM (2508MJ)
- MAN SEL VALVE-FWD CARGO DOOR (2501MJ)
- SW-LOCKING SHAFT (5MJ)
- ACTUATOR-FWD CARGO DOOR, FWD (2502MJ)
- ACTUATOR-FWD CARGO DOOR, AFT (2503MJ)
- SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ)
- wiring
- LIMIT SW-DOOR LOCKING CONTROL (2507MJ)
- LIMIT SW-DOOR LOCKING CONTROL (2508MJ)
- R RELAY (15MJ)
  - CHECK VALVE-DOUBLE (3717GM)
  - **RELAY (13MJ)**
  - RELAY (14MJ)

#### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE		DESIGNATION
32-3	1-00-810-802	LGCIU Fault
32-3	1-00-810-834	Cargo Door (Fwd) Lockshaft Proximity Sensor Fault (O5MJ)
AMM	52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
AMM	52-30-00-860-003	Open the FWD or AFT Cargo-Compartment Door with the Hand Pump
AMM	52-35-13-400-001	Installation of the Limit Switches 2508MJ and 2509MJ
AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
AMM	52-36-12-000-001	Removal of the Electro-Manual Selector Valve 2500MJ
AMM	52-36-12-400-001	Installation of the Electro-Manual Selector Valve 2500MJ
AMM	52-36-13-000-001	Removal of Double Check Valve 3717GM
AMM	52-36-13-400-001	Installation of Double Check Valve 3717GM
AMM	52-36-15-000-001	Removal of the Manual Selector Valve 2501MJ/2504MJ
AMM	52-36-15-400-001	<pre>Installation of the Manual Selector Valve 2501MJ/2504MJ</pre>
AMM	52-36-18-000-001	Removal of the Door Actuator 2502MJ/2503MJ/2505MJ/2506MJ

EFF: ALL
SROS

**52-36-00** 

Page 205 Feb 01/07

#### TROUBLE SHOOTING MANUAL

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EFERENCE DESIGNATION

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AMM 52-36-18-400-001

Installation of the Door Actuator 2502MJ/2503MJ/2505MJ/2506MJ

ASM 52-35/01

#### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Open the FWD cargo compartment door (referred to as cargo door) in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE: Make sure that a second person does not operate the AFT cargo door.

(2) Open the AFT cargo door in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE : Make sure that a second person does not operate the FWD cargo door.

- 4. Fault Isolation
- R \*\*ON A/C 201-225, 227-227, 229-245, 276-286, 426-428, 476-480,
  - A. If the fault confirmation gives that only the FWD cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
    - do a check for 28 VDC between:
       the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

NOTE : Make sure that the selector of the manual selector valve 2501MJ is set to OPEN during the fault isolation procedure.

- (1) If there is no VDC:
  - do a check for 28VDC between
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).

EFF: ALL

52-36-00

Page 206 May 01/08

#### TROUBLE SHOOTING MANUAL

- 2 If there is 28 VDC: - replace the RELAY-TIME (6MJ).
- (b) If there is no 28 VDC:
  - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - If there is 28 VDC:
    - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - If there is continuity:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
  - 3 If there is no continuity: - replace the RELAY-L/G POSITION, SYS 2 (12GB)
  - 4 If there is no 28 VDC:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and LIMIT SW-SERVO MECHANISM (2508MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
    - If the fault continues:
      - do a check and repair the wiring between: the LIMIT SW-SERVO MECHANISM (2508MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 2 If the fault continues:

201-225, 227-227, 229-245, 276-286,

- do a check and repair each part of the wiring between: the LGCIU-2 (5GA2) connector AA/9A and the LIMIT SW-DOOR LOCKING CONTROL (2508MJ) connector A/A (Ref. ASM 52-35/01).

#### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the
       LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between:
         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
      - do a check and repair the wiring as necessary between:
      - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).
      - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00- 810-802).

\*\*ON A/C 247-253, 287-299, 554-599, 701-749,

- A. If the fault confirmation gives that only the FWD cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

EFF: 201-225, 227-227, 229-245, 247-253, 276-299, 426-428, 476-480, 554-599, 701-749,

52-36-00

Page 208 May 01/08

#### TROUBLE SHOOTING MANUAL

NOTE : Make sure that the selector of the manual selector valve 2501MJ is set to OPEN during the fault isolation procedure.

- (1) If there is no VDC:
  - do a check for 28VDC between
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
       replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - do a check and repair the wiring between: the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).

**52-36-00** 

EFF: 247-253, 287-299, 554-599, 701-749,

Page 209 Feb 01/08

### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC between: the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between: the LGCIU-2 (5GA2) connector A/B and the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
      - do a check and repair the wiring as necessary between:
      - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).
      - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 254-275, 429-475, 481-499,

- A. If the fault confirmation gives that only the FWD cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).

247-275, 287-299, 429-475, 481-499,

Page 210 Feb 01/08

#### TROUBLE SHOOTING MANUAL

NOTE: The selector of the manual selector valve 2501MJ must stay in the R R OPEN position during the fault isolation procedure. (1) If there is no 28 VDC: R - do a check for 28 VDC between R the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01). R R (a) If there is 28 VDC: - do a check for 28 VDC between R the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01). R 1 If there is no 28 VDC: R - do a check and repair the wiring as necessary between: R the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM R 52-35/01). R 2 If there is 28 VDC: R - replace the RELAY (15MJ). R (b) If there is no 28 VDC: R - do a check for 28 VDC between: R the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-R 35/01). R If there is no 28 VDC: R - do a check for 28 VDC between: R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 R (Ref. ASM 52-35/01). R a If there is 28 VDC: R - do a check for continuity: R R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and R A/D2 (Ref. ASM 52-35/01). b If there is continuity: R - do a check and repair the wiring as necessary between: R R the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-R 35/01). R R c If there is no continuity: R - replace the RELAY-L/G POSITION, SYS 2 (12GB) R If there is no 28 VDC: - do a check and repair the wiring as necessary between: R R the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-R 35/01). R

EFF: 254-275, 429-475, 481-499,

**SROS** 

**52-36-00** 

Page 211 Feb 01/07

## TROUBLE SHOOTING MANUAL

R R R		If there is 28 VDC:   - do a check and repair the wiring as necessary between:     the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)     connector A/X (Ref. ASM 52-35/01).
R R R	(2)	<pre>If there is 28 VDC: - do a check for 28 VDC between   the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).</pre>
R R R R		<ul> <li>(a) If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R		<pre>1 If the fault continues:   - replace the RELAY-TIME (6MJ).</pre>
R R R R		<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary betwen:                the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	(3)	<pre>If the fault continues: - do a check for a GND signal at:   the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).</pre>
R R R		<ul><li>(a) If there is no ground signal:</li><li>do a check and repair the wiring between:</li><li>the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).</li></ul>
R R R	(4)	<pre>If the fault continues:     do a check for 28 VDC between:     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).</pre>
R R R R		<ul> <li>(a) If there are no 28 VDC:         <ul> <li>do a check for continuity between:</li> <li>the LGCIU-2 (5GA2) connector A/B and the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector AA/7A (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R		If there is no continuity:    - do a check and repair the wiring as necessary between:     the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and     the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
R R R		If there is continuity:   - do a check for 28 VDC between:     the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and     GND (Ref. ASM 52-35/01).
R R		<ul> <li>a If there is no 28 VDC:</li> <li>- do a check and repair the wiring as necessary between:</li> </ul>

EFF: 254-275, 429-475, 481-499,

SROS

52-36-00

Page 212 Feb 01/07

### TROUBLE SHOOTING MANUAL

	MODEL SHOOTING MANGAL
R R R R	<ul> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).</li> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and the GND (Ref. ASM 52-35/01).</li> </ul>
R R R	<ul> <li>b If there is 28 VDC:</li> <li>replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).</li> </ul>
R R R	<pre>(b) If there is 28 VDC:     - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-</pre>
R R R	(5) If the fault continues: - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
R R R	<ul><li>(a) If the fault continues:</li><li>do the trouble shooting of the SW-LOCKING SHAFT (5MJ)</li><li>(Ref. TASK 32-31-00-810-834)</li></ul>
R R R	<ul><li>(6) If the fault continues:</li><li>do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).</li></ul>

\*\*ON A/C 503-549, 551-553,

- A. If the fault confirmation gives that only the FWD cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
  - NOTE: Make sure that the selector of the manual selector valve 2501MJ is set to OPEN during the fault isolation procedure.
  - (1) If there is no VDC:
    - do a check for 28VDC between
       the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
    - (a) If there is 28 VDC:
      - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
      - 1 If there is no 28 VDC:
        - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).

EFF: 254-275, 429-475, 481-499, 503-549, 551-553, SROS

**52-36-00** 

Page 213 Feb 01/07

#### TROUBLE SHOOTING MANUAL

- 2 If there is 28 VDC:
   replace the RELAY-TIME (6MJ).
- (b) If there is no 28 VDC:
  - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - 1 If there is 28 VDC:
    - do a check for continuity:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - 2 If there is continuity:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
  - 3 If there is no continuity:
     replace the RELAY-L/G POSITION, SYS 2 (12GB)
  - 4 If there is no 28 VDC:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - do a check and repair each part of the wiring between the LGCIU-2 (5GA2) connector AA/9A and the connector A/A of 7550VC (Ref. ASM 52-35/01).
    - 1 If the fault continues:
      - do a check and repair the wiring between:
         the connector A/A of 7550VC and GND (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).

52-36-00

Page 214 Feb 01/07

EFF: 503-549, 551-553,

#### TROUBLE SHOOTING MANUAL

- 2 If there is continuity:
  - do a check for 28 VDC between:
     the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
- 3 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between:
  - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).
  - the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and the GND (Ref. ASM 52-35/01).
- 4 If there is 28 VDC:
  - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 479-480,

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**SROS** 

- R Post SB 52-1114 For A/C 479-480,
- R A. If the fault confirmation gives that only the FWD cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).
- R NOTE: The selector of the manual selector valve 2501MJ must stay in the OPEN position during the fault isolation procedure.
  - (1) If there is no 28 VDC:
    - do a check for 28 VDC between
       the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
- R (a) If there is 28 VDC:
- R do a check for 28 VDC between
   R the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).

EFF: 479-480, 503-549, 551-553,

52-36-00

Page 215 Feb 01/07

### TROUBLE SHOOTING MANUAL

R R R	1 If there is no 28 VDC:   - do a check and repair the wiring as necessary between:     the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).
R R	<pre>2 If there is 28 VDC:   - replace the RELAY (15MJ).</pre>
R R R	<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check for 28 VDC between:</li> <li>the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<pre>1 If there is no 28 VDC:   - do a check for 28 VDC between:      the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2      (Ref. ASM 52-35/01).</pre>
R R R	<ul> <li>a If there is 28 VDC:         <ul> <li>do a check for continuity:                 the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and                 A/D2 (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R R	<ul> <li>b If there is continuity:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G</li> <li>POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R	<ul><li><u>c</u> If there is no continuity:</li><li>- replace the RELAY-L/G POSITION, SYS 2 (12GB)</li></ul>
R R R R	<ul> <li>d If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G</li> <li>POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<ul> <li>If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary betwen:</li> <li>the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)</li> <li>connector A/X (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<ul><li>(2) If there is 28 VDC:</li><li>do a check for 28 VDC between</li><li>the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).</li></ul>
R R R	<ul> <li>(a) If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:             the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>

EFF: 479-480, | | SROS **52-36-00** 

Page 216 Feb 01/07

### TROUBLE SHOOTING MANUAL

R R	<pre>1 If the fault continues:     - replace the RELAY-TIME (6MJ).</pre>
R R R R	<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<ul><li>(3) If the fault continues:</li><li>do a check for a GND signal at:</li><li>the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).</li></ul>
R R R	(a) If there is no GND signal: - make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and LIMIT SW-SERVO MECHANISM (2508MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
R R R	If the fault continues: <ul> <li>do a check and repair the wiring between:</li> <li>the LIMIT SW-SERVO MECHANISM (2508MJ) connector A/A and GND (Ref. ASM 52-35/01).</li> </ul>
R R R R	If the fault continues: <ul> <li>do a check and repair each part of the wiring between:</li> <li>the LGCIU-2 (5GA2) connector AA/9A and the LIMIT SW-DOOR</li> <li>LOCKING CONTROL (2508MJ) connector A/A (Ref. ASM 52-35/01).</li> </ul>
R R R	<ul><li>(4) If the fault continues:</li><li>do a check for 28 VDC between:</li><li>the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).</li></ul>
R R R R	<ul> <li>(a) If there is no 28 VDC:         <ul> <li>do a check for continuity between:</li> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	If there is no continuity:         - do a check and repair the wiring as necessary between:         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and         the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
R R R	If there is continuity:         - do a check for 28 VDC between:             the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
R R R R R	<ul> <li>a If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).</li> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and the GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>

EFF: 479-480,

SROS

**52-36-00** 

Page 217 Feb 01/07

### TROUBLE SHOOTING MANUAL

- b If there is 28 VDC:
  - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (b) If there is 28 VDC:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 201-208, 227-227, 229-244, 276-284, 426-428, 476-478,
  - B. If the test shows that the FWD cargo door does not move but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system): operate the AFT cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the AFT cargo door moves:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
    - (2) If the fault continues:
      - replace the ACTUATOR-FWD CARGO DOOR, FWD (2502MJ) and/or the ACTUATOR-FWD CARGO DOOR, AFT (2503MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (3) If the AFT cargo door does not move:
      - open the FWD cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the FWD cargo door opens:
        - do a check for 28 VDC between:
           the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).

EFF: 201-208, 227-227, 229-244, 276-284, 426-428, 476-480,

**52-36-00** 

Page 218 May 01/08

#### TROUBLE SHOOTING MANUAL

- 2 If there is no 28 VDC:
  - do a check and repair the wiring between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the GND (Ref. ASM 52-35/01).
- 3 If the fault continues:
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND
- 4 If there is 28 VDC:
  - do a check and repair the wiring between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY-TIME (6MJ) connector A/B1 (Ref. ASM 52-35/01).
- 5 If there is no 28 VDC:
  - do a check and repair the wiring between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
- 6 If the fault continues: replace the RELAY-TIME (6MJ).
- (b) If the FWD cargo door does not open:
  - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).
- R \*\*ON A/C 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, R 701-749,
  - B. If the test shows that the FWD cargo door does not open but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system): operate the Aft cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the AFT cargo door moves:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
      - (a) If the fault continues:
        - replace the ACTUATOR-FWD CARGO DOOR, FWD (2502MJ) and/or the ACTUATOR-FWD CARGO DOOR, AFT (2503MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (2) If the AFT cargo door does not move:
      - open the FWD cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the FWD cargo door opens:
        - do a check for 28 VDC between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).

EFF: ALL **SROS** 

**52-36-00** 

Page 219 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is 28 VDC:
  - do a check for continuity between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and connector A/A (Ref. ASM 52-35/01).
  - a If there is no continuity:
    - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
  - b If there is continuity:
    - do a check and repair the wiring between:
       the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
       A/A and GND (Ref. ASM 52-35/01),
- 2 If there is no 28 VDC:
  - do a check and repair the wiring between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (13MJ) connector A/B3 (Ref. ASM 52-35/01), the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (14MJ) connector A/B3 (Ref. ASM 52-35/01), the RELAY (13MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01), the RELAY (14MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01).
- (b) If the FWD cargo door does not open:
  - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).

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C. Do the test as given in Para. 3.A. to make sure that the operation is correct.

EFF: ALL

52-36-00

Page 220 Feb 01/08

### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-802

Fault during the Opening Procedure of the AFT Cargo-Compartment Door

### 1. Possible Causes

- ELEC PUMP-Y (3075GX)
- RELAY-TIME (6MJ)
- RELAY-L/G POSITION, SYS 2 (12GB)
- LGCIU-2 (5GA2)
- LIMIT SW-SERVO MECHANISM (2509MJ)
- LIMIT SW-ENTRANCE GUIDE (2512MJ)
- DOOR SILL ROLLER (121MY)
- RELAY (2MJ)
- PROX SWITCH (2510MJ)
- PROX SWITCH (2511MJ)
- MAN SEL VALVE-AFT CARGO DOOR (2504MJ)
- SW-LOCKING SHAFT (12MJ)
- R SW-LOCKING SHAFT (5MJ)
  - ACTUATOR-AFT CARGO DOOR, FWD (2505MJ)
  - ACTUATOR-AFT CARGO DOOR, AFT (2506MJ)
  - SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ)
  - wiring
  - CB (1MJ)
  - LIMIT SW-DOOR LOCKING CONTROL (2507MJ)
- R RELAY (15MJ)
  - CHECK VALVE-DOUBLE (3717GM)
  - **RELAY (13MJ)**
  - RELAY (14MJ)

#### 2. Job Set-up Information

#### A. Referenced Information

	REFE	RENCE	DESIGNATION
	32-3	1-00-810-802	LGCIU Fault
R R	32-3	1-00-810-834	Cargo Door (Fwd) Lockshaft Proximity Sensor Fault (05MJ)
	32-3	1-00-810-835	Cargo Door (Aft) Lockshaft Proximity Sensor Fault (12MJ)
	ASM	523501801	
	AMM	25-52-42-000-001	Removal of the Door Sill Roller - AFT Cargo Compartment
	AMM	25-52-42-400-001	Installation of the Door Sill Roller - AFT Cargo Compartment
	AMM	52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
	AMM	52-30-00-860-003	Open the FWD or AFT Cargo-Compartment Door with the Hand Pump

R EFF: ALL
SROS

**52-36-00** 

Page 221 Feb 01/07

### TROUBLE SHOOTING MANUAL

REFERENCE		DESIGNATION
AMM	52-35-13-000-009	Removal of the Proximity Sensors 2510MJ and 2511MJ
AMM	52-35-13-400-001	Installation of the Limit Switches 2508MJ and 2509MJ
AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
AMM	52-35-13-400-007	Installation of the Limit Switch 2512MJ
AMM	52-35-13-400-008	Installation of the Limit Switch 2509MJ
AMM	52-35-13-400-009	Installation of the Proximity Sensors 2510MJ and
		2511MJ
AMM	52-36-12-000-001	Removal of the Electro-Manual Selector Valve 2500MJ
AMM	52-36-12-400-001	Installation of the Electro-Manual Selector Valve
		2500MJ
AMM	52-36-13-000-001	Removal of Double Check Valve 3717GM
AMM	52-36-13-400-001	Installation of Double Check Valve 3717GM
AMM	52-36-15-000-001	Removal of the Manual Selector Valve 2501MJ/2504MJ
AMM	52-36-15-400-001	Installation of the Manual Selector Valve
		2501MJ/2504MJ
AMM	52-36-18-000-001	Removal of the Door Actuator
		2502MJ/2503MJ/2505MJ/2506MJ
AMM	52-36-18-400-001	Installation of the Door Actuator
		2502MJ/2503MJ/2505MJ/2506MJ
ASM	52-35/01	

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Open the AFT cargo compartment door (referred to as cargo door) in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE : Make sure that a second person does not operate the FWD cargo door.

(2) Open the FWD cargo door in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE: Make sure that a second person does not operate the AFT cargo door.

#### 4. Fault Isolation

\*\*ON A/C 201-225, 551-561,

- A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

**52-36-00** 

Page 222 Feb 01/07

2

ALL

SROS

EFF:

#### TROUBLE SHOOTING MANUAL

NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to OPEN during the fault isolation procedure.

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
       replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for for 28 VDC: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the subsequent limit switches are correctly adjusted:
       LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-008)

EFF: 201-225, 551-561,

52-36-00

Page 223 Feb 01/07

#### TROUBLE SHOOTING MANUAL

LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-007)

- (b) If the fault continues:
  - do a check for continiuty between:
     the DOOR SILL ROLLER (121MY) connector C and D (Ref. ASM 52-35/01).
  - 1 If there is no continuity:
    - replace the DOOR SILL ROLLER (121MY) (Ref. AMM TASK 25-52-42-000-001) and (Ref. AMM TASK 25-52-42-400-001).
  - 2 If there is no continuity:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ) connector 1 (Ref. ASM 52-35/01).

the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM (2509MJ) connector B (Ref. ASM 52-35/01).

the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector C (Ref. ASM 52-35/01).

the DOOR SILL ROLLER (121MY) connector D and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND (Ref. ASM 52-35/01).

- (c) If the fault continues:
  - do a check for 28 VDC between:
     the RELAY (2MJ) connector X and Z (Ref. ASM 523501S01).
  - 1 If there is 28VDC:
    - do a check for 28VDC between:
       the PROX SWITCH (2510MJ) connector A and B or
       the PROX SWITCH (2511MJ) connector A and B
    - a If there is 28VDC:
      - replace the PROX SWITCH (2510MJ) and/or PROX SWITCH (2511MJ) (Ref. AMM TASK 52-35-13-000-009) and (Ref. AMM TASK 52-35-13-400-009).
  - 2 If there is no 28VDC:
     replace the RELAY (2MJ).
- (3) If the fault continues:
  - do a check for 28 VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).

**52-36-00** 

**30-UU** Page 224 Feb 01/07

#### TROUBLE SHOOTING MANUAL

- 1 If there is no continuity:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
- 2 If there is continuity:
  - do a check for 28VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
- 3 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
- 4 If there is 28 VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 227-227, 229-245, 276-286, 426-428, 476-480,
  - A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
    - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to OPEN during the fault isolation procedure.

EFF: 201-225, 227-227, 229-245, 276-286, 426-428, 476-480, 551-561,

52-36-00

Page 225 May 01/08

#### TROUBLE SHOOTING MANUAL

- (1) If there is 28 VDC:
  - do a check for 28VDC between the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC: - replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for for 28 VDC: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity: - replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and LIMIT SW-SERVO MECHANISM (2509MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
    - 1 If the fault continues:
      - do a check and repair the wiring between: the LIMIT SW-SERVO MECHANISM (2509MJ) connector A/A and GND (Ref. ASM 52-35/01).

**52-36-00** 

227-227, 229-245, 276-286, 426-428, EFF: 476-480,

Page 226 May 01/08

#### TROUBLE SHOOTING MANUAL

- 2 If the fault continues:
  - do a check and repair each part of the wiring between: the LGCIU-2 (5GA2) connector AA/9B and the LIMIT SW-SERVO MECHANISM (2509MJ) connector A/B (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 52-35/01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

EFF: 227-227, 229-245, 276-286, 426-428, 476-480,

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**52-36-00** 

Page 227 May 01/08

### TROUBLE SHOOTING MANUAL

- R \*\*ON A/C 247-253, 287-299, 701-749,
  - A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
    - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
    - NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to OPEN during the fault isolation procedure.
    - (1) If there is 28 VDC:
      - do a check for 28VDC between
         the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
      - (a) If there is 28 VDC:
        - do a check for 28 VDC between:
           the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
           replace the RELAY-TIME (6MJ).
      - (b) If there is no 28 VDC:
        - do a check for for 28 VDC: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - do a check for continuity:
             the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
        - 2 If there is continuity:
          - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
        - 3 If there is no continuity:
           replace the RELAY-L/G POSITION, SYS 2 (12GB)
        - 4 If there is no 28 VDC:
          - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) (Ref. ASM 52-35/01).

**52-36-00** 

#### TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - do a check and repair the wiring between:
       the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28VDC between:
         the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

**52-36-00** 

Page 229 Feb 01/08

**SROS** 

### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 254-275, 429-450, 481-499,

R NOTE: The selector of the manual selector valve 2504MJ must stay in the OPEN position during the fault isolation procedure.  (1) If there is no 28 VDC:	R R R R	<ul> <li>A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):</li> <li>do a check for 28 VDC between:</li> <li>the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).</li> </ul>
R - do a check for 28 VDC between the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).  R (a) If there is 28 VDC: - do a check for 28 VDC between the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).  R 1 If there is no 28 VDC: - do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).  R 2 If there is 28 VDC: - replace the RELAY (15MJ).  R (b) If there is no 28 VDC: - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).  R 1 If there is no 28 VDC: - do a check for 28 VDC between: the RELAY-LIG POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is 28 VDC: - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is continuity: - do a check and repair the wiring as necessary between: the RELAY-LIGE (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is continuity:	_	
R - do a check for 28 VDC between the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).  R 1 If there is no 28 VDC: - do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).  R 2 If there is 28 VDC: - replace the RELAY (15MJ).  R (b) If there is no 28 VDC: - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).  R 1 If there is no 28 VDC: - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is 28 VDC: - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  B If there is continuity: - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  B If there is continuity: - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).  B If there is no continuity:	R	- do a check for 28 VDC between
- do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).  R	R	- do a check for 28 VDC between
R - replace the RELAY (15MJ).  R (b) If there is no 28 VDC:	R R	<ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM</li> </ul>
R - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).  R 1 If there is no 28 VDC: - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is 28 VDC: - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R 2 If there is continuity: - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).  R 2 If there is no continuity:	_	<b>–</b>
- do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R  a If there is 28 VDC: - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).  R  b If there is continuity: - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).  R  c If there is no continuity:	R R	<ul> <li>do a check for 28 VDC between:</li> <li>the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-</li> </ul>
R	R R	<ul> <li>do a check for 28 VDC between:</li> <li>the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2</li> </ul>
<pre>R</pre>	R R	<ul> <li>do a check for continuity:</li> <li>the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and</li> </ul>
	R R R	<ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G</li> <li>POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-</li> </ul>

EFF: 254-275, 429-450, 481-499,

52-36-00

Page 230 Feb 01/07

### TROUBLE SHOOTING MANUAL

R R R R		d If there is no 28 VDC:   - do a check and repair the wiring as necessary between:     the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G     POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
R R R R		If there is 28 VDC:   - do a check and repair the wiring as necessary between:     the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)     connector A/X (Ref. ASM 52-35/01).
R R R	(2)	<pre>If there is 28 VDC: - do a check for 28 VDC between   the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).</pre>
R R R		<ul> <li>(a) If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R		<pre>1 If the fault continues:   - replace the RELAY-TIME (6MJ).</pre>
R R R		<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary betwen:                the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	(3)	<pre>If the fault continues:     do a check for a GND signal at:     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).</pre>
R R R		<ul><li>(a) If there is no ground signal:</li><li>do a check and repair the wiring between:</li><li>the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).</li></ul>
R R R	(4)	<pre>If the fault continues:     do a check for 28 VDC between:     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).</pre>
R R R		<ul> <li>(a) If there is no 28 VDC:         <ul> <li>do a check for continuity between:</li> <li>the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R		1 If there is no continuity: - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector A/B and the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector AA/7B (Ref. ASM 52-35/01).

EFF: 254-275, 429-450, 481-499,

SROS

**52-36-00** 

Page 231 Feb 01/07

### TROUBLE SHOOTING MANUAL

	TROUBLE SHOOTING MANUAL
R R R	If there is continuity:
R R R R R	<ul> <li>a If there is no 28VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01).</li> <li>the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/C and the GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<ul> <li>b If there is 28 VDC:</li> <li>replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).</li> </ul>
R R R	<ul><li>(b) If there is 28 VDC:</li><li>do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).</li></ul>
R R R	(5) If the fault continues: - make sure that the clearance between the target and the proximity sensor ( SW-LOCKING SHAFT (12MJ) ) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
R R R	<ul><li>(a) If the fault continues:</li><li>do the trouble shooting of the SW-LOCKING SHAFT (5MJ)</li><li>(Ref. TASK 32-31-00-810-834)</li></ul>
R R R	<ul><li>(6) If the fault continues:</li><li>do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).</li></ul>
R	**ON A/C 451-475,
R R R R	<ul> <li>A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):         <ul> <li>do a check for 28 VDC between:</li> <li>the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R	NOTE: The selector of the manual selector valve 2504MJ must stay in the OPEN position during the fault isolation procedure.

EFF: 254-275, 429-475, 481-499,

SROS

52-36-00

Page 232 Feb 01/07

#### TROUBLE SHOOTING MANUAL

```
(1) If there is no 28 VDC:
R
R
             - do a check for 28 VDC between
               the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
R
             (a) If there is 28 VDC:
R
                 - do a check for 28 VDC between
R
R
                   the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).
                   If there is no 28 VDC:
R
                    - do a check and repair the wiring as necessary between:
R
                      the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM
R
R
                      52-35/01).
                 2 If there is 28 VDC:
R
                    - replace the RELAY (15MJ).
R
R
             (b) If there is no 28 VDC:
                 - do a check for 28 VDC between:
R
                   the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-
R
                   35/01).
R
R
                   If there is no 28 VDC:
                    - do a check for 28 VDC between:
R
                      the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2
R
                      (Ref. ASM 52-35/01).
R
                    a If there is 28 VDC:
R
R
                       - do a check for continuity:
                         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and
R
                         A/D2 (Ref. ASM 52-35/01).
R
R
                    b If there is continuity:
                       - do a check and repair the wiring as necessary between:
R
                         the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G
R
                         POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-
R
                         35/01).
R
                    c If there is no continuity:
R
                       - replace the RELAY-L/G POSITION, SYS 2 (12GB)
R
                    d If there is no 28 VDC:
R
R
                       - do a check and repair the wiring as necessary between:
R
                         the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G
                         POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-
R
                         35/01).
R
                 2 If there is 28 VDC:
R
                    - do a check and repair the wiring as necessary between:
R
                      the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)
R
                      connector A/X (Ref. ASM 52-35/01).
R
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EFF: 451-475,

**52-36-00** 

Page 233 Feb 01/07

#### TROUBLE SHOOTING MANUAL

```
(2) If there is 28 VDC:
R
R
             - do a check for 28 VDC between
               the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
R
             (a) If there is 28 VDC:
R
                 - do a check and repair the wiring as necessary between:
R
R
                   the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-
R
                   35/01).
                 1 If the fault continues:
R
R

    replace the RELAY-TIME (6MJ).

R
             (b) If there is no 28 VDC:
                 - do a check and repair the wiring as necessary between:
R
                   the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM
R
                   52-35/01).
R
R
         (3) If the fault continues:
             - do a check for a GND signal at:
R
               the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
R
R
             (a) If there is no ground signal:
                 - make sure that the subsequent limit switches are correctly
R
R
                   adjusted:
                   LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-
R
R
R
                   LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-
                   007)
R
R
                   If the fault continues:
                    - do a check and repair the wiring as necessary between:
R
                       the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ)
R
                       connector 1 (Ref. ASM 52-35/01).
R
                       the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM
R
                       (2509MJ) connector B (Ref. ASM 52-35/01).
R
                       the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the
R
R
                      LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-
                      35/01).
R
                      the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND
R
                       (Ref. ASM 52-35/01).
R
                 2 If the fault continues:
R
                    - do a check for 28 VDC between:
R
                       the RELAY (2MJ) connector A/X and A/Z (Ref. ASM 523501S01).
R
                    a If there is 28VDC:
R
R
                        - replace the RELAY (2MJ).
                      If there is no 28VDC:
R
                        - do a check and repair the wiring as necessary between:
R
                         the RELAY (2MJ) connector A/Z and GND (Ref. ASM 52-
R
                         35/01).
R
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| EFF : 451-475, |

**SROS** 

**52-36-00** 

Page 234 Feb 01/07

#### TROUBLE SHOOTING MANUAL

R the RELAY (2MJ) connector A/X and the CB (1MJ) (Ref. ASM R 52-35/01). R (4) If the fault continues: - do a check for 28 VDC at: R the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01). R R (a) If there is no 28 VDC: - do a check for continuity between: R the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and R the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01). R If there is no continuity: R - do a check and repair the wiring as necessary between: R the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and R the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01). R R If there is continuity: - do a check for 28VDC between: R the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and R GND (Ref. ASM 52-35/01). R If there is no 28 VDC: R R - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A R and the CB (1MJ) (Ref. ASM 52-35/01), R the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C R and the GND (Ref. ASM 52-35/01). R b If there is 28 VDC: R - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. R R AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001). R R (b) If there is 28 VDC: es: - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-R R 00-810-802). (5) If the fault continues: R - make sure that the clearance between the target and the proximity R sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM R R TASK 52-35-13-400-002). (a) If the fault continues: R - do the trouble shooting procedure of the SW-LOCKING SHAFT R (12MJ) (Ref. TASK 32-31-00-810-835). R R (6) If the fault continues: - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-R 810-802). R

EFF: 451-475,

**SROS** 

**52-36-00** 

Page 235 Feb 01/07

#### TROUBLE SHOOTING MANUAL

\*\*ON A/C 503-549, 564-564,

- A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
  - NOTE: Make sure that the selector of the manual selector valve 2504MJ is set to OPEN during the fault isolation procedure.
  - (1) If there is 28 VDC:
    - do a check for 28VDC between the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
    - (a) If there is 28 VDC:
      - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
      - 1 If there is 28 VDC: - replace the RELAY-TIME (6MJ).
    - (b) If there is no 28 VDC:
      - do a check for for 28 VDC: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
      - If there is 28 VDC:
        - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
      - If there is continuity:
        - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
      - 3 If there is no continuity: - replace the RELAY-L/G POSITION, SYS 2 (12GB)
      - 4 If there is no 28 VDC:
        - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) (Ref. ASM 52-35/01).

**52-36-00** 

503-549, 564-564, EFF:

#### TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - do a check and repair each part of the wiring between: the LGCIU-2 (5GA2) connector AA/9B and the connector A/A of 7552VC (Ref. ASM 52-35/01).
    - 1 If the fault continues:
      - do a check and repair the wiring between: the connector A/A of the 7552VC and GND (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01)
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28VDC between:
         the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).

**52-36-00** 

Page 237 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 563-563, 565-599,

- A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
  - NOTE : The selector of the manual selector valve 2504MJ must be set to OPEN during the fault isolation procedure.
  - (1) If there is no 28VDC:
    - do a check for 28VDC between:
       the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
    - (a) If there is 28VDC:
      - do a check for 28VDC between:
         the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
      - 1 If there is no 28VDC:
        - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
      - 2 If there is 28VDC:
         replace the RELAY-TIME (6MJ).
    - (b) If there is no 28VDC:
      - do a check for for 28VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
      - 1 If there is 28VDC:
        - do a check for continuity between:
           the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
      - 2 If there is continuity:
        - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
      - 3 If there is no continuity:
         replace the RELAY-L/G POSITION, SYS 2 (12GB)

**52-36-00** 

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EFF: 503-549, 563-599,

Page 238 Feb 01/07

#### TROUBLE SHOOTING MANUAL

- 4 If there is no 28VDC:
  - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the subsequent limit switches are correctly adjusted:

LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-008)

LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-007)

- (b) If the fault continues:
  - do a check for continiuty between:
     the DOOR SILL ROLLER (121MY) connector C and D (Ref. ASM 52-35/01).
  - 1 If there is no continuity:
    - replace the DOOR SILL ROLLER (121MY) (Ref. AMM TASK 25-52-42-000-001) and (Ref. AMM TASK 25-52-42-400-001).
  - 2 If there is no continuity:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ) connector 1 (Ref. ASM 52-35/01).

the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM (2509MJ) connector B (Ref. ASM 52-35/01).

the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector C (Ref. ASM 52-35/01).

the DOOR SILL ROLLER (121MY) connector D and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND (Ref. ASM 52-35/01).

- (c) If the fault continues:
  - do a check for 28VDC between:
     the RELAY (2MJ) connector X and Z (Ref. ASM 523501S01).
  - 1 If there is 28VDC:
    - replace the RELAY (2MJ).
  - 2 If there is no 28VDC:
    - do a check and repair the wiring as necessary between: the RELAY (2MJ) connector A/Z and GND (Ref. ASM 52-35/01). the RELAY (2MJ) connector A/X and the CB (1MJ) (Ref. ASM 52-35/01).

**52-36-00** 

Page 239 Feb 01/07

#### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28VDC between:
         the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
    - 4 If there is 28VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 479-480,

**SROS** 

- R Post SB 52-1114 For A/C 479-480,
- R A. If the fault confirmation gives that only the AFT cargo door does not open and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
- R do a check for 28 VDC between:
- R the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).

EFF: 479-480, 563-563, 565-599,

52-36-00

Page 240 Feb 01/07

#### TROUBLE SHOOTING MANUAL

NOTE: The selector of the manual selector valve 2504MJ must stay in the R R OPEN position during the fault isolation procedure. (1) If there is no 28 VDC: R - do a check for 28 VDC between R the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01). R R (a) If there is 28 VDC: - do a check for 28 VDC between R the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01). R 1 If there is no 28 VDC: R - do a check and repair the wiring as necessary between: R the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM R 52-35/01). R 2 If there is 28 VDC: R - replace the RELAY (15MJ). R (b) If there is no 28 VDC: R - do a check for 28 VDC between: R the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-R 35/01). R If there is no 28 VDC: R - do a check for 28 VDC between: R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 R (Ref. ASM 52-35/01). R If there is 28 VDC: R - do a check for continuity: R R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01). R If there is continuity: R - do a check and repair the wiring as necessary between: R R the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-R 35/01). R R c If there is no continuity: R - replace the RELAY-L/G POSITION, SYS 2 (12GB) R If there is no 28 VDC: - do a check and repair the wiring as necessary between: R R the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-R 35/01). R

EFF: 479-480,

**52-36-00** 

Page 241 Feb 01/07

### TROUBLE SHOOTING MANUAL

	MODEL GROOTING MANGAL
R R R	If there is 28 VDC:    - do a check and repair the wiring as necessary between:     the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)     connector A/X (Ref. ASM 52-35/01).
R R R	<ul><li>(2) If there is 28 VDC:</li><li>do a check for 28 VDC between</li><li>the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).</li></ul>
R R R	<ul> <li>(a) If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R	<pre>1 If the fault continues:    - replace the RELAY-TIME (6MJ).</pre>
R R R	<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	<ul><li>(3) If the fault continues:</li><li>do a check for a GND signal at:</li><li>the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).</li></ul>
R R R	<ul> <li>(a) If there is a ground signal:         <ul> <li>make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and</li> <li>LIMIT SW-SERVO MECHANISM (2509MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).</li> </ul> </li> </ul>
R R R	If the fault continues:         - do a check and repair the wiring between:             the LIMIT SW-SERVO MECHANISM (2509MJ) connector A/A and GND             (Ref. ASM 52-35/01).
R R R	If the fault continues: <ul> <li>do a check and repair each part of the wiring between:</li> <li>the LGCIU-2 (5GA2) connector AA/9B and the LIMIT SW-SERVO</li> <li>MECHANISM (2509MJ) connector A/B (Ref. ASM 52-35/01).</li> </ul>
R R R	<ul><li>(4) If the fault continues:</li><li>do a check for 28 VDC at:</li><li>the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 52-35/01).</li></ul>
R R R R	<ul> <li>(a) If there is no 28 VDC:         <ul> <li>do a check for continuity between:</li> <li>the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and</li> <li>the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).</li> </ul> </li> </ul>

EFF : 479-480,

**52-36-00** 

Page 242 Feb 01/07

#### TROUBLE SHOOTING MANUAL

- 1 If there is no continuity:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
- 2 If there is continuity:
  - do a check for 28VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/A and GND (Ref. ASM 52-35/01).
  - a If there is no 28 VDC:
    - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and the CB (1MJ) (Ref. ASM 52-35/01), the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and the GND (Ref. ASM 52-35/01).
  - b If there is 28 VDC:
    - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (b) If there is 28 VDC:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 201-208, 227-227, 229-244, 276-284, 426-428, 476-478,
  - B. If the operation shows that the AFT cargo door does not move but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system):

    operate the FWD cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the FWD cargo door moves:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).

EFF: 201-208, 227-227, 229-244, 276-284, 426-428, 476-480,

**52-36-00** 

Page 243 May 01/08

#### TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - replace the ACTUATOR-AFT CARGO DOOR, FWD (2505MJ) and/or the ACTUATOR-AFT CARGO DOOR, AFT (2506MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
- (3) If the FWD cargo door does not move:
  - open the AFT cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
  - (a) If the AFT cargo door opens:
    - do a check for 28 VDC between:
       the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
    - 2 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and the GND (Ref. ASM 52-35/01).
    - 3 If the fault continues:
      - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - do a check and repair the wiring as necessary between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY-TIME (6MJ) connector A/B1 (Ref. ASM 52-35/01).
    - 5 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/B2 and CB (1MJ) (Ref. ASM 52-35/01).
    - 6 If the fault continues: - replace the RELAY-TIME (6MJ).
  - (b) If the FWD cargo door does not open:
    - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).

**52-36-00** 

Page 244

#### TROUBLE SHOOTING MANUAL

- R \*\*ON A/C 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, R 701-749,
  - B. If the operation shows that the AFT cargo door does not open but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system):
     operate the FWD cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the FWD cargo door moves:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
      - (a) If the fault continues:
        - replace the ACTUATOR-AFT CARGO DOOR, FWD (2505MJ) and/or the ACTUATOR-AFT CARGO DOOR, AFT (2506MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (2) If the FWD cargo door does not move:
      - open the AFT cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the AFT cargo door opens:
        - do a check for 28 VDC between:
           the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - do a check and repair the wiring between:
             the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
             A/B and connector A/A (Ref. ASM 52-35/01),
          - a If there is no continuity:
            - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
          - b If there is continuity:
            - do a check and repair the wiring between:
               the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
               A/A and GND (Ref. ASM 52-35/01),
        - 2 If there is no 28 VDC:
          - do a check and repair the wiring between:
            the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
            A/B and the RELAY (13MJ) connector A/B3 (Ref. ASM 52-35/01),
            the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
            A/B and the RELAY (14MJ) connector A/B3 (Ref. ASM 52-35/01),
            the RELAY (13MJ) connector A/B2 and the RELAY (15MJ)
            connector A/A2 (Ref. ASM 52-35/01),
            the RELAY (14MJ) connector A/B2 and the RELAY (15MJ)
            connector A/A2 (Ref. ASM 52-35/01).

EFF: 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, 701-749,

**52-36-00** 

Page 245 Feb 01/08

### TROUBLE SHOOTING MANUAL

(b) If the FWD cargo door does not open:
 - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-3613-000-001) and (Ref. AMM TASK 52-36-13-400-001).

\*\*ON A/C ALL

C. Do the test as given in Para. 3.A. to make sure that the operation is corrcet.

EFF: ALL
SROS

52-36-00

Page 246 Feb 01/08

#### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-803

Fault during the Closing Procedure of the FWD Cargo-Compartment Door

#### 1. Possible Causes

- ELEC PUMP-Y (3075GX)
- RELAY-TIME (6MJ)
- RELAY-L/G POSITION, SYS 2 (12GB)
- LGCIU-2 (5GA2)
- LIMIT SW-SERVO MECHANISM (2508MJ)
- MAN SEL VALVE-FWD CARGO DOOR (2501MJ)
- SW-LOCKING SHAFT (5MJ)
- ACTUATOR-FWD CARGO DOOR, FWD (2502MJ)
- ACTUATOR-FWD CARGO DOOR, AFT (2503MJ)
- SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ)
- wiring
- LIMIT SW DOOR SILL LATCH (2507MJ)
- CB (1MJ)
- R RELAY (15MJ)
  - CHECK VALVE-DOUBLE (3717GM)
  - RELAY (13MJ)
  - RELAY (14MJ)

### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE	DESIGNATION
32-31-00-810-802	LGCIU Fault
32-31-00-810-834	Cargo Door (Fwd) Lockshaft Proximity Sensor Fault (O5MJ)
AMM 52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
AMM 52-30-00-860-002	Close the FWD or AFT Cargo-Compartment Door with the Yellow Electric Pump
AMM 52-30-00-860-003	Open the FWD or AFT Cargo-Compartment Door with the Hand Pump
AMM 52-35-13-400-001	Installation of the Limit Switches 2508MJ and 2509MJ
AMM 52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
AMM 52-36-12-000-001	Removal of the Electro-Manual Selector Valve 2500MJ
AMM 52-36-12-400-001	Installation of the Electro-Manual Selector Valve 2500MJ
AMM 52-36-13-000-001	Removal of Double Check Valve 3717GM
AMM 52-36-13-400-001	Installation of Double Check Valve 3717GM
AMM 52-36-15-000-001	Removal of the Manual Selector Valve 2501MJ/2504MJ
AMM 52-36-15-400-001	<pre>Installation of the Manual Selector Valve 2501MJ/2504MJ</pre>

EFF: ALL 52-36-00

Page 247 Feb 01/07

SROS

#### TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 52-36-18-000-001 Removal of the Door Actuator 2502MJ/2503MJ/2505MJ/2506MJ

AMM 52-36-18-400-001 Installation of the Door Actuator

2502MJ/2503MJ/2505MJ/2506MJ

ASM 52-35/01

#### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Close the FWD cargo compartment door (referred to as cargo door) in the normal mode (Ref. AMM TASK 52-30-00-860-002).

NOTE: Make sure that a second person does not operate the AFT cargo door.

(2) Close the AFT cargo door in the normal mode (Ref. AMM TASK 52-30-00-860-002).

NOTE : Make sure that a second person does not operate the FWD cargo door.

#### 4. Fault Isolation

R \*\*ON A/C 201-205, 209-225, 227-227, 229-242, 244-245, 276-286, 426-428, R 476-480,

- A. If the fault confirmation gives that only the FWD cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

NOTE : Make sure that the selector of the manual selector valve 2501MJ is set to CLOSE during the fault isolation procedure.

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).

EFF: ALL 52-36-00

Page 248 May 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is no 28 VDC:
  - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
- 2 If there is 28 VDC:
   replace the RELAY-TIME (6MJ).
- (b) If there is no 28 VDC:
  - do acheck for 28 VDC between:
     the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
  - 1 If there is 28 VDC:
    - do a check for continuity between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - 2 If there is continuity:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
  - 3 If there is no continuity:
     replace the RELAY-L/G POSITION, SYS 2 (12GB)
  - 4 If there is no 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - make sure that the LIMIT SW DOOR SILL LATCH (2507MJ) and LIMIT SW-SERVO MECHANISM (2508MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
    - 1 If the fault continues:
      - do a check and repair the wiring as necessary between: the LIMIT SW-SERVO MECHANISM (2508MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 2 If the fault continues:
      - do a check and repair each part of the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9A and the LIMIT SW-SERVO

MECHANISM (2508MJ) connector A/A (Ref. ASM 52-35/01).

EFF: 201-205, 209-225, 227-227, 229-242, 244-245, 276-286, 426-428, 476-480,

52-36-00

Page 249 May 01/08

#### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between:
         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there are no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and GND (Ref. ASM 52-35/01).
    - 4 if there is 28 VDC:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00- 810-802).

\*\*ON A/C 206-208, 243-243, 503-549, 551-553,

- A. If the fault confirmation gives that only the FWD cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

EFF: 201-225, 227-227, 229-245, 276-286, 426-428, 476-480, 503-549, 551-553,

52-36-00

Page 250 May 01/08

#### TROUBLE SHOOTING MANUAL

NOTE : Make sure that the selector of the manual selector valve 2501MJ is set to CLOSE during the fault isolation procedure.

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
       replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do acheck for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity between:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - do a check and repair each part of the wiring between: the LGCIU-2 (5GA2) connector AA/9A and the connector A/A of 7550VC (Ref. ASM 52-35/01).

**52-36-00** 

R

206-208, 243-243, 503-549, 551-553,

Page 251 Feb 01/07

EFF:

#### TROUBLE SHOOTING MANUAL

- 1 If the fault continues:
  - do a check and repair the wiring between:
     the connector A/A of 7550VC and GND (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 3 If there are no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and GND (Ref. ASM 52-35/01).
    - 4 if there is 28 VDC:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:

206-208, 243-243, 503-549, 551-553,

- do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

**52-36-00** 

EFF:

#### TROUBLE SHOOTING MANUAL

- R \*\*ON A/C 247-253, 287-299, 554-599, 701-749,
  - A. If the fault confirmation gives that only the FWD cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
    - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
    - NOTE : Make sure that the selector of the manual selector valve 2501MJ is set to CLOSE during the fault isolation procedure.
    - (1) If there is no 28 VDC:
      - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
      - (a) If there is 28 VDC:
        - do a check for 28 VDC between:
           the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
        - 1 If there is no 28 VDC:
          - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
        - $\underline{2}$  If there is 28 VDC:
          - replace the RELAY-TIME (6MJ).
      - (b) If there is no 28 VDC:
        - do acheck for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - do a check for continuity between:
             the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
        - 2 If there is continuity:
          - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
        - 3 If there is no continuity:
           replace the RELAY-L/G POSITION, SYS 2 (12GB)
        - 4 If there is no 28 VDC:
          - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).

52-36-00

EFF: 247-253, 287-299, 554-599, 701-749,

Page 253 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - do a check and repair the wiring as necessary between:
       the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28 VDC between:
     the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
  - (a) If there are no 28 VDC:
    - do a check for continuity between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between:
         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A GND (Ref. ASM 52-35/01).
    - 3 If there are no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and GND (Ref. ASM 52-35/01).
    - 4 if there is 28 VDC:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

**52-36-00** 

#### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 254-275, 429-475, 481-499,

A. If the fault confirmation gives that only the FWD cargo door does not R close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door R R control system): - do a check for 28 VDC between: R the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01). NOTE: The selector of the manual selector valve 2501MJ must stay in the R R OPEN position during the fault isolation procedure. (1) If there is no 28 VDC: R - do a check for 28 VDC between R the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01). R R (a) If there is 28 VDC: - do a check for 28 VDC between R the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01). R If there is no 28 VDC: R - do a check and repair the wiring as necessary between: R the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM R 52-35/01). R 2 If there is 28 VDC: R - replace the RELAY (15MJ). R (b) If there is no 28 VDC: R R - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-R R 35/01). 1 If there is no 28 VDC: R - do a check for 28 VDC between: R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 R R (Ref. ASM 52-35/01). If there is 28 VDC: R - do a check for continuity: R the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and R R A/D2 (Ref. ASM 52-35/01). R If there is continuity: - do a check and repair the wiring as necessary between: R the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G R POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-R 35/01). R R c If there is no continuity: - replace the RELAY-L/G POSITION, SYS 2 (12GB) R

EFF: 254-275, 429-475, 481-499,

**52-36-00** 

Page 255 Feb 01/07

### TROUBLE SHOOTING MANUAL

R R R R		d If there is no 28 VDC:   - do a check and repair the wiring as necessary between:     the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G     POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
R R R		If there is 28 VDC:   - do a check and repair the wiring as necessary between:     the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)     connector A/X (Ref. ASM 52-35/01).
R R R	(2)	<pre>If there is 28 VDC: - do a check for 28 VDC between   the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).</pre>
R R R		<ul> <li>(a) If there is 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R		<pre>1 If the fault continues:   - replace the RELAY-TIME (6MJ).</pre>
R R R		<ul> <li>(b) If there is no 28 VDC:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	(3)	<pre>If the fault continues:     do a check for a GND signal at:     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).</pre>
R R R		<ul> <li>(a) If there is no GND signal:         <ul> <li>do a check and repair the wiring as necessary between:</li> <li>the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R	(4)	<pre>If the fault continues: - do a check for 28 VDC between:   the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).</pre>
R R R		<ul> <li>(a) If there is no 28 VDC:         <ul> <li>do a check for continuity between:</li> <li>the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connectors A/B and</li> <li>the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).</li> </ul> </li> </ul>
R R R		1 If there is no continuity: - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).

EFF: 254-275, 429-475, 481-499,

SROS

**52-36-00** 

Page 256 Feb 01/07

#### TROUBLE SHOOTING MANUAL

```
2 If there is continuity:
R
R
                    - do a check for 28 VDC between:
                      the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A GND
R
                      (Ref. ASM 52-35/01).
R
                    a If there is no 28 VDC:
R
R
                       - do a check and repair the wiring as necessary between:
R
                         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A
                         and the CB (1MJ) (Ref. ASM 52-35/01).
R
                         the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C
R
                         and GND (Ref. ASM 52-35/01).
R
                    b If there is 28 VDC:
R
                        - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref.
R
                         AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-
R
                         400-001).
R
R
             (b) If there is 28 VDC:
                 - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-
R
                   00-810-802).
R
R
         (5) If the fault continues:
R

    make sure that the clearance between the target and the proximity

               sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM
R
               TASK 52-35-13-400-002).
R
             (a) If the fault continues:
R
                 - do the trouble shooting of the SW-LOCKING SHAFT (5MJ)
R
                   (Ref. TASK 32-31-00-810-834)
R
         (6) If the fault continues:
R
R
             - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-
R
  **ON A/C 479-480,
  Post SB 52-1114 For A/C 479-480,
R
      A. If the fault confirmation gives that only the FWD cargo door does not
         close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door
R
R
         control system):
R
         - do a check for 28 VDC between:
           the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).
R
         NOTE: The selector of the manual selector valve 2501MJ must stay in the
R
R
                OPEN position during the fault isolation procedure.
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EFF: 254-275, 429-475, 479-499,

52-36-00

Page 257 Feb 01/07

#### TROUBLE SHOOTING MANUAL

```
(1) If there is no 28 VDC:
R
R
             - do a check for 28VDC between
               the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
R
             (a) If there is 28 VDC:
R
                 - do a check for 28 VDC between
R
R
                   the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).
                   If there is no 28 VDC:
R
                    - do a check and repair the wiring as necessary between:
R
                      the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM
R
R
                      52-35/01).
                 2 If there is 28 VDC:
R
                    - replace the RELAY (15MJ).
R
R
             (b) If there is no 28 VDC:
                 - do a check for 28 VDC between:
R
                   the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-
R
                   35/01).
R
R
                   If there is no 28 VDC:
                    - do a check for 28 VDC between:
R
                      the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2
R
                      (Ref. ASM 52-35/01).
R
                    a If there is 28 VDC:
R
R
                       - do a check for continuity:
                         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and
R
                         A/D2 (Ref. ASM 52-35/01).
R
R
                    b If there is continuity:
                       - do a check and repair the wiring as necessary between:
R
                         the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G
R
                         POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-
R
                         35/01).
R
                    c If there is no continuity:
R
                       - replace the RELAY-L/G POSITION, SYS 2 (12GB)
R
                    d If there is no 28 VDC:
R
R
                       - do a check and repair the wiring as necessary between:
R
                         the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G
                         POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-
R
                         35/01).
R
                 2 If there is 28 VDC:
R
                    - do a check and repair the wiring as necessary between:
R
                      the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ)
R
                      connector A/X (Ref. ASM 52-35/01).
R
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EFF: 479-480,

**52-36-00** 

Page 258 Feb 01/07

### TROUBLE SHOOTING MANUAL

R	(2)	If there is 28 VDC:
R		- do a check for 28 VDC between
R		the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
R		(a) If there is 28 VDC:
R		- do a check and repair the wiring as necessary between:
R		the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-
R		35/01).
R R		<pre>1 If the fault continues:     - replace the RELAY-TIME (6MJ).</pre>
N.		reptace the KLLAT TIME (ONO).
R		(b) If there is no 28 VDC:
R		<ul> <li>do a check and repair the wiring as necessary between:</li> </ul>
R R		the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
R	(3)	If the fault continues:
R		- do a check for a GND signal at:
R		the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
R		(a) If there is no GND signal:
R		- make sure that the LIMIT SW DOOR SILL LATCH (2507MJ) and LIMIT
R		SW-SERVO MECHANISM (2508MJ) are correctly adjusted (Ref. AMM
R		TASK 52-35-13-400-001).
R		1 If the fault continues:
R		<ul> <li>do a check and repair the wiring as necessary between:</li> </ul>
R		the LIMIT SW-SERVO MECHANISM (2508MJ) connector A/A and GND
R		(Ref. ASM 52-35/01).
R		2 If the fault continues:
R		- do a check and repair each part of the wiring as necessary
R		between:
R		the LGCIU-2 (5GA2) connector AA/9A and the LIMIT SW-SERVO
R		MECHANISM (2508MJ) connector A/A (Ref. ASM 52-35/01).
R	(4)	If the fault continues:
R	,	- do a check for 28 VDC between:
R		the LGCIU-2 (5GA2) connector AA/7A and GND (Ref. ASM 52-35/01).
R		(a) If there is no 28 VDC:
R		- do a check for continuity between:
R		the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connectors A/B and
R		the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
R		1 If there is no continuity:
R		- do a check and repair the wiring as necessary between:
R		the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and
R		LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).
IX.		EGGIO E (JGAE) COMMECCOM MA/MA (NET. MSM JE-3J/UT).

EFF : 479-480,

**52-36-00** 

Page 259 Feb 01/07

### TROUBLE SHOOTING MANUAL

- 2 If there is continuity:
  - do a check for 28 VDC between:
     the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and GND (Ref. ASM 52-35/01).
  - a If there are no 28 VDC:
    - do a check and repair the wiring as necessary between: the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/A and the CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/C and GND (Ref. ASM 52-35/01).
  - b If there is 28 VDC:
    - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (b) If there is 28 VDC:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (5MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (5MJ) (Ref. TASK 32-31-00-810-834)
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 201-208, 227-227, 229-244, 276-284, 426-428, 476-478,
  - B. If the test shows that the FWD cargo door does not close but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system): operate the AFT cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the AFT cargo door moves:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
    - (2) If the fault continues:
      - replace the ACTUATOR-FWD CARGO DOOR, FWD (2502MJ) and/or the ACTUATOR-FWD CARGO DOOR, AFT (2503MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).

EFF: 201-208, 227-227, 229-244, 276-284, 426-428, 476-480,

52-36-00

Page 260 May 01/08

#### TROUBLE SHOOTING MANUAL

- (3) If the AFT cargo door does not move:
  - open the FWD cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
  - (a) If the FWD cargo door opens:
    - do a check for 28 VDC between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
    - 2 If there is no 28 VDC:
      - do a check and repair the wiring between:
         the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
         A/B and the GND (Ref. ASM 52-35/01).
    - 3 If the fault continues:
      - do a check for 28 VDC between:
         the RELAY-TIME (6MJ) connector A/B1 and GND
    - 4 If there is 28 VDC:
      - do a check and repair the wiring between:
         the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
         A/B and the RELAY-TIME (6MJ) connector A/B1 (Ref. ASM 52-35/01).
    - 5 If there is no 28 VDC:

201-208, 227-227, 229-244, 276-284,

- do a check and repair the wiring between:
   the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
- 6 If the fault continues:
  - replace the RELAY-TIME (6MJ).
- (b) If the FWD cargo door does not open:
  - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).

#### TROUBLE SHOOTING MANUAL

- R \*\*ON A/C 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, R 701-749,
  - B. If the test shows that the FWD cargo door does not close but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system):
     operate the Aft cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the AFT cargo door moves:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
      - (a) If the fault continues:
        - replace the ACTUATOR-FWD CARGO DOOR, FWD (2502MJ) and/or the ACTUATOR-FWD CARGO DOOR, AFT (2503MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (2) If the AFT cargo door does not move:
      - open the FWD cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the FWD cargo door opens:
        - do a check for 28 VDC between:
           the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - do a check for continuity between:
             the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
             A/A and connector A/B (Ref. ASM 52-35/01),
          - a If there is no continuity:
            - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
          - b If there is continuity: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and GND (Ref. ASM 52-35/01),
        - 2 If there is no 28 VDC:
          - do a check and repair the wiring between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (13MJ) connector A/B3 (Ref. ASM 52-35/01), the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (14MJ) connector A/B3 (Ref. ASM 52-35/01), the RELAY (13MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01), the RELAY (14MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01).

EFF: 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, 701-749,

**52-36-00** 

Page 262 Feb 01/08

### TROUBLE SHOOTING MANUAL

(b) If the FWD cargo door does not open:
 - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-3613-000-001) and (Ref. AMM TASK 52-36-13-400-001).

\*\*ON A/C ALL

C. Do the test as given in Para. 3.A. to make sure that the operation is correct.

EFF: ALL
SROS

52-36-00

Page 263 Feb 01/08

#### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-804

Fault during the Closing Procedure of the AFT Cargo-Compartment Door

#### 1. Possible Causes

- ELEC PUMP-Y (3075GX)
- RELAY-TIME (6MJ)
- RELAY-L/G POSITION, SYS 2 (12GB)
- LGCIU-2 (5GA2)
- LIMIT SW-SERVO MECHANISM (2509MJ)
- LIMIT SW-ENTRANCE GUIDE (2512MJ)
- DOOR SILL ROLLER (121MY)
- RELAY (2MJ)
- PROX SWITCH (2510MJ)
- PROX SWITCH (2511MJ)
- MAN SEL VALVE-AFT CARGO DOOR (2504MJ)
- SW-LOCKING SHAFT (12MJ)
- ACTUATOR-AFT CARGO DOOR, FWD (2505MJ)
- ACTUATOR-AFT CARGO DOOR, AFT (2506MJ)
- SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ)
- wiring
- CB (1MJ)
- LIMIT SW-DOOR LOCKING CONTROL (2507MJ)
- RELAY (15MJ)
- RELAY (2MJ)
- CHECK VALVE-DOUBLE (3717GM)
- **RELAY (13MJ)**
- RELAY (14MJ)

#### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE	DESIGNATION
72 74 00 040 002	LCCTU Faula
32-31-00-810-802	LGCIU Fault
32-31-00-810-835	Cargo Door (Aft) Lockshaft Proximity Sensor Fault (12MJ)
ASM 523501S01	
AMM 25-52-42-000-001	Removal of the Door Sill Roller - AFT Cargo
	Compartment
AMM 25-52-42-400-001	Installation of the Door Sill Roller - AFT Cargo Compartment
AMM 52-30-00-860-001	Open the FWD or AFT Cargo-Compartment Door with the
	Yellow Electric Pump
AMM 52-30-00-860-003	Open the FWD or AFT Cargo-Compartment Door with the
	Hand Pump
AMM 52-35-13-000-009	Removal of the Proximity Sensors 2510MJ and 2511MJ
AMM 52-35-13-400-001	Installation of the Limit Switches 2508MJ and 2509MJ

EFF: ALL

52-36-00

Page 264 Feb 01/08

#### TROUBLE SHOOTING MANUAL

REFERENCE		DESIGNATION
AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
AMM	52-35-13-400-007	Installation of the Limit Switch 2512MJ
AMM	52-35-13-400-008	Installation of the Limit Switch 2509MJ
AMM	52-35-13-400-009	Installation of the Proximity Sensors 2510MJ and 2511MJ
AMM	52-36-12-000-001	Removal of the Electro-Manual Selector Valve 2500MJ
AMM	52-36-12-400-001	Installation of the Electro-Manual Selector Valve 2500MJ
AMM	52-36-13-000-001	Removal of Double Check Valve 3717GM
AMM	52-36-13-400-001	Installation of Double Check Valve 3717GM
AMM	52-36-15-000-001	Removal of the Manual Selector Valve 2501MJ/2504MJ
AMM	52-36-15-400-001	<pre>Installation of the Manual Selector Valve 2501MJ/2504MJ</pre>
AMM	52-36-18-000-001	Removal of the Door Actuator
		2502MJ/2503MJ/2505MJ/2506MJ
AMM	52-36-18-400-001	<pre>Installation of the Door Actuator 2502MJ/2503MJ/2505MJ/2506MJ</pre>
ASM	52-35/01	

### 3. Fault Confirmation

- A. Aircraft Maintenance Configuration
  - (1) Close the AFT cargo compartment door (referred to as cargo door) in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE : Make sure that a second person does not operate the FWD cargo door.

(2) Close the FWD cargo door in the normal mode (Ref. AMM TASK 52-30-00-860-001).

NOTE: Make sure that a second person does not operate the AFT cargo door.

### 4. Fault Isolation

ALL

\*\*ON A/C 201-225, 551-561,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

 ${\tt NOTE}$ : Make sure that the selector of the manual selector valve 2504MJ is set to CLOSE during the fault isolation procedure.

52-36-00

Page 265 Feb 01/08

R

**SROS** 

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#### TROUBLE SHOOTING MANUAL

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen:
         the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - $\underline{2}$  If there is 28 VDC:
      - replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity between:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the subsequent limit switches are correctly adjusted:

LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-008)

LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-007)

EFF: 201-225, 551-561,

52-36-00

Page 266 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (b) If the fault continues:
  - do a check for continiuty between: the DOOR SILL ROLLER (121MY) connector C and D (Ref. ASM 52-35/01).
  - 1 If there is no continuity:
    - replace the DOOR SILL ROLLER (121MY) (Ref. AMM TASK 25-52-42-000-001) and (Ref. AMM TASK 25-52-42-400-001).
  - 2 If there is no continuity:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ) connector 1 (Ref. ASM 52-35/01). the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM (2509MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the DOOR SILL ROLLER (121MY) connector C (Ref. ASM 52-35/01). the DOOR SILL ROLLER (121MY) connector D and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND (Ref. ASM 52-35/01).
- (c) If the fault continues:
  - do a check for 28 VDC between:
     the RELAY (2MJ) connector X and Z (Ref. ASM 523501S01).
  - 1 If there is 28 VDC:
    - do a check for 28 VDC between: the PROX SWITCH (2510MJ) connector A and B or the PROX SWITCH (2511MJ) connector A and B
    - a If there is 28 VDC:
      - replace the PROX SWITCH (2510MJ) and/or PROX SWITCH (2511MJ) (Ref. AMM TASK 52-35-13-000-009) and (Ref. AMM TASK 52-35-13-400-009).
  - 2 If there is no 28 VDC:
     replace the RELAY (2MJ).
- (3) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).

**52-36-00** 

Page 267 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 2 If there is continuity:
  - do a check for 28 VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
- 3 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
- 4 If there is 28 VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 227-227, 229-245, 276-286, 426-428, 476-480,
  - A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
    - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
    - NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to Close during the fault isolation procedure.
    - (1) If there is no 28 VDC:
      - do a check for 28 VDC between
         the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
      - (a) If there is 28 VDC:
        - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).

EFF: 201-225, 227-227, 229-245, 276-286, 426-428, 476-480, 551-561,

52-36-00

Page 268 May 01/08

**SROS** 

### TROUBLE SHOOTING MANUAL

- 1 If there is no 28 VDC:
  - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
- 2 If there is 28 VDC:
   replace the RELAY-TIME (6MJ).
- (b) If there is no 28 VDC:
  - do a check for 28 VDC between:
     the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
  - 1 If there is 28 VDC:
    - do a check for continuity between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
  - 2 If there is continuity:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
  - 3 If there is no continuity:
     replace the RELAY-L/G POSITION, SYS 2 (12GB)
  - 4 If there is no 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and LIMIT SW-SERVO MECHANISM (2509MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
    - 1 If the fault continues:
      - do a check and repair the wiring between: the LIMIT SW-SERVO MECHANISM (2509MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 2 If the fault continues:
      - do a check and repair each part of the wiring between:
         the LGCIU-2 (5GA2) connector AA/9B and the LIMIT SW-SERVO
         MECHANISM (2509MJ) connector A/B (Ref. ASM 52-35/01).

**52-36-00** 

### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 52-35/01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between:
         the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00- 810-802).

\*\*ON A/C 247-253, 287-299, 701-749,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

EFF: 227-227, 229-245, 247-253, 276-299, 426-428, 476-480, 701-749,

52-36-00

Page 270 May 01/08

**SROS** 

#### TROUBLE SHOOTING MANUAL

NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to CLOSE during the fault isolation procedure.

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
       replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28 VDC:
      - do a check for continuity between:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9B (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - do a check and repair the wiring between: the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 52-35/01).

**52-36-00** 

Page 271 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 254-275, 429-450, 481-499,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).

247-275, 287-299, 429-450, 481-499, EFF: 701-749,

Page 272 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- NOTE: The selector of the manual selector valve 2504MJ must stay in the CLOSE position during the fault isolation procedure.
- (1) If there is no 28 VDC:
  - do a check for 28 VDC between
     the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between
       the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
       replace the RELAY (15MJ).
  - (b) If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 5235/01).
    - 1 If there is no 28 VDC:
      - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
      - a If there is 28 VDC:
        - do a check for continuity:
           the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
      - b If there is continuity:
        - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
      - c If there is no continuity:
         - replace the RELAY-L/G POSITION, SYS 2 (12GB)
      - d If there is no 28 VDC:
        - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).

EFF: 254-275, 429-450, 481-499,

**52-36-00** 

Page 273 Feb 01/08

### TROUBLE SHOOTING MANUAL

- 2 If there is 28 VDC:
  - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ) connector A/X (Ref. ASM 52-35/01).
- (2) If there is 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).
    - 1 If the fault continues: - replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9A (Ref. ASM 52-35/01).
  - (a) If there is no ground signal:
    - do a check and repair the wiring between:
       the LGCIU-2 (5GA2) connector AA/9A and GND (Ref. ASM 52-35/01).
- (4) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
      - a If there is no 28 VDC:
        - do a check and repair the wiring as necessary between:

52-36-00

254-275, 429-450, 481-499,

Page 274 Feb 01/08

EFF:

#### TROUBLE SHOOTING MANUAL

the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).

- b If there is 28 VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (b) If there is 28 VDC:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 451-475,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between: the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).
  - NOTE: The selector of the manual selector valve 2504MJ must stay in the CLOSE position during the fault isolation procedure.
  - (1) If there is no 28 VDC:
    - do a check for 28 VDC between
       the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
    - (a) If there is 28 VDC:
      - do a check for 28 VDC between
         the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).
      - 1 If there is no 28 VDC:
        - do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).

**52-36-00** 

Page 275 Feb 01/08

**SROS** 

#### TROUBLE SHOOTING MANUAL

- 2 If there is 28 VDC:
   replace the RELAY (15MJ).
- (b) If there is no 28 VDC:
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - 1 If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - a If there is 28 VDC:
      - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - b If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - c If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - d If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
  - 2 If there is 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ) connector A/X (Ref. ASM 52-35/01).
- (2) If there is 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).
    - 1 If the fault continues: - replace the RELAY-TIME (6MJ).

EFF: 451-475,

**52-36-00** 

Page 276 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (b) If there is no 28 VDC:
  - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 52-35/01).
  - (a) If there is no GND signal:
    - make sure that the subsequent limit switches are correctly adjusted:

LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-008)

LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-007)

- (b) If the fault continues:
  - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ) connector 1 (Ref. ASM 52-35/01). the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM (2509MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND (Ref. ASM 52-35/01).
- (c) If the fault continues:
  - do a check for 28 VDC between:
     the RELAY (2MJ) connector A/X and A/Z (Ref. ASM 52-35/01).
  - 1 If there is no 28VDC:
    - do a check and repair the wiring as necessary between: the RELAY (2MJ) connector A/Z and GND (Ref. ASM 52-35/01). the RELAY (2MJ) connector A/X and the CB (1MJ) (Ref. ASM 52-35/01).
  - 2 If there is 28VDC:
     replace the RELAY (2MJ).
- (4) If the fault continues:
  - do a check for 28 VDC at:
     the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).

**52-36-00** 

Page 277 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is no continuity:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
- 2 If there is continuity:
  - do a check for 28 VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
- 3 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
- 4 If there is 28 VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 503-549, 564-564,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

NOTE : Make sure that the selector of the manual selector valve 2504MJ is set to CLOSE during the fault isolation procedure.

**52-36-00** 

Page 278 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (1) If there is no 28 VDC:
  - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check for 28 VDC between the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28 VDC:
      - do a check and repair the wiring as necessary betwen: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28 VDC:
      - replace the RELAY-TIME (6MJ).
  - (b) If there is no 28 VDC:
    - do a check for 28 VDC between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - If there is 28 VDC:
      - do a check for continuity between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity: - replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at: the LGCIU-2 (5GA2) connector AA/9B (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - do a check and repair the wiring between: the LGCIU-2 (5GA2) connector AA/9B and the connector A/A of 7552VC (Ref. ASM 52-35/01).

**52-36-00** 

EFF: 503-549, 564-564,

Page 279 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - do a check for 28 VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between:
         the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
    - 3 If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
    - 4 If there is 28 VDC:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00- 810-802).

\*\*ON A/C 563-563, 565-599,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28VDC between:
     the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).

**52-36-00** 

Page 280 Feb 01/08

EFF: 503-549, 563-599,

SROS

#### TROUBLE SHOOTING MANUAL

- NOTE : The selector of the manual selector valve 2504MJ must be set to CLOSE during the fault isolation procedure.
- (1) If there is no 28VDC:
  - do a check for 28VDC between:
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28VDC:
    - do a check for 28VDC between:
       the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
    - 1 If there is no 28VDC:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
    - 2 If there is 28VDC:
       replace the RELAY-TIME (6MJ).
  - (b) If there is no 28VDC:
    - do a check for 28VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and GND (Ref. ASM 52-35/01).
    - 1 If there is 28VDC:
      - do a check for continuity between:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/01).
    - 3 If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - 4 If there is no 28VDC:
      - do a check and repair the wiring as necessary between:
         the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and the LGCIU-2 (5GA2) connector AA/8A (Ref. ASM 52-35/01).
- (2) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the subsequent limit switches are correctly adjusted:
       LIMIT SW-SERVO MECHANISM (2509MJ) (Ref. AMM TASK 52-35-13-400-008)

EFF: 563-563, 565-599,

52-36-00

Page 281 Feb 01/08

#### TROUBLE SHOOTING MANUAL

LIMIT SW-ENTRANCE GUIDE (2512MJ) (Ref. AMM TASK 52-35-13-400-007)

- (b) If the fault continues:
  - do a check for continiuty between:
     the DOOR SILL ROLLER (121MY) connector C and D (Ref. ASM 52-35/01).
  - 1 If there is no continuity:
    - replace the DOOR SILL ROLLER (121MY) (Ref. AMM TASK 25-52-42-000-001) and (Ref. AMM TASK 25-52-42-400-001).
  - 2 If there is continuity:
    - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/9B and the RELAY (2MJ) connector 1 (Ref. ASM 52-35/01). the RELAY (2MJ) connector A and the LIMIT SW-SERVO MECHANISM (2509MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-SERVO MECHANISM (2509MJ) connector A and the DOOR SILL ROLLER (121MY) connector C (Ref. ASM 52-35/01). the DOOR SILL ROLLER (121MY) connector D and the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector B (Ref. ASM 52-35/01). the LIMIT SW-ENTRANCE GUIDE (2512MJ) connector A and GND (Ref. ASM 52-35/01).
- (c) If the fault continues:
  - do a check for 28VDC between:
     the RELAY (2MJ) connector A/X and A/Z (Ref. ASM 523501S01).
  - 1 If there is 28VDC:
     replace the RELAY (2MJ).
  - 2 If there is no 28VDC:
    - do a check and repair the wiring as necessary between: the RELAY (2MJ) connector A/Z and GND (Ref. ASM 52-35/01). the RELAY (2MJ) connector A/X and the CB (1MJ) (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for 28VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 523501S01).
  - (a) If there is no 28VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).

**52-36-00** 

Page 282 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 2 If there is continuity:
  - do a check for 28VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
- 3 If there is no 28VDC:
  - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).
- 4 If there is 28VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (4) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (5) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).

\*\*ON A/C 479-480,

Post SB 52-1114 For A/C 479-480,

- A. If the fault confirmation gives that only the AFT cargo door does not close and the ELEC PUMP-Y (3075GX) does not operate (fault in the door control system):
  - do a check for 28 VDC between:
     the RELAY (15MJ) connector A/A2 and GND (Ref. ASM 52-35/01).
  - NOTE: The selector of the manual selector valve 2504MJ must stay in the CLOSE position during the fault isolation procedure.
  - (1) If there is no 28 VDC:
    - do a check for 28 VDC between the RELAY (15MJ) connector A/X and GND (Ref. ASM 52-35/01).
    - (a) If there is 28 VDC:
      - do a check for 28 VDC between
         the RELAY (15MJ) connector A/A1 and GND (Ref. ASM 52-35/01).

52-36-00

EFF: 479-480, 563-563, 565-599,

Page 283 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between: the RELAY (15MJ) connector A/A1 and the CB (1MJ) (Ref. ASM 52-35/01).
- 2 If there is 28 VDC:
   replace the RELAY (15MJ).
- (b) If there is no 28 VDC:
  - do a check for 28 VDC between:
     the RELAY-TIME (6MJ) connector A/C1 and GND (Ref. ASM 52-35/01).
  - 1 If there is no 28 VDC:
    - do a check for 28 VDC between:
       the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - a If there is 28 VDC:
      - do a check for continuity: the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 and A/D2 (Ref. ASM 52-35/01).
    - b If there is continuity:
      - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D2 (Ref. ASM 52-35/O1).
    - c If there is no continuity:
       replace the RELAY-L/G POSITION, SYS 2 (12GB)
    - d If there is no 28 VDC:
      - do a check and repair the wiring as necessary between: the LGCIU-2 (5GA2) connector AA/8A and the RELAY-L/G POSITION, SYS 2 (12GB) connector A/D1 (Ref. ASM 52-35/01).
  - 2 If there is 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/C1 and RELAY (15MJ) connector A/X (Ref. ASM 52-35/01).
- (2) If there is 28 VDC:
  - do a check for 28 VDC between
     the RELAY-TIME (6MJ) connector A/X1 and GND (Ref. ASM 52-35/01).
  - (a) If there is 28 VDC:
    - do a check and repair the wiring as necessary between: the RELAY-TIME (6MJ) connector A/X2 and GND (Ref. ASM 52-35/01).

EFF: 479-480,

52-36-00

Page 284 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If the fault continues: - replace the RELAY-TIME (6MJ).
- (b) If there is no 28 VDC:
  - do a check and repair the wiring as necessary betwen:
     the RELAY-TIME (6MJ) connector A/X1 and the CB (1MJ) (Ref. ASM 52-35/01).
- (3) If the fault continues:
  - do a check for a GND signal at:
     the LGCIU-2 (5GA2) connector AA/9B and GND (Ref. ASM 523501S01).
  - (a) If there is no GND signal:
    - make sure that the LIMIT SW-DOOR LOCKING CONTROL (2507MJ) and LIMIT SW-SERVO MECHANISM (2509MJ) are correctly adjusted (Ref. AMM TASK 52-35-13-400-001).
    - 1 If the fault continues:
      - do a check and repair the wiring between: the LIMIT SW-SERVO MECHANISM (2509MJ) connector A/A and GND (Ref. ASM 52-35/01).
    - 2 If the fault continues:
      - do a check and repair each part of the wiring between:
         the LGCIU-2 (5GA2) connector AA/9B and the LIMIT SW-SERVO
         MECHANISM (2509MJ) connector A/B (Ref. ASM 52-35/01).
- (4) If the fault continues:
  - do a check for 28 VDC at: the LGCIU-2 (5GA2) connector AA/7B and GND (Ref. ASM 52-35/01).
  - (a) If there is no 28 VDC:
    - do a check for continuity between:
       the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and
       the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 1 If there is no continuity:
      - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/B and LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).
    - 2 If there is continuity:
      - do a check for 28 VDC between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and GND (Ref. ASM 52-35/01).
      - a If there is no 28 VDC:
        - do a check and repair the wiring as necessary between: the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/A and CB (1MJ) (Ref. ASM 52-35/01). the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connectors A/C and GND (Ref. ASM 52-35/01).

**52-36-00** 

EFF: 479-480,

Page 285 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- b If there is 28 VDC:
  - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
- (b) If there is 28 VDC:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- (5) If the fault continues:
  - make sure that the clearance between the target and the proximity sensor (SW-LOCKING SHAFT (12MJ)) is correctly adjusted (Ref. AMM TASK 52-35-13-400-002).
  - (a) If the fault continues:
    - do the trouble shooting of the SW-LOCKING SHAFT (12MJ) (Ref. TASK 32-31-00-810-835).
- (6) If the fault continues:
  - do the trouble shooting of the LGCIU-2 (5GA2) (Ref. TASK 32-31-00-810-802).
- R \*\*ON A/C 201-208, 227-227, 229-244, 276-284, 426-428, 476-478,
  - B. If the operation shows that the AFT cargo door does not move but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system):
     operate the FWD cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the FWD cargo door moves:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
    - (2) If the fault continues:
      - replace the ACTUATOR-AFT CARGO DOOR, FWD (2505MJ) and/or the ACTUATOR-AFT CARGO DOOR, AFT (2506MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (3) If the FWD cargo door does not move:
      - close the AFT cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the AFT cargo door closes:
        - do a check for 28 VDC between:
           the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).
        - 1 If there is 28 VDC:
          - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).

EFF: 201-208, 227-227, 229-244, 276-284, 426-428, 476-480,

**52-36-00** 

Page 286 May 01/08

### TROUBLE SHOOTING MANUAL

- 2 If there is no 28 VDC:
  - do a check and repair the wiring as necessary between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and GND (Ref. ASM 52-35/01).
- 3 If the fault continues:
  - do a check for 28 VDC between: the RELAY-TIME (6MJ) connector A/B1 and GND (Ref. ASM 52-35/01).
- 4 If there is 28 VDC:
  - do a check and repair the wiring as necessary between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY-TIME (6MJ) connector A/B1 (Ref. ASM 52-35/01).
- 5 If there is no 28 VDC: the RELAY-TIME (6MJ) connector A/B2 and CB (1MJ) (Ref. ASM 52-35/01).
- 6 If the fault continues:
   replace the RELAY-TIME (6MJ).
- (b) If the FWD cargo door does not close:
  - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).
- R \*\*ON A/C 209-225, 245-275, 285-299, 429-475, 479-499, 503-549, 551-599, R 701-749,
  - B. If the operation shows that the AFT cargo door does not close but the ELEC PUMP-Y (3075GX) operates (fault in the door hydraulic system):
     operate the FWD cargo door (Ref. AMM TASK 52-30-00-860-001).
    - (1) If the FWD cargo door moves:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) and (Ref. AMM TASK 52-36-15-400-001).
      - (a) If the fault continues:
        - replace the ACTUATOR-AFT CARGO DOOR, FWD (2505MJ) and/or the ACTUATOR-AFT CARGO DOOR, AFT (2506MJ) (Ref. AMM TASK 52-36-18-000-001) and (Ref. AMM TASK 52-36-18-400-001).
    - (2) If the FWD cargo door does not move:
      - open the AFT cargo door with the hand pump 3009GM (Ref. AMM TASK 52-30-00-860-003).
      - (a) If the AFT cargo door opens:
        - do a check for 28 VDC between:
           the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and A/B (Ref. ASM 52-35/01).

EFF: ALL

**52-36-00** 

Page 287 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- 1 If there is 28 VDC:
  - do a check for continuity between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/A and connector A/B (Ref. ASM 52-35/01),
  - a If there is no continuity:
    - replace the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) (Ref. AMM TASK 52-36-12-000-001) and (Ref. AMM TASK 52-36-12-400-001).
  - b If there is continuity:
    - do a check and repair the wiring between:
       the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector
       A/A and GND (Ref. ASM 52-35/01),
- 2 If there is no 28 VDC:
  - do a check and repair the wiring between: the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (13MJ) connector A/B3 (Ref. ASM 52-35/01), the SEL VALVE-CARGO DOORS ELEC/MAN CTL (2500MJ) connector A/B and the RELAY (14MJ) connector A/B3 (Ref. ASM 52-35/01), the RELAY (13MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01), the RELAY (14MJ) connector A/B2 and the RELAY (15MJ) connector A/A2 (Ref. ASM 52-35/01).
- (b) If the FWD cargo door does not open:
  - replace the CHECK VALVE-DOUBLE (3717GM) (Ref. AMM TASK 52-36-13-000-001) and (Ref. AMM TASK 52-36-13-400-001).

\*\*ON A/C ALL

C. Do this test as given in Para. 3.A. to make sure that the operation is correct.

EFF: ALL

52-36-00

Page 288 Feb 01/08

### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-805

Loss of the System Pressure of the Yellow Hydraulic System and Loss of the Correct Quantity in the Yellow Hydraulic Reservoir

#### 1. Possible Causes

- loss of the system pressure of the yellow hydraulic system
- loss of the correct quantity in the yellow hydraulic reservoir

#### 2. Job Set-up Information

#### A. Referenced Information

REFERENCE	DESIGNATION
29-13-00-810-801	Loss of the Correct Quantity in the Yellow Hydraulic
27 13 00 010 001	Reservoir
29-13-00-810-805	Loss of the System Pressure of the Yellow Hydraulic System
AMM 24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM 24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
AMM 29-23-00-860-001	Disconnection of the Isolation Coupling of the Power Transfer Unit (PTU)
AMM 29-23-00-860-002	Connection of the Isolation Coupling of the Power Transfer Unit (PTU)
AMM 71-00-00-710-003 AMM 71-00-00-710-027	Engine Automatic Start Engine Shutdown

### 3. Fault Confirmation

A. Make sure that this(these) circuit breaker(s) is(are) closed:

PANEL	DESIGNATION	IDENT.	LOCATION
121VU	HYDRAULIC/SOL VALVES/G/Y/B/LEAK/TST	1881GP	N35
12 1VU	HYDRAULIC/LOW/LVL/IND	1832GQ	N32
12 1VU	HYDRAULIC/HYD/QTY/IND	1831GQ	P35
12 1VU	HYDRAULIC/Y HYD/PUMP ENG2/MONG	3700GD	<b>Q37</b>
12 1VU	HYDRAULIC/Y HYD/PUMP ENG2/CTL	3701GD	Q36
12 1VU	HYDRAULIC/G HYD/PUMP ENG1/MONG	1702GK	R34

#### B. Aircraft Maintenance Configuration

<u>WARNING</u>: MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROL SURFACES ARE CLEAR BEFORE YOU PRESSURIZE/DEPRESSURIZE A HYDRAULIC SYSTEM.

EFF: ALL

**52-36-00** 

Page 289 Feb 01/08

#### TROUBLE SHOOTING MANUAL

- (1) Disconnect the isolation coupling of the PTU (Ref. AMM TASK 29-23-00-860-001).
- (2) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
- (3) On panel 50VU, make sure that the HYD/LEAK MEASUREMENT VALVES/Y pushbutton switch is set to on (OFF light not on).
- (4) On overhead panel 40VU, make sure that the YELLOW/ENG 2 PUMP pushbutton switch is set to on (OFF light not on).
- (5) Start the RH engine (Ref. AMM TASK 71-00-00-710-003).
- (6) Look for fault indications on the upper ECAM DU and the lower ECAM DU.
- (7) Shut down the RH engine (Ref. AMM TASK 71-00-00-710-027).

#### 4. Fault Isolation

- A. If the fault confirmation gives:
  - the message HYD Y SYS LO PR on the upper ECAM DU,
  - the system name and the flow arrow of the Yellow hydraulic system in amber on the lower ECAM DU,
  - the message HYD Y RSVR LO LVL on the upper ECAM DU,
  - the content indication of the Yellow hydraulic system (shows low fluid level) on the lower **ECAM DU** in amber,
  - the PTU P/BSW FAULT on the panel 40VU,
  - the YELLOW ENG 2 PUMP P/BSW FAULT on the panel 40VU,
  - the INOP SYS message YELLOW HYD and CARGO DOOR in amber on the status page on the lower ECAM DU:
  - do the fault isolation procedures for the loss of the system pressure of the yellow hydraulic system (Ref. TASK 29-13-00-810-805) and for the loss of the correct quantity in the yellow hydraulic reservoir (Ref. TASK 29-13-00-810-801).

#### 5. Close-up

- A. Aircraft Maintenance Configuration
  - (1) Make sure that the aircraft electrical circuits are de-energized (Ref. AMM TASK 24-41-00-862-002).
  - (2) Make sure that the isolation coupling of the PTU is connected (Ref. AMM TASK 29-23-00-860-002).

EFF: ALL

**52-36-00** 

Page 290 Feb 01/08

#### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-807

Yellow Eletrical Pump operates after Unlatching of FWD Cargo Door

- 1. Possible Causes
  - MAN SEL VALVE-FWD CARGO DOOR (2501MJ)
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION	
	52-36-15-000-001 52-36-15-400-001	Removal of the Manual Selector Valve 2501MJ/2504MJ Installation of the Manual Selector Valve	
ASM	52-35/01	2501MJ/2504MJ	

- 3. Fault Confirmation
  - A. Aircraft Maintenance Configuration
    - (1) Make sure that the AFT cargo door is in this condition:
      - a second person does not operate the AFT cargo door
      - the selector of the MAN SEL VALV -AFT CARGO DOOR (2504MJ) is in the NEUTRAL position.
    - (2) Unlatch the FWD cargo-compartment door (referred to as the cargo door) as follows:
      - (a) Push the handle flap in to release the door handle from the catch of the door structure.

WARNING: MAKE SURE THAT THE TRAVEL RANGE OF THE CARGO DOOR IS CLEAR BEFORE YOU UNLOCK IT. STAY AFT OF (LEFT OF) THE DOOR WHEN YOU UNLOCK IT BECAUSE IT CAN OPEN SUDDENLY AND CAUSE INJURY.

(b) Move the door handle to the UNLOCKED position.

52-36-00

Page 291 Feb 01/08

EFF:

#### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- A. The fault confirmation gives that the ELEC PUMP-Y (3075GX) starts to operate:
  - make sure that the selector of the MAN SEL VALVE-FWD CARGO DOOR
     (2501MJ) is in the NEUTRAL position.
  - (1) If the selector is not in the NEUTRAL position:
    - put the selector manually in the NEUTRAL position to stop the operation of the ELEC PUMP-Y (3075GX).
    - (a) If the ELEC PUMP-Y (3075GX) stops to operate:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) (Ref. AMM TASK 52-36-15-400-001)
  - (2) If the selector is in the NEUTRAL position but ELEC PUMP-Y (3075GX) does not stop to operate:
    - do a check for continuity between connector A/A and connector A/B of MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. ASM 52-35/01).
    - (a) If there is continuity:
      - replace the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) (Ref. AMM TASK 52-36-15-000-001) (Ref. AMM TASK 52-36-15-400-001)
    - (b) If there is no continuity:
      - do a check and repair the wiring between the MAN SEL VALVE-FWD CARGO DOOR (2501MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7A (Ref. ASM 52-35/01).

#### 5. Close-up

A. Unlatch the FWD cargo door as given in Para. 3.A to make sure that the the ELEC PUMP-Y (3075GX) does not start to operate.

EFF: ALL

52-36-00

Page 292 Feb 01/08

#### TROUBLE SHOOTING MANUAL

TASK 52-36-00-810-808

Yellow Eletrical Pump operates after Unlatching of AFT Cargo Door

- 1. Possible Causes
  - MAN SEL VALVE-AFT CARGO DOOR (2504MJ)
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION	
	52-36-15-000-001 52-36-15-400-001	Removal of the Manual Selector Valve 2501MJ/2504MJ Installation of the Manual Selector Valve	
ASM	52-35/01	2501MJ/2504MJ	

- 3. Fault Confirmation
  - A. Aircraft Maintenance Configuration
    - (1) Make sure that the FWD cargo door is in this condition:
      - a second person does not operate the FWD cargo door
      - the selector of the MAN SEL VALV -FWD CARGO DOOR (2501MJ) is in the NEUTRAL position.
    - (2) Unlatch the AFT cargo-compartment door (referred to as the cargo door) as follows:
      - (a) Push the handle flap in to release the door handle from the catch of the door structure.

WARNING: MAKE SURE THAT THE TRAVEL RANGE OF THE CARGO DOOR IS CLEAR BEFORE YOU UNLOCK IT. STAY AFT OF (LEFT OF) THE DOOR WHEN YOU UNLOCK IT BECAUSE IT CAN OPEN SUDDENLY AND CAUSE INJURY.

(b) Move the door handle to the UNLOCKED position.

EFF: ALL 52-36-00

Page 293 Feb 01/08

#### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- A. The fault confirmation gives that the ELEC PUMP-Y (3075GX) starts to operate:
  - make sure that the selector of the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) is in the NEUTRAL position
  - (1) If the selecor is not in the NEUTRAL position:
    - put the selector manually back in the NEUTRAL position to stop the operation of the ELEC PUMP-Y (3075GX).
    - (a) If the ELEC PUMP-Y (3075GX) stops to operate:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) (Ref. AMM TASK 52-36-15-400-001)
  - (2) If the selecor is in the NEUTRAL position but the ELEC PUMP-Y (3075GX) does not stop the operation:
    - do a check for continuity between connector A/A and connector A/B of MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. ASM 52-35/01).
    - (a) If there is continuity:
      - replace the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) (Ref. AMM TASK 52-36-15-000-001) (Ref. AMM TASK 52-36-15-400-001)
    - (b) If there is no continuity:
      - do a check and repair the wiring between the MAN SEL VALVE-AFT CARGO DOOR (2504MJ) connector A/B and the LGCIU-2 (5GA2) connector AA/7B (Ref. ASM 52-35/01).

#### 5. Close-up

R

A. Unlatch the AFT cargo door as given in Para. 3.A to make sure that the the ELEC PUMP-Y (3075GX) does not start to operate.

EFF: ALL 52-36-00

Page 294 May 01/08

**SROS** 

### TROUBLE SHOOTING MANUAL

### ACCESS DOORS - FAULT ISOLATION PROCEDURES

TASK 52-41-00-810-801

Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Left Avionics-Compartment Door

- 1. Possible Causes
  - PROX SW-FRAME, L AVIONICS COMPT DOOR (23WV)
  - SDAC-1 (1WV1)
  - SDAC-2 (1WV2)
  - wiring
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
	AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)	
	AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)	
	AMM	31-60-00-860-001	EIS Start Procedure	
	AMM	31-60-00-860-002	EIS Stop Procedure	
R	AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the CHECKING TOOL-DOORS	
R	AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the lower ECAM DU	
	AMM	52-71-14-000-001	Removal of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
	AMM	52-71-14-400-001	Installation of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
	ASM	31-54/05	·	

- 3. Fault Confirmation
  - A. Job Set-Up
    - (1) Aircraft Maintenance Configuration
      - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).

EFF: ALL SROS

**52-41-00** 

Page 201

#### TROUBLE SHOOTING MANUAL

- (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Test
  - (1) On the ECAM control panel:
     push the DOOR key to get the DOOR/OXY page.
  - (2) Make sure that the L AVIONIC indication and the door symbol come into view amber.

### 4. Fault Isolation

- A. If the test confirms the fault:
  - do a check for 28VDC between pins A and D of door frame proximity switch (23WV) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:
    - repair the wiring as necessary.
  - (2) If there is 28VDC:
    - disconnect the connector of the door frame proximity switch (23WV)
    - install the jumper wire between the pins B and C of the door frame proximity switch (23WV) (Ref. ASM 31-54/05)
    - do the test given in Para 3.B.
    - (a) If the test confirms the fault:
      - do a check for a ground signal at pin C of the door frame proximity switch (23WV) (Ref. ASM 31-54/05).
      - 1 If there is no ground signal:
        - repair the wiring from the pin C of the door frame proximity switch (23WV) to the ground terminal.
      - 2 If there is a ground signal:
        - do a check and repair the wiring from the door frame proximity switch (23WV) to the SDAC-1(2) (1WV1(2)) pin B to pin AD/11E (Ref. ASM 31-54/05).
    - (b) If the test does not confirm the fault:
      - remove the jumper wire between the pins B and C of the door frame proximity switch (23WV)
      - connect the connector of the door frame proximity switch (23WV)
      - adjust the door frame proximity switch (23WV) with the doors checking tool (Ref. AMM TASK 52-71-00-820-008) or with the ECAM system (Ref. AMM TASK 52-71-00-820-008).
      - 1 If the fault continues:
        - replace the PROX SW-FRAME, L AVIONICS COMPT DOOR (23WV) (Ref. AMM TASK 52-71-14-000-001) and (Ref. AMM TASK 52-71-14-400-001).

EFF: ALL

52-41-00

Page 202 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- (4) If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

#### B. Test

- (2) Make sure that the L. AVIONIC indication and the door symbol come into view green.

#### 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF. (Ref. AMM TASK 31-60-00-860-002).
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-41-00** 

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-802

Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Right Avionics Compartment-Door

## 1. Possible Causes

- PROX SW-FRAME, R AVIONICS COMPT DOOR (38WV)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
	ΔΜΜ	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the
	Ailii	24 41 00 001 002	External Power
	AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
	AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)
	AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)
	AMM	31-60-00-860-001	EIS Start Procedure
R R	AMM	52-71-00-820-011	Adjustment of the Proximity Switch (38WV) of the Avionics Compartment Door 822.
	AMM	52-71-14-000-001	Removal of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors
	AMM	52-71-14-400-001	Installation of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors
	ASM	31-54/05	·

## 3. Fault Confirmation

- A. Job Set-Up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

EFF: ALL 52-41-00

Page 204 Feb 01/07

## TROUBLE SHOOTING MANUAL

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the R AVIONIC indication and the door symbol come into view amber.

#### 4. Fault Isolation

R

R

R

R

R

R

R

R

R

R

R

R R

R R

R

R R

- A. If the test confirms the fault:
  - do a check for 28VDC between pins A and D of the door frame proximity-switch (38WV) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:
    - repair the wiring as necessary.
  - (2) If there is 28VDC:
    - disconnect the connector of the door frame proximity-switch (38WV),
    - install the jumper wire between pins B and C of the door frame proximity- switch (38WV) (Ref. ASM 31-54/05),
    - do the test given in Para 3.B.
    - (a) If the test confirms the fault:
      - do a check for a ground signal at pin C of the door frame proximity-switch (38WV) (Ref. ASM 31-54/05).
      - 1 If there is no ground signal:
        - repair the wiring from pin C of the door frame proximity-switch (38WV) to the ground terminal.
      - 2 If there is a ground signal:
        - do a check and repair the wiring from the door frame proximity-switch (38WV) to the SDAC-1(2) (1WV1(2)) pin B to pin AD/11F (Ref. ASM 31-54/05).
    - (b) If the test does not confirm the fault:
      - remove the jumper wire between pins B and C of the door frame proximity-switch (38WV).
      - connect the connector of the door frame proximity-switch
         (38WV).
      - adjust the door frame proximity-switch (38WV) (Ref. AMM TASK 52-71-00-820-011).
      - 1 If the fault continues:
        - replace the PROX SW-FRAME, R AVIONICS COMPT DOOR (38WV)
           (Ref. AMM TASK 52-71-14-000-001) and (Ref. AMM TASK 52-71-14-400-001).

EFF: ALL

52-41-00

Page 205 Feb 01/07

## TROUBLE SHOOTING MANUAL

- (3) If the fault continues:
  - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- (4) If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

## B. Test

- (2) Make sure that the R AVIONIC indication and the door symbol come into view green.

## 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL 52-41-00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-803

Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Forward Avionics-Compartment Door

## 1. Possible Causes

- PROX SW-FRAME, FWD AVIONICS COMPT DOOR (36WV)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)	
AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)	
AMM	31-60-00-860-001	EIS Start Procedure	
AMM	31-60-00-860-002	EIS Stop Procedure	
AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the CHECKING TOOL-DOORS	
AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the lower ECAM DU	
AMM	52-71-14-000-001	Removal of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
AMM	52-71-14-400-001	Installation of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
ASM	31-54/05	,	

## 3. Fault Confirmation

- A. Job Set-Up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

EFF: ALL **SROS** 

**52-41-00** 

Page 207 Feb 01/07

## TROUBLE SHOOTING MANUAL

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the FWD AVIONIC indication and the door symbol come into view amber.

#### 4. Fault Isolation

R

R R

R

R

R

R R

R

R

R

R

R R

R

R

R

R

R

R

R

R R

R

R

R

R

R

R

R R

- R A. If the test confirms the fault:
  - do a check for 28VDC between pins A and D of door frame proximity switch (36WV) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:
    - repair the wiring as necessary.
  - (2) If there is 28VDC:
    - disconnect the connector of the door frame proximity switch (36WV)
    - install the jumper wire between the pins B and C of the door frame proximity switch (36WV) (Ref. ASM 31-54/05)
    - do the test given in Para 3.B.
    - (a) If the test confirms the fault:
      - do a check for a ground signal at pin C of the door frame proximity switch (36WV) (Ref. ASM 31-54/05).
      - 1 If there is no ground signal:
        - repair the wiring from the pin C of the door frame proximity switch (36WV) to the ground terminal.
      - 2 If there is a ground signal:
        - do a check and repair the wiring from the door frame proximity switch (36WV) to the SDAC-1(2) (1WV1(2)) pin B to pin AD/12F (Ref. ASM 31-54/05).
    - (b) If the test does not confirm the fault:
      - remove the jumper wire between the pins B and C of the door frame proximity switch (36WV)
      - connect the connector of the door frame proximity switch (36WV)
      - adjust the door frame proximity switch (36WV) with the doors checking tool (Ref. AMM TASK 52-71-00-820-008) or with the ECAM system (Ref. AMM TASK 52-71-00-820-008).
      - 1 If the fault continues:
        - replace the PROX SW-FRAME, FWD AVIONICS COMPT DOOR (36WV) (Ref. AMM TASK 52-71-14-000-001) and (Ref. AMM TASK 52-71-14-400-001).
  - (3) If the fault continues:
    - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

EFF: ALL

52-41-00

Page 208 Nov 01/03

## TROUBLE SHOOTING MANUAL

- (4) If the fault continues:
  - replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).
- B. Test

  - (2) Make sure that the FWD AVIONIC indication and the door symbol come into view green.

## 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF. (Ref. AMM TASK 31-60-00-860-002)
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**52-41-00** 

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-804

Disagree between the ECAM System Display Page Indication and the Closed and Locked Position of the Aft Avionics-Compartment-Door

## 1. Possible Causes

- PROX SW-FRAME, AFT AVIONICS COMPT DOOR (40WV)
- SDAC-1 (1WV1)
- SDAC-2 (1WV2)
- wiring

## 2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION	
	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
	AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power	
	AMM	31-55-34-000-001	Removal of the SDAC (1WV1,1WV2)	
	AMM	31-55-34-400-001	Installation of the SDAC (1WV1,1WV2)	
	AMM	31-60-00-860-001	EIS Start Procedure	
R	AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the CHECKING TOOL-DOORS	
R	AMM	52-71-00-820-008	Adjustment of the Proximity Switches (23WV, 36WV, 40WV) of the Avionics Compartment Doors with the lower ECAM DU	
	AMM	52-71-14-000-001	Removal of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
	AMM	52-71-14-400-001	Installation of the Proximity Switches (23WV, 36WV, 38WV, 40WV) of the Avionics Compartment Doors	
	ASM	31-54/05	•	

## 3. Fault Confirmation

- A. Job Set-Up
  - (1) Aircraft Maintenance Configuration
    - (a) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
    - (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).

EFF: ALL

52-41-00

Page 210 Feb 01/07

## TROUBLE SHOOTING MANUAL

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the Aft AVIONIC indication and the door symbol come into view amber.

#### 4. Fault Isolation

R

R R

R

R

R

R R

R

R

R

R

R R

R

R

R

R

R

R

R

R R

R

R

R

R

R

R

R R

- R A. If the test confirms the fault:
  - do a check for 28VDC between pins A and D of door frame proximity switch (40WV) (Ref. ASM 31-54/05).
  - (1) If there is no 28VDC:
    - repair the wiring as necessary.
  - (2) If there is 28VDC:
    - disconnect the connector of the door frame proximity switch (40WV)
    - install the jumper wire between the pins B and C of the door frame proximity switch (40WV) (Ref. ASM 31-54/05)
    - do the test given in Para 3.B.
    - (a) If the test confirms the fault:
      - do a check for a ground signal at pin C of the door frame proximity switch (40WV) (Ref. ASM 31-54/05).
      - 1 If there is no ground signal:
        - repair the wiring from the pin C of the door frame proximity switch (40WV) to the ground terminal.
      - 2 If there is a ground signal:
        - do a check and repair the wiring from the door frame proximity switch (40WV) to the SDAC-1(2) (1WV1(2)) pin B to pin AD/12E (Ref. ASM 31-54/05).
    - (b) If the test does not confirm the fault:
      - remove the jumper wire between the pins B and C of the door frame proximity switch (40WV)
      - connect the connector of the door frame proximity switch (40WV)
      - adjust the door frame proximity switch (40WV) with the doors checking tool (Ref. AMM TASK 52-71-00-820-008) or with the ECAM system (Ref. AMM TASK 52-71-00-820-008).
      - 1 If the fault continues:
        - replace the PROX SW-FRAME, AFT AVIONICS COMPT DOOR (40WV) (Ref. AMM TASK 52-71-14-000-001) and (Ref. AMM TASK 52-71-14-400-001).
  - (3) If the fault continues:
    - replace the SDAC-1 (1WV1) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

EFF: ALL

52-41-00

Page 211 Nov 01/03

## TROUBLE SHOOTING MANUAL

R R R (4) If the fault continues:

 replace the SDAC-2 (1WV2) (Ref. AMM TASK 31-55-34-000-001) and (Ref. AMM TASK 31-55-34-400-001).

#### B. Test

- (1) On the ECAM control panel:
   push the DOOR key to get the DOOR/OXY page.
- (2) Make sure that the aft AVIONIC indication and the door symbol come into view green.

## 5. Close-up

- A. Put the aircraft back to its initial configuration.
  - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
  - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: ALL 52-41-00

Page 212 Nov 01/03

# 

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-809

Closing of the FWD Avionics Compartment Door Not Possible

- 1. Possible Causes
  - locking rod
  - roller
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE

DESIGNATION

CMM 524131

AMM 52-41-11-000-001 Removal of the Avionics-Compartment Forward Door
AMM 52-41-11-400-001 Installation of the Avionics-Compartment Forward Door

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position in the zone 121/122.
  - B. Test
    - (1) Make sure that the FWD avionics compartment door cannot be closed.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - remove the FWD avionics compartment door (811) (Ref. AMM TASK 52-41-11-000-001).
    - (1) Do a check and repair the locking rod or the roller (Ref. CMM 524131).
    - (2) Install the FWD avionics compartment door (811) (Ref. AMM TASK 52-41-11-400-001).

EFF: ALL

**SROS** 

**52-41-00** 

Page 213 Aug 01/00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-810

Closing of the L Avionics Compartment Door Not Possible

#### 1. Possible Causes

- locking rod
- roller

## 2. Job Set-up Information

A. Referenced Information

REFERENCE

DESIGNATION

CMM 524132 AMM 52-41-12-000-001

AMM 52-41-12-400-001

Removal of the Avionics-Compartment Lateral-Left Door Installation of the Avionics-Compartment Lateral-Left Door

#### 3. Fault Confirmation

- A. Job Set-up
  - (1) Put the access platform in position in the zone 125.
- B. Test
  - (1) Make sure that the L avionics compartment door cannot be closed.

## 4. Fault Isolation

- A. If the test confirms the fault:
  - remove the L avionics compartment door (812) (Ref. AMM TASK 52-41-12-000-001).
  - (1) Do a check and repair the locking rod or the roller (Ref. CMM
  - (2) Install the L avionics compartment door (812) (Ref. AMM TASK 52-41-12-400-001).

EFF: ALL **52-41-00** 

Page 214 Aug 01/00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-811

Closing of the Aft Avionics Compartment Door Not Possible

- 1. Possible Causes
  - locking rod
  - roller
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE

DESIGNATION

CMM 524134

AMM 52-41-14-000-001 Removal of the Avionics-Compartment Aft Door
AMM 52-41-14-400-001 Installation of the Avionics-Compartment Aft Door

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position in the zone 128.
  - B. Test
    - (1) Make sure that the aft avionics compartment door cannot be closed.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - remove the aft avionics compartment door (824) (Ref. AMM TASK 52-41-14-000-001).
    - (1) Do a check and repair the locking rod or the roller (Ref. CMM 524134).
    - (2) Install the aft avionics compartment door (824) (Ref. AMM TASK 52-41-14-400-001).

EFF: ALL **52-41-00** 

Page 215 Aug 01/00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-812

Closing of the R Avionics Compartment Door Not Possible

- 1. Possible Causes
  - locking rod
  - roller
- 2. Job Set-up Information
  - A. Referenced Information

	REFERENCE		DESIGNATION
R	CMM AMM	524133 52-41-13-000-001	Removal of the Avionics-Compartment Lateral-Right
R R R	AMM	52-41-13-400-001	<pre>Door Installation of the Avionics-Compartment Lateral-Right Door</pre>

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position in the zone 126.
  - B. Test
    - (1) Make sure that the R avionics compartment door cannot be closed.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - remove the R avionics compartment door (822) (Ref. AMM TASK 52-41-13-000-001).
    - (1) Do a check and repair the locking rod or the roller (Ref. CMM 524133).
    - (2) Install the R avionics compartment door (822) (Ref. AMM TASK 52-41-13-400-001).

EFF: ALL 52-41-00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-813

Seal of the FWD Avionics Compartment Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

DEFERENCE

KLILKLIGE

DESIGNATION

CMM 524131

R AMM 52-41-00-210-001

Detailed Inspection of the Door Seals.

AMM 52-41-11-000-001

Removal of the Avionics-Compartment Forward Door Installation of the Avionics-Compartment Forward Door

AMM 52-41-11-400-001

- 3. Fault Confirmation
  - A. Test
    - (1) Do the visual inspection of the seals of the access doors of the avionics compartment (Ref. AMM TASK 52-41-00-210-001).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
    - remove the FWD avionics compartment door (811) (Ref. AMM TASK 52-41-11-000-001).
    - (1) Replace the seal (Ref. CMM 524131).
    - (2) Install the FWD avionics compartment door (811) (Ref. AMM TASK 52-41-11-400-001).

EFF: ALL 52-41-00

Page 217 Feb 01/07

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-814

Seal of the Aft Avionics Compartment Door Defective

- 1. Possible Causes
  - seal
- 2. Job Set-up Information
  - A. Referenced Information

DEFERENCE

........

DESIGNATION

CMM 524134

R AMM 52-41-00-210-001

AMM 52-41-14-000-001

AMM 52-41-14-400-001

Detailed Inspection of the Door Seals.

Removal of the Avionics-Compartment Aft Door

Installation of the Avionics-Compartment Aft Door

- 3. Fault Confirmation
  - A. Test
    - (1) Do the visual inspection of the seals of the access doors of the avionics compartment (Ref. AMM TASK 52-41-00-210-001).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
    - remove the aft avionics compartment door (824) (Ref. AMM TASK 52-41-14-000-001).
    - (1) Replace the seal (Ref. CMM 524134).
    - (2) Install the aft avionics compartment door (824) (Ref. AMM TASK 52-41-14-400-001).

EFF: ALL 52-41-00

Page 218 Feb 01/07

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-815

Seal of the L Avionics Compartment Door Defective

- 1. Possible Causes
  - seal

REFERENCE

R

- 2. Job Set-up Information
  - A. Referenced Information

CMM	524132	
AMM	52-41-00-210-001	Detailed Inspection of the Door Seals.
AMM	52-41-12-000-001	Removal of the Avionics-Compartment Lateral-Left Door

Installation of the Avionics-Compartment Lateral-Left

**DESIGNATION** 

3. Fault Confirmation

AMM 52-41-12-400-001

- A. Test
  - (1) Do the visual inspection of the seals of the access doors of the avionics compartment (Ref. AMM TASK 52-41-00-210-001).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:

Door

- remove the L avionics compartment door (812) (Ref. AMM TASK 52-41-12-000-001).
- (1) Replace the seal (Ref. CMM 524132).
- (2) Install the L avionics compartment door (812) (Ref. AMM TASK 52-41-12-400-001).

EFF: ALL 52-41-00

Page 219 Feb 01/07

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-816

Seal of the R Avionics Compartment Door Defective

- 1. Possible Causes
  - seal

DEEEDENCE

- 2. Job Set-up Information
  - A. Referenced Information

	**************************************		DESIGNATION
	CMM	524133	
R	AMM	52-41-00-210-001	Detailed Inspection of the Door Seals.
	AMM	52-41-13-000-001	Removal of the Avionics-Compartment Lateral-Right Door
	AMM	52-41-13-400-001	<pre>Installation of the Avionics-Compartment Lateral-Right Door</pre>

DESTCHATION

\_\_\_\_\_\_

- 3. Fault Confirmation
  - A. Test
    - (1) Do the visual inspection of the seals of the access doors of the avionics compartment (Ref. AMM TASK 52-41-00-210-001).
- 4. Fault Isolation
  - A. If the seal shows signs of chafing or breaks:
    - remove the R avionics compartment door (822) (Ref. AMM TASK 52-41-13-000-001).
    - (1) Replace the seal (Ref. CMM 524133).
    - (2) Install the R avionics compartment door (822) (Ref. AMM TASK 52-41-13-400-001).

Page 220 Feb 01/07

EFF: ALL 52-41-00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-817

Impossibility to Open the Forward Avionics Compartment Door

- 1. Possible Causes
  - avionics-compartment forward door
- 2. Job Set-up Information
  - A. Referenced Information

\_\_\_\_\_\_ REFERENCE **DESIGNATION** 

R AMM 52-41-11-000-001 AMM 52-41-11-400-001 Removal of the Avionics-Compartment Forward Door Installation of the Avionics-Compartment Forward Door

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position at the zone 121/122.
  - B. Test
    - (1) Make sure that you cannot open the forward avionics compartment door.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - get access to the avionics compartment by another avionics compartment door
    - release the locking mechanism which is inside the blocked door
    - replace the avionics-compartment forward door (Ref. AMM TASK 52-41-11-000-001) and (Ref. AMM TASK 52-41-11-400-001).

**52-41-00** EFF: ALL

Page 221 Aug 01/00

## 

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-818

Impossibility to Open the Left Avionics Compartment Door

- 1. Possible Causes
  - avionics compartment left door
- 2. Job Set-up Information
  - A. Referenced Information

DESIGNATION	
Removal of the Avionics-Compartment Lateral-Left Door Installation of the Avionics-Compartment Lateral-Left Door	

\_\_\_\_\_\_

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position at zone 125.
  - B. Test

- (1) Make sure that you cannot open the left avionics compartment door.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - get access to the avionics compartment by another avionics compartment
    - release the locking mechanism which is inside the blocked door
    - replace the avionics compartment left door (Ref. AMM TASK 52-41-12-000-001) and (Ref. AMM TASK 52-41-12-400-001).

**52-41-00** EFF: ALL

Page 222 Aug 01/00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-819

Impossibility to Open the Right Avionics Compartment Door

## 1. Possible Causes

- avionics compartment right door

#### 2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
R R R		52-41-13-000-001 52-41-13-400-001	Removal of the Avionics-Compartment Lateral-Right Door Installation of the Avionics-Compartment Lateral-Right Door

### 3. Fault Confirmation

- A. Job Set-up
  - (1) Put the access platform in position at zone 126.
- B. Test
  - (1) Make sure that you cannot open the right avionics compartment door.

### 4. Fault Isolation

- A. If the test confirms the fault:
  - get access to the avionics compartment by another avionics compartment door
  - release the locking mechanism which is inside the blocked door
  - replace the avionics compartment right door (Ref. AMM TASK 52-41-13-000-001) and (Ref. AMM TASK 52-41-13-400-001).

EFF: ALL 52-41-00

Page 223 Aug 01/00

## TROUBLE SHOOTING MANUAL

TASK 52-41-00-810-820

Impossibility to Open the Aft Avionics Compartment Door

- 1. Possible Causes
  - avionics compartment aft door
- 2. Job Set-up Information
  - A. Referenced Information

DESCRIPTION DESCRIPTION

REFERENCE

DESIGNATION

R AMM 52-41-14-000-001 R AMM 52-41-14-400-001 Removal of the Avionics-Compartment Aft Door
Installation of the Avionics-Compartment Aft Door

- 3. Fault Confirmation
  - A. Job Set-up
    - (1) Put the access platform in position at zone 128.
  - B. Test
    - (1) Make sure that you cannot open the aft avionics compartment door.
- 4. Fault Isolation
  - A. If the test confirms the fault:
    - get access to the avionics compartment by another avionics compartment door
    - release the locking mechanism which is inside the blocked door
    - replace the avionics compartment aft door (Ref. AMM TASK 52-41-14-000-001) and (Ref. AMM TASK 52-41-14-400-001).

EFF: ALL 52-41-00

Page 224 Aug 01/00

## TROUBLE SHOOTING MANUAL

## PASSENGER COMPARTMENT FIXED INTERIOR DOORS - FAULT ISOLATION PROCEDURES

TASK 52-51-00-810-801

Fault of the Cockpit Door Lock System - General

- 1. Possible Causes
  - ELECTRICAL STRIKE (30MQ)
  - COCKPIT SYST.CONTROL. (24MQ)
  - ELECTRICAL STRIKE CTR. (31MQ)
  - ELECTRICAL STRIKE (32MQ)
  - BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ)
  - WIRING
  - RELAY (12MQ)
- 2. Job Set-up Information
  - A. Referenced Information

REFE	RENCE	DESIGNATION
ESPM	20-52-24	
AMM	52-51-00-710-002	Operational Test of the Cockpit Door Lock System (CDLS)
AMM	52-51-00-820-001	Adjustment of the Cockpit Door, Electrical Release Strikes and Latch Mechanisms
AMM	52-51-12-000-001	Removal of the Electric Release Strike
AMM	52-51-12-400-001	Installation of the Electric Release Strike
AMM	52-51-14-000-001	Removal of the Control Unit of the Cockpit-Door Locking System
AMM	52-51-14-400-001	Installation of the Control Unit of the Cockpit-Door Locking System
ASM	52-51/01	· ,

## 3. Fault Confirmation

R \*\*ON A/C 201-225, 227-227, 229-254, 276-299, 426-499, 503-549, 551-599, R 701-749,

#### A. Test

(1) Do the operational test of the Cockpit Door Lock System (Ref. AMM TASK 52-51-00-710-002).

EFF: ALL **SROS** 

**52-51-00** 

Page 201 May 01/08

#### TROUBLE SHOOTING MANUAL

\*\*ON A/C 201-201, 203-204, 206-225, 227-227, 231-231, 233-244, 254-279, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 283-299, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281-281, 281

Post SB 52-1118 For A/C 201-201,203-204,206-225,227-227,231-231,233-244, 254-254,276-279,281-281,283-299,

#### A. Test

- (1) Do the operational test of the Cockpit Door Lock System (Ref. AMM TASK 52-51-00-710-002).
- (2) Make sure that the "ON/OFF" toggle switch 21MQ is in the ON position.

\*\*ON A/C ALL

### 4. Fault Isolation

R \*\*ON A/C 201-225, 234-278, 280-280, 282-299, 451-455, 503-549, 551-599, R 701-749,

- A. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE TOP LED at the CKPT CONT panel 200VU are on:
  - replace the ELECTRICAL STRIKE (30MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (1) If the fault continues:
    - do a check of continuity between ELECTRICAL STRIKE (30MQ) connector
       2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T
  - (2) If the fault continues:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- B. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE MID LED at the CKPT CONT panel 200VU are on:
  - replace the ELECTRICAL STRIKE CTR. (31MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (1) If the fault continues:

**SROS** 

do a check of continuity between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N (Ref. ASM 52-51/01).

EFF: ALL

**52-51-00** Page 202 Feb 01/08

## TROUBLE SHOOTING MANUAL

- (a) If there is no continuity:
  - repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N
- (b) If there is continuity:
  - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.
- (2) If the fault continues:
  - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- C. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE BOT LED at the CKPT CONT panel 200VU are on:
  - replace the ELECTRICAL STRIKE (32MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (1) If the fault continues:
    - do a check of continuity between ELECTRICAL STRIKE (32MQ) connector
       2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.
  - (2) If the fault continues:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

R \*\*ON A/C 201-225, 227-227, 229-299, 451-475, 503-549, 551-563, 565-599, R 701-749, R Post SB 25-1444 For A/C 201-225,227-227,229-299,451-455,503-549,551-563, R 565-599,701-749,

- A. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE TOP LED at the CKPT CONT panel 20VU are on:
  - manually unlock the cockpit door and open it.
  - set the toggle switch 26MQ on the CKPT DOOR panel 119VU to the UNLOCK position.
  - wait for a minimum of 10 seconds and set the toggle switch 26MQ to the NORM position.
  - (1) If the fault continues:

**SROS** 

 make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).

EFF: 201-225, 227-227, 229-299, 451-475, 503-549, 551-599, 701-749,

52-51-00

Page 203 May 01/08

## TROUBLE SHOOTING MANUAL

- (2) If the fault continues:
  - replace the ELECTRICAL STRIKE (30MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
- (3) If the fault continues:
  - do a check of continuity between ELECTRICAL STRIKE (30MQ) connector
     2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T.
  - (b) If there is continuity:
    - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/T.
- (4) If the fault continues:
  - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- B. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE MID LED at the CKPT CONT panel 20VU are on:
  - manually unlock the cockpit door and open it.
  - set the toggle switch 26MQ on the CKPT DOOR panel 119VU to the UNLOCK position.
  - wait for minimum 10 seconds and set the toggle switch 26MQ to the NORM position.
  - (1) If the fault continues:
    - make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).
  - (2) If the fault continues:
    - replace the ELECTRICAL STRIKE CTR. (31MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (3) If the fault continues:
    - do a check of continuity between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.

EFF: 201-225, 227-227, 229-299, 451-475, 503-549, 551-563, 565-599, 701-749,

**52-51-00** 

Page 204 May 01/08

## TROUBLE SHOOTING MANUAL

- (4) If the fault continues:
  - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- C. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE BOT LED at the CKPT CONT panel 20VU are on:
  - manually unlock the cockpit door and open it.
  - set the toggle switch 26MQ on the CKPT DOOR panel 119VU to the UNLOCK position.
  - wait for minimum 10 seconds and set the toggle switch 26MQ to the NORM position.
  - (1) If the fault continues:
    - make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).
  - (2) If the fault continues:
    - replace the ELECTRICAL STRIKE (32MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (3) If the fault continues:
    - do a check of continuity between ELECTRICAL STRIKE (32MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.
  - (4) If the fault continues:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

\*\*ON A/C 426-450, 476-499, 564-564,

Post SB 52-1115 For A/C 426-450,476-499,564-564,

- A. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE TOP LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR
     BKUP panel 20VU into the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE TOP LED of the CKPT DOOR CONT panel 45VU are on:
    - replace the ELECTRICAL STRIKE (30MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).

**52-51-00** 

Page 205 Feb 01/08

EFF: ALL

### TROUBLE SHOOTING MANUAL

- (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE TOP LED of the CKPT DOOR CONT panel 45VU is off:
  - open safety and tag the circuit breakers 1MQ and 4MQ.
  - do a check of continuity between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - repair the WIRING between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T.
  - (b) If there is continuity:
    - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T.
  - (c) If the fault continues:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE TOP LED of the CKPT DOOR CONT panel 45VU stays on:
  - open safety and tag the circuit breakers 1MQ and 4MQ.
  - do a check of continuity between ELECTRICAL STRIKE (30MQ) connector
     2 and RELAY (12MQ) connector A/C2 (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and RELAY (12MQ) connector A/C2.
  - (b) If there is continuity:
    - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and RELAY (12MQ) connector A/C2.
    - 1 If the fault continues:
      - do a check of continuity between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.
      - a If there is continuity:
        - repair the WIRING between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.

### TROUBLE SHOOTING MANUAL

- b If there is no continuity:
  - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.
- (c) If the fault continues:
  - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- B. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE MID LED at the CKPT CONT panel 45VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP 20VU panel into the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE MID LED of the CKPT DOOR CONT panel 45VU are on:
    - replace the ELECTRICAL STRIKE CTR. (31MQ) (Ref. AMM TASK 52-51-12-400-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE MID LED of the CKPT DOOR CONT panel 45VU is off:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.
    - (c) If the fault continues:
      - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
  - (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE MID LED of the CKPT DOOR CONT panel 45VU stays on:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2 (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2.

EFF: 426-450, 476-499, 564-564,

**52-51-00** 

Page 207 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (b) If there is continuity:
  - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2.
  - 1 If the fault continues:
    - do a check of continuity between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N (Ref. ASM 52-51/01).
    - a If there is continuity:
      - repair the WIRING between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N
    - b If there is no continuity:
      - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N.
- (c) If the fault continues:
  - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- C. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and STRIKE BOT LED at the CKPT CONT panel 200VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel 271VU into the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 271VU and STRIKE BOT LED of the CKPT DOOR CONT panel 295VU are on:
    - replace the ELECTRICAL STRIKE (32MQ) (Ref. AMM TASK 52-51-12-400-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 271VU and STRIKE TOP LED of the CKPT DOOR CONT panel 295VU is off:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U (Ref. ASM 52-51/O1).
    - (a) If there is no continuity:
      - repair the WIRING between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.

EFF: 426-450, 476-499, 564-564,

52-51-00

Page 208 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (c) If the fault continues:
  - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 271VU and STRIKE BOT LED of the CKPT DOOR CONT panel 295VU stays on:
  - open, safety and tag the circuit breaker 1MQ and 4MQ.
  - do a check of continuity between ELECTRICAL STRIKE (32MQ) connector
     2 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ)
     connector A/U (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and RELAY (12MQ) connector A/A2
  - (b) If there is continuity:
    - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and RELAY (12MQ) connector A/A2 (Ref. ASM 52-51/01).
    - 1 If the fault continues:
      - do a check of continuity between RELAY (12MQ) connector A/A1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
      - a If there is continuity: repair the WIRING between RELAY (12MQ) connector A/A1 (Ref. ASM 52-51/01) and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
      - b If there is no continuity:
        - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/A1 (Ref. ASM 52-51/01) and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
  - (c) If the fault continues:
    - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

### TROUBLE SHOOTING MANUAL

- A. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE TOP LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel in the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel and the STRIKE TOP LED of the CKPT DOOR CONT panel 45VU are on:
    - manually unlock the cockpit door and open it.
    - push and hold the the pushbutton switch 27MQ
    - wait for a minimum of 10 seconds and release the pushbutton switch
       27MQ.
    - (a) If the fault continues:
      - make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).
    - (b) If the fault continues:
      - replace the ELECTRICAL STRIKE (30MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE TOP LED of the CKPT DOOR CONT panel 45VU is off:
    - open safety and tag the circuit breakers 1MQ and 4MQ.
    - do a check of continuity between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/C3 and COCKPIT SYST.CONTROL. (24MQ) connector A/T.
    - (c) If the fault continues:
      - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
  - (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE TOP LED of the CKPT DOOR CONT panel 45VU stays on:
    - open safety and tag the circuit breakers 1MQ and 4MQ.
    - do a check of continuity between ELECTRICAL STRIKE (30MQ) connector 2 and RELAY (12MQ) connector A/C2 (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and RELAY (12MQ) connector A/C2.

EFF: 426-450, 476-499, 564-564,

**52-51-00** 

Page 210 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (b) If there is continuity:
  - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (30MQ) connector 2 and RELAY (12MQ) connector A/C2.
  - 1 If the fault continues:
    - do a check of continuity between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.
    - a If there is continuity:
      - repair the WIRING between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.
    - b If there is no continuity:
      - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/C1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/T.
- (c) If the fault continues:
  - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- B. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE MID LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel in the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel and the STRIKE TOP LED of the CKPT DOOR CONT panel 45VU are on:
    - manually unlock the cockpit door and open it.
    - push and hold the the pushbutton switch 27MQ
    - wait for a minimum of 10 seconds and release the pushbutton switch
       27MQ
    - (a) If the fault continues:
      - make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).
    - (b) If the fault continues:
      - replace the ELECTRICAL STRIKE CTR. (31MQ) (Ref. AMM TASK 52-51-12-400-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE MID LED of the CKPT DOOR CONT panel 45VU is off:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N (Ref. ASM 52-51/01).

EFF: 426-450, 476-499, 564-564,

52-51-00

Page 211 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (a) If there is no continuity:
  - repair the WIRING between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.
- (b) If there is continuity:
  - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/B3 and COCKPIT SYST.CONTROL. (24MQ) connector A/N.
- (c) If the fault continues:
  - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 20VU and STRIKE MID LED of the CKPT DOOR CONT panel 45VU stays on:
  - open, safety and tag the circuit breaker 1MQ and 4MQ.
  - do a check of continuity between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2 (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2.
  - (b) If there is continuity:
    - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE CTR. (31MQ) connector 2 and RELAY (12MQ) connector A/B2.
    - 1 If the fault continues:
      - do a check of continuity between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N (Ref. ASM 52-51/01).
      - a If there is continuity:
        - repair the WIRING between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N
      - b If there is no continuity:
        - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/B1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/N.
  - (c) If the fault continues:
    - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

EFF: 426-450, 476-499, 564-564,

**52-51-00** 

Page 212 Feb 01/07

### TROUBLE SHOOTING MANUAL

- C. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the STRIKE BOT LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel in the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel and the STRIKE BOT LED of the CKPT DOOR CONT panel 45VU are on:
    - manually unlock the cockpit door and open it.
    - push and hold the the pushbutton switch 27MQ
    - wait for a minimum 10 seconds and release the pushbutton switch 27MQ.
    - (a) If the fault continues:
      - make sure that the cockpit door is correctly adjusted (Ref. AMM TASK 52-51-00-820-001).
    - (b) If the fault continues:
      - replace the ELECTRICAL STRIKE (32MQ) (Ref. AMM TASK 52-51-12-400-001) and (Ref. AMM TASK 52-51-12-400-001).
  - (2) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 271VU and STRIKE TOP LED of the CKPT DOOR CONT panel 295VU is off:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U
    - (b) If there is continuity:
      - do a check of the insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/A3 and COCKPIT SYST.CONTROL. (24MQ) connector A/U.
    - (c) If the fault continues:
      - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
  - (3) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel 271VU and STRIKE BOT LED of the CKPT DOOR CONT panel 295VU stays on:
    - open, safety and tag the circuit breaker 1MQ and 4MQ.
    - do a check of continuity between ELECTRICAL STRIKE (32MQ) connector
       2 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ)
       connector A/U (Ref. ASM 52-51/01).
    - (a) If there is no continuity:
      - repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and RELAY (12MQ) connector A/A2

EFF: 426-450, 476-499, 564-564,

52-51-00

Page 213 Feb 01/07

### TROUBLE SHOOTING MANUAL

- (b) If there is continuity:
  - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between ELECTRICAL STRIKE (32MQ) connector 2 and RELAY (12MQ) connector A/A2 (Ref. ASM 52-51/01).
  - 1 If the fault continues:
    - do a check of continuity between RELAY (12MQ) connector A/A1 and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
    - a If there is continuity: repair the WIRING between RELAY (12MQ) connector A/A1 (Ref. ASM 52-51/01) and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
    - b If there is no continuity:
      - do a check of insulation (Ref. ESPM 20-52-24) and repair the WIRING between RELAY (12MQ) connector A/A1 (Ref. ASM 52-51/01) and BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) connector A/U.
- (c) If the fault continues:
  - replace the BACKUP CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (28MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- R \*\*ON A/C 201-225, 227-227, 229-299, 451-475, 503-549, 551-599, 701-749,
  - D. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the CHAN 1 LED at the CKPT CONT panel 20VU are on:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
  - E. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the CHAN 2 LED at the CKPT CONT panel 20VU are on:
    - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

\*\*ON A/C 426-450, 476-499, 564-564,

Post SB 52-1115 For A/C 426-450,476-499,564-564,

- D. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the CHAN 1 LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel into the BKUP position.

EFF: ALL 52

**52-51-00** 

Page 214 May 01/08

## TROUBLE SHOOTING MANUAL

- (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel and CHAN 1 LED of the CKPT DOOR CONT panel 45VU are on: - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
- E. If the FAULT lamp of the indication light 22MQ at the COCKPIT DOOR panel 119VU and the CHAN 2 LED at the CKPT CONT panel 20VU are on:
  - remove the guard and set the NORM/BKUP/OFF switch 21MQ at the CKPT DOOR BKUP panel into the BKUP position.
  - (1) If the FAULT lamp of the pushbutton switch 27MQ at the CKPT DOOR BKUP panel and CHAN 2 LED of the CKPT DOOR CONT panel 45VU are on: - replace the COCKPIT SYST.CONTROL. (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).

\*\*ON A/C ALL

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F. Do the test given in para. 3.

EFF: ALL **SROS** 

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**52-51-00** 

Page 215 May 01/07

### TROUBLE SHOOTING MANUAL

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TASK 52-51-00-810-802

No Buzzer Function after Key Pad Operation

- 1. Possible Causes
  - KEYPAD (25MQ)
  - BUZZER (23MQ)
  - CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ)
  - EMI filter (P/N 73124-1)
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	52-51-00-710-003	Operational Test of the Emergency Access	
AMM	52-51-13-000-001	Removal of the Buzzer of the Cockpit-Door Locking System	
AMM	52-51-13-400-001	Installation of the Buzzer of the Cockpit-Door Locking System	
AMM	52-51-14-000-001	Removal of the Control Unit of the Cockpit-Door Locking System	
AMM	52-51-14-400-001	Installation of the Control Unit of the Cockpit-Door Locking System	
AMM	52-51-15-000-001	Removal of the Key Pad 25MQ	
AMM	52-51-15-400-001	Installation of the Keypad 25MQ	
ASM	52-51/01		
3. <u>F</u>	ault Confirmation		

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SROS

A. Do the operational test of the emergency access (Ref. AMM TASK 52-51-00-710-003).

EFF: ALL 52-51-00

Page 216

### TROUBLE SHOOTING MANUAL

### 4. Fault Isolation

- R \*\*ON A/C 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
  - A. If the buzzer at the cockpit ceiling panel 211HC does not come on:
    - enter the emergency entry code and make sure that the green LED at the KEYPAD (25MQ) flashes.
    - (1) If the green LED at the KEYPAD (25MQ) flashes:
      - do a check of 28 VDC at the BUZZER (23MQ).
      - (a) If there is no 28 VDC:
        - do a check for continuity between the BUZZER (23MQ) and the CB(1MQ) (Ref. ASM 52-51/01).
        - 1 If there is no continuity:
          - do a check and repair the wiring between the BUZZER (23MQ) and the CB(1MQ) (Ref. ASM 52-51/01).
        - 2 If there is continuity:
          - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector A/C and the BUZZER (23MQ) (Ref. ASM 52-51/01).
          - a If there is continuity:
            - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).
          - b If there is no continuity:
            - do a check and repair the wiring between the BUZZER
               (23MQ) and the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM
               (24MQ) connector A/C (Ref. ASM 52-51/01).
      - (b) If there is 28 VDC:
        - do a check for continuity on the BUZZER (23MQ).
        - 1 If there is no continuity:
          - replace the BUZZER (23MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).
        - 2 If there is continuity:
          - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).

52-51-00

Page 217 May 01/08

### TROUBLE SHOOTING MANUAL

- (2) If the green LED at the KEYPAD (25MQ) does not flash:
  - do a check of voltage between the pins G and K of the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ).
  - (a) If there is no voltage:
    - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
  - (b) If there is voltage:
    - do a check of voltage between the KEYPAD (25MQ) connectors A/15 and A/8 (Ref. ASM 52-51/01).
    - 1 If there is no voltage:
      - do a check and repair the wiring between:
         the KEYPAD (25MQ) connector A/15 and CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/G (Ref. ASM 52-51/01).
         the KEYPAD (25MQ) connector A/8 and CONTROL UNIT-COCKPIT

the KEYPAD (25MQ) connector A/8 and CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/K (Ref. ASM 52-51/01).

- 2 If there is voltage:
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/E and the KEYPAD (25MQ) connector A/9 (Ref. ASM 52-51/01).
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/F and the KEYPAD (25MQ) connector A/10 (Ref. ASM 52-51/01).
  - a If there is no continuity:
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/E and the KEYPAD (25MQ) A/9 (Ref. ASM 52-51/01).
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/F and the KEYPAD (25MQ) A/10 (Ref. ASM 52-51/01).
  - b If there is continuity:
    - replace the KEYPAD (25MQ) (Ref. AMM TASK 52-51-15-000-001) and (Ref. AMM TASK 52-51-15-400-001).
- (c) If the fault continues:
  - do a resistance check between the KEYPAD (25MQ) connector A/1 and the connector housing (Ref. ASM 52-51/01).
  - do a resistance check between the KEYPAD (25MQ) connector A/2 and the connector housing (Ref. ASM 52-51/01).
  - do a resistance check between the KEYPAD (25MQ) connector A/3 and the connector housing (Ref. ASM 52-51/01).
  - do a resistance check between the KEYPAD (25MQ) connector A/4 and the connector housing (Ref. ASM 52-51/01).

99,

### TROUBLE SHOOTING MANUAL

NOTE : The plug 24MQ/B stays connected to the control unit 24MQ during this test

- 1 If there is low resistance:
  - replace the EMI filter (P/N 73124-1) that is fitted inside the connector 24MQ/B which is connected at the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ).
- 2 If the fault continues:
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/A and the KEYPAD (25MQ) connector A/1 (Ref. ASM 52-51/01).
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/B and the KEYPAD (25MQ) connector A/2 (Ref. ASM 52-51/01).
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/C and the KEYPAD (25MQ) connector A/3 (Ref. ASM 52-51/01).
  - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/D and the KEYPAD (25MQ) connector A/4 (Ref. ASM 52-51/01).
  - a If there is no continuity:
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/A and the KEYPAD (25MQ) connector A/1 (Ref. ASM 52-51/01).
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/B and the KEYPAD (25MQ) connector A/2 (Ref. ASM 52-51/01).
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/C and the KEYPAD (25MQ) connector A/3 (Ref. ASM 52-51/01).
    - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/D and the KEYPAD (25MQ) connector A/4 (Ref. ASM 52-51/01).
  - b If there is continuity:
    - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).

### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 255-275, 451-475,

R R R	- enter the emergency entry code and make sure that the green LED at the		
R R	<ul><li>(1) If the green LED at the KEYPAD (25MQ) flashes:</li><li>do a check of 28 VDC at the BUZZER (23MQ).</li></ul>		
R R R	<ul><li>(a) If there is no 28 VDC:</li><li>do a check for continuity between the BUZZER (23MQ) and the CB(1MQ) (Ref. ASM 52-51/01).</li></ul>		
R R R	<ul> <li>If there is no continuity:         <ul> <li>do a check and repair the wiring between the BUZZER (23MQ)</li> <li>and the CB(1MQ) (Ref. ASM 52-51/01).</li> </ul> </li> </ul>		
R R R	If there is continuity:    - do a check for continuity between the CONTROL UNIT-COCKPIT    DOOR LOCKING SYSTEM (24MQ) connector A/C and the BUZZER    (23MQ) (Ref. ASM 52-51/01).		
R R R	<pre>a If there is continuity:     - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM       (24MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM       TASK 52-51-13-400-001).</pre>		
R R R	<ul> <li><u>b</u> If there is no continuity:</li> <li>do a check and repair the wiring between the BUZZER</li> <li>(23MQ) and the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM</li> <li>(24MQ) connector A/C (Ref. ASM 52-51/01).</li> </ul>		
R R	<ul><li>(b) If there is 28 VDC:</li><li>do a check for continuity on the BUZZER (23MQ).</li></ul>		
R R R	<pre>1 If there is no continuity:     - replace the BUZZER (23MQ) (Ref. AMM TASK 52-51-13-000-001)     and (Ref. AMM TASK 52-51-13-400-001).</pre>		
R R R	If there is continuity: <ul> <li>replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ)</li> <li>(Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).</li> </ul>		

EFF: 255-275, 451-475,

SROS

**52-51-00** 

Page 220

### TROUBLE SHOOTING MANUAL

R	(2) If the green LED at the KEYPAD (25MQ) does not flash:
R	<ul> <li>do a check of voltage between the pins G and K of the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ).</li> </ul>
R	(a) If there is no voltage:
R	- replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ)
R	(Ref. AMM TASK 52-51-14-000-001) and (Ref. AMM TASK 52-51-14-400-001).
R	(b) If there is voltage:
R	<ul> <li>do a check of voltage between the KEYPAD (25MQ) connectors A/15</li> </ul>
R	and A/8 (Ref. ASM 52-51/01).
R	<pre>1 If there is no voltage:</pre>
R	<ul><li>do a check and repair the wiring between:</li></ul>
R	the KEYPAD (25MQ) connector A/15 and CONTROL UNIT-COCKPIT
R	<pre>DOOR LOCKING SYSTEM (24MQ) connector B/G (Ref. ASM 52- 51/01).</pre>
R	the KEYPAD (25MQ) connector A/8 and CONTROL UNIT-COCKPIT
R	<pre>DOOR LOCKING SYSTEM (24MQ) connector B/K (Ref. ASM 52- 51/01).</pre>
R	$\underline{2}$ If there is voltage:
R	<ul> <li>do a check for continuity between the CONTROL UNIT-COCKPIT</li> </ul>
R	DOOR LOCKING SYSTEM (24MQ) connector B/E and the KEYPAD
R	(25MQ) connector A/9 (Ref. ASM 52-51/01).
R	<ul> <li>do a check for continuity between the CONTROL UNIT-COCKPIT</li> </ul>
R	DOOR LOCKING SYSTEM (24MQ) connector B/F and the KEYPAD
R	(25MQ) connector A/10 (Ref. ASM 52-51/01).
R	$\underline{\mathtt{a}}$ If there is no continuity:
R	<ul> <li>do a check and repair the wiring between the CONTROL</li> </ul>
R	UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/E and
R	the KEYPAD (25MQ) A/9 (Ref. ASM 52-51/01).
R	- do a check and repair the wiring between the CONTROL
R	UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/F and
R	the KEYPAD (25MQ) A/10 (Ref. ASM 52-51/01).
R	<u>b</u> If there is continuity:
R	- replace the KEYPAD (25MQ) (Ref. AMM TASK 52-51-15-000-
R	001) and (Ref. AMM TASK 52-51-15-400-001).
R	(c) If the fault continues:
R	<ul> <li>do a check for continuity between the CONTROL UNIT-COCKPIT DOOR</li> </ul>
R	LOCKING SYSTEM (24MQ) connector B/A and the KEYPAD (25MQ)
R	connector A/1 (Ref. ASM 52-51/01).
R	<ul> <li>do a check for continuity between the CONTROL UNIT-COCKPIT DOOR</li> </ul>
R	LOCKING SYSTEM (24MQ) connector B/B and the KEYPAD (25MQ)
R	connector A/2 (Ref. ASM 52-51/01).
R	<ul> <li>do a check for continuity between the CONTROL UNIT-COCKPIT DOOR</li> </ul>
R	LOCKING SYSTEM (24MQ) connector B/C and the KEYPAD (25MQ)
R	connector A/3 (Ref. ASM 52-51/01).

EFF: 255-275, 451-475,

SROS

52-51-00

Page 221 May 01/07

### TROUBLE SHOOTING MANUAL

R - do a check for continuity between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/D and the KEYPAD (25MQ) R R connector A/4 (Ref. ASM 52-51/01). R 1 If there is no continuity: - do a check and repair the wiring between the CONTROL R UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/A and R R the KEYPAD (25MQ) connector A/1 (Ref. ASM 52-51/01). R - do a check and repair the wiring between the CONTROL R UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/B and the KEYPAD (25MQ) connector A/2 (Ref. ASM 52-51/01). R R - do a check and repair the wiring between the CONTROL R UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/C and the KEYPAD (25MQ) connector A/3 (Ref. ASM 52-51/01). R R - do a check and repair the wiring between the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector B/D and R R the KEYPAD (25MQ) connector A/4 (Ref. ASM 52-51/01). 2 If there is continuity: R - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) R (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-R 13-400-001).

\*\*ON A/C ALL

5. Close-up

R

A. Do the test given in para. 3.

EFF: ALL **SROS** Printed in France **52-51-00** 

Page 222 May 01/07

### TROUBLE SHOOTING MANUAL

R

TASK 52-51-00-810-803

Fault of the Cockpit Door Lock System -OPEN Lamp stays ON

- 1. Possible Causes
  - ELECTRICAL STRIKE-CTR (31MQ)
  - CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ)
- 2. Job Set-up Information
  - A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-51-00-710-001	Operational Test of the Routine Access
AMM	52-51-12-000-001	Removal of the Electric Release Strike
AMM	52-51-12-400-001	Installation of the Electric Release Strike
AMM	52-51-13-000-001	Removal of the Buzzer of the Cockpit-Door Locking System
AMM	52-51-13-400-001	Installation of the Buzzer of the Cockpit-Door Locking System
ASM	52-51/01	- ,

3. Fault Confirmation

R

- A. Test
  - (1) Do the test of the Electrical Door-Release System (Ref. AMM TASK 52-51-00-710-001).

R

4. Fault Isolation

R

- A. If the OPEN lamp of the indication light 22MQ at the COCKPIT DOOR panel 119 VU stays on and the cockpit door is closed and locked:
  - do a check for continuity between the ELECTRICAL STRIKE-CTR (31MQ) cable No.4 and cable No.7.
  - (1) If there is continuity:
    - replace the ELECTRICAL STRIKE-CTR (31MQ) (Ref. AMM TASK 52-51-12-000-001) and (Ref. AMM TASK 52-51-12-400-001).

EFF: ALL **SROS** 

**52-51-00** 

Page 223

### TROUBLE SHOOTING MANUAL

- (2) If there is no continuity:
  - do a check for continuity between the ELECTRICAL STRIKE-CTR (31MQ) cable No.7 and CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) connector A/H (Ref. ASM 52-51/01).
  - (a) If there is no continuity:
    - do a check and repair the wiring between the ELECTRICAL STRIKE-CTR (31MQ) and the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. ASM 52-51/01).
  - (b) If there is continuity:
    - replace the CONTROL UNIT-COCKPIT DOOR LOCKING SYSTEM (24MQ) (Ref. AMM TASK 52-51-13-000-001) and (Ref. AMM TASK 52-51-13-400-001).

R

5. Close-up

R

- A. Test
  - (1) Do the test given in Para.3.

EFF: ALL **SROS** 

**52-51-00** 

Page 224

### TROUBLE SHOOTING MANUAL

# EMERGENCY ESCAPE SLIDE RELEASE AND OVERPRESSURE WARNING SYSTEMS FAULT ISOLATION PROCEDURES

R \*\*ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

TASK 52-73-00-810-801

Abnormal Flashing of the CABIN PRESSURE Warning Light Panels of the Passenger/Crew Doors

### 1. Possible Causes

- PRESS SW-CABIN PRESS DET (14WN)
- WARN LT PNL-CABIN PRESSURE, AFT L DOOR (17WN1)
- WARN LT PNL-CABIN PRESSURE, AFT R DOOR (17WN2)
- WARN LT PNL-CABIN PRESSURE, FWD R DOOR (16WN2)
- WARN LT PNL-CABIN PRESSURE, FWD L DOOR (16WN1)
- RELAY-ENG2 ON/OFF (18WN2)
- RELAY-ENG2 OIL LOW PRESS (3EN2)
- CTL SW-ENG/MASTER 2 (2KC)
- RELAY-ENG1 ON/OFF (18WN1)
- RELAY-ENG1 OIL LOW PRESS (3EN1)
- CTL SW-ENG/MASTER 1 (3KC)
- wiring from the warning light panel 17WN1 to the warning light panel
   17WN2, pin D to pin C
- wiring from the cabin pressure detection pressure switch 14WN and the warning light panel 16WN2, pin B to pin C
- wiring from the warning light panel 16WN2 pin D to the warning light panel
   16WN1 pin C,
- wiring from the warning light panel 16WN1 pin D to the warning light panel 17WN1 pin C

### 2. Job Set-up Information

### A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-73-12-000-001	Removal of the Cabin-Pressure Detection
		Pressure-Switch (14WN)
AMM	52-73-12-400-001	Installation of the Cabin Pressure Detection
		Pressure-Switch (14WN)
AMM	52-73-22-000-001	Removal of the CABIN PRESSURE Warning Light Panel
		(16WN1,16WN2) of the FWD Passenger/Crew Door
AMM	52-73-22-000-002	Removal of the CABIN PRESSURE Warning Light Panel
		(17WN1,17WN2) of the Aft Passenger/Crew Door
AMM	52-73-22-400-001	Installation of the CABIN PRESSURE Warning Light
		Panel (16WN1,16WN2) of the FWD Passenger/Crew Door

EFF: ALL 52-73-00

Page 201 May 01/08

# 

### TROUBLE SHOOTING MANUAL

REFERENCE **DESIGNATION** 

.....

AMM 52-73-22-400-002

Installation of the CABIN PRESSURE Warning Light Panel (17WN1,17WN2) of the Aft Passenger/Crew Door

ASM 52-73/02

ASM 76-12/01

ASM 79-36/01

### 3. Fault Confirmation

A. Test

Not applicable: the fault is evident.

### 4. Fault Isolation

- A. If the CABIN PRESSURE warning light panels flash without overpressure: - disconnect the cabin pressure detection pressure switch 14WN.
  - (1) If the warning light panels of the doors do not flash: - replace the PRESS SW-CABIN PRESS DET (14WN) (Ref. AMM TASK 52-73-12-000-001) and (Ref. AMM TASK 52-73-12-400-001).
  - (2) If the warning light panels of the doors flash:
    - (a) Disconnect the connector of the warning light panel 17WN1.
    - (b) If the warning light panels of the FWD doors do not flash: - do a check for a short to ground at pin D of the connector of the warning light panel 17WN1 (Ref. ASM 52-73/02).
      - If there is a short to ground:
        - do a check and repair the wiring from the warning light panel 17WN1 to the warning light panel 17WN2, pin D to pin C, (Ref. ASM 52-73/02).
      - 2 If there is no short to ground:
        - connect the connector of the warning light panel 17WN1 again and disconnect the connector of the warning light panel 17WN2.
        - a Install a jumper wire between the pin G/H of the connector of the warning light panel 17WN2.
        - If the warning light panels flash at the other doors: - replace the WARN LT PNL-CABIN PRESSURE, AFT L DOOR (17WN1) (Ref. AMM TASK 52-73-22-000-002) and (Ref. AMM TASK 52-73-22-400-002).
        - If the warning light panels do not flash at the other doors:

201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-73-00** 

Page 202 May 01/08

### TROUBLE SHOOTING MANUAL

- replace the WARN LT PNL-CABIN PRESSURE, AFT R DOOR
   (17WN2) (Ref. AMM TASK 52-73-22-000-002) and (Ref. AMM
   TASK 52-73-22-400-002).
- (c) If the warning light panels of the FWD passenger/crew doors flash:
  - disconnect the connector of the warning light panel 16WN2.
  - 1 If the warning light panel 16WN1 does not flash:
    - do a check for a short to ground at pin C of the connector of the warning light panel 16WN2.
    - a If there is a short to ground:
      - do a check and repair the wiring from the cabin pressure detection pressure switch 14WN and the warning light panel 16WN2, pin B to pin C (Ref. ASM 52-73/02).
    - b If there is no short to ground:
      - replace the WARN LT PNL-CABIN PRESSURE, FWD R DOOR (16WN2) (Ref. AMM TASK 52-73-22-000-001) and (Ref. AMM TASK 52-73-22-400-001).
  - 2 If the warning light panel 16WN1 flashes:
    - do a check for a short to ground at pin D of the connector of the warning light panel 16WN2 (Ref. ASM 52-73/02),
    - disconnect the connector of the warning light panel 17WN1 and do a check for a short to ground at pin C of the connector of the warning light panel 17WN1 (Ref. ASM 52-73/02).
    - a If there is a short to ground:
      - do a check and repair the wiring from the warning light panel 16WN2 pin D to the warning light panel 16WN1 pin C, (Ref. ASM 52-73/02).
      - do a check and repair the wiring from the warning light panel 16WN1 pin D to the warning light panel 17WN1 pin C (Ref. ASM 52-73/02).
    - b If there is no short to ground:
      - replace the WARN LT PNL-CABIN PRESSURE, FWD L DOOR (16WN1) (Ref. AMM TASK 52-73-22-000-001) and (Ref. AMM TASK 52-73-22-400-001).
- **B.** If the CABIN PRESSURE warning light panels do not flash with overpressure:
  - disconnect the connector of the cabin pressure detection pressure switch 14WN and install a jumper wire between pin B and C.
  - (1) If the warning light panels of the doors flash:
    - replace the PRESS SW-CABIN PRESS DET (14WN) (Ref. AMM TASK 52-73-12-000-001) and (Ref. AMM TASK 52-73-12-400-001).

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

52-73-00

Page 203 May 01/08

### TROUBLE SHOOTING MANUAL

- (2) If the warning light panels of the doors do not flash:
  - connect the connector of the cabin pressure detection pressure switch 14WN again and disconnect pin A/B of the relay 18WN1.
  - (a) If the warning light panels of the doors flash:
    - connect pin A/B of the relay 18WN1 again,
    - disconnect pin A/Z of the relay 3EN2,
    - do a check for 28VDC at the relay 18WN2 pin A/X.
    - 1 If there is 28VDC:
      - do a check for ground at pin G of the connector of the warning light panel 16WN1.
      - a If there is ground:
        - replace the RELAY-ENG2 ON/OFF (18WN2) (Ref. ASM 52-73/02).
      - b If there is no ground:
        - repair the wiring (Ref. ASM 52-73/02) between:
          - .the warning light panel 16WN1 pin G and the relay 18WN2 pin A/B
          - .the relay 18WN2 pin A/3 and the ground.
    - 2 If there is no 28VDC:
      - replace the RELAY-ENG2 OIL LOW PRESS (3EN2) (Ref. ASM 79-36/01).
      - a If the fault continues:
        - repair the wiring (Ref. ASM 52-73/02) between:
          - .the relay 3EN2 pin A/1 and the circuit breaker 2EN2
          - .the relay 3EN2 pin A/A and the relay 18WN2 pin A/X.
      - b If the fault continues:
        - connect pin A/Z of the relay 3EN2 again,
        - replace the CTL SW-ENG/MASTER 2 (2KC) (Ref. ASM 76-12/01).
      - c If the fault continues:
        - repair the wiring (Ref. ASM 79-36/01) between:
          - .the control switch 2KC pin 3A and the relay 3EN2 pin A/Z
          - .the control switch 2KC pin 1A and the ground.
  - (b) If the warning light panels of the doors do not flash:
    - connect pin A/B of the relay 18WN1 again,
    - disconnect pin A/Z of the relay 3EN1,
    - do a check for 28VDC at the relay 18WN1 pin A/X.
    - 1 If there is 28VDC:
      - do a check for ground at pin G of the connector of the warning light panel 16WN1.

EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

**52-73-00** 

Page 204 May 01/08

### TROUBLE SHOOTING MANUAL

- a If there is ground:
  - replace the RELAY-ENG1 ON/OFF (18WN1) (Ref. ASM 52-73/02).
- b If there is no ground:
  - repair the wiring (Ref. ASM 52-73/02) between:
    - the warning light panel 16WN1 pin G and the relay 18WN1 pin A/B
    - the relay 18WN1 pin A/3 and the ground.
- If there is no 28VDC:
  - replace the RELAY-ENG1 OIL LOW PRESS (3EN1) (Ref. ASM 79-36/01).
  - a If the fault continues:
    - repair the wiring (Ref. ASM 52-73/02) between:
      - .the relay 3EN1 pin A/1 and the circuit breaker 2EN1
      - the relay 3EN1 pin A/A and the relay 18WN1 pin A/X.
  - b If the fault continues:
    - connect pin A/Z of the relay 3EN1 again,
    - replace the CTL SW-ENG/MASTER 1 (3KC) (Ref. ASM 76-12/01).
  - c If the fault continues:
    - repair the wiring (Ref. ASM 79-36/01) between:
      - the control switch 3KC pin 3A and the relay 3EN1 pin A/Z
      - .the control switch 3KC pin 1A and the ground.
- C. After the subsequent flight, make sure that the fault does not continue.

**52-73-00** 

### TROUBLE SHOOTING MANUAL

R \*\*ON A/C 276-299, 476-499, 503-549,

TASK 52-73-00-810-801-A

Abnormal Flashing of the CABIN PRESSURE Warning Light Panels of the Passenger/Crew Door and Emergency Exits

### 1. Possible Causes

- PRESS SW-CABIN PRESS DET (14WN)
- WARN LT PNL-CABIN PRESSURE, AFT L DOOR (17WN1)
- WARN LT PNL-CABIN PRESSURE, AFT R DOOR (17WN2)
- WARN LT PNL-CABIN PRESSURE, AFT L EMERGENCY EXIT (20WN2)
- WARN LT PNL-CABIN PRESSURE, AFT L EMERGENCY EXIT (20WN1)
- WARN LT PNL-CABIN PRESSURE, FWD L EMERGENCY EXIT (19WN1)
- WARN LT PNL-CABIN PRSSURE, FWD R EMERGENCY EXIT (19WN2)
- WARN LT PNL-CABIN PRESSURE, FWD R DOOR (16WN2)
- WARN LT PNL-CABIN PRESSURE, FWD L DOOR (16WN1)
- RELAY-ENG2 ON/OFF (18WN2)
- RELAY-ENG2 OIL LOW PRESS (3EN2)
- CTL SW-ENG/MASTER 2 (2KC)
- RELAY-ENG1 ON/OFF (18WN1)
- RELAY-ENG1 OIL LOW PRESS (3EN1)

276-299, 476-499, 503-549,

- CTL SW-ENG/MASTER 1 (3KC)
- wiring from the warning light panel 17WN1 pin D to the warning light panel 17WN2, pin C
- wiring from the warning light panel 20WN2 pin C to the warning light panel
   19WN2 pin D
- wiring from the warning light panel 20WN2 pin D to the warning light panel 20WN1 pin C
- wiring from the warning light panel 20WN1 pin D to the warning light panel 17WN1 pin C
- wiring from the warning light panel 19WN1 pin C to the warning light panel 19WN2 pin D
- wiring from the cabin pressure detection pressure switch pin B 14WN to the warning light panel 16WN2 pin C
- wiring from the warning light panel 16WN2 pin D to the warning light panel
   16WN1 pin C
- wiring from the warning light panel 16WN1 pin D to the warning light panel
   17WN1 pin C

**52-73-00** 

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### TROUBLE SHOOTING MANUAL

### 2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	52-73-12-000-001	Removal of the Cabin-Pressure Detection
		Pressure-Switch (14WN)
AMM	52-73-12-400-001	Installation of the Cabin Pressure Detection
		Pressure-Switch (14WN)
AMM	52-73-22-000-001	Removal of the CABIN PRESSURE Warning Light Panel
		(16WN1,16WN2) of the FWD Passenger/Crew Door
AMM	52-73-22-000-002	Removal of the CABIN PRESSURE Warning Light Panel
		(17WN1,17WN2) of the Aft Passenger/Crew Door
AMM	52-73-22-000-003	Removal of the CABIN PRESSURE Warning Light Panel
		(19WN1,19WN2,20WN1,20WN2) of the Emergency Exit
AMM	52-73-22-400-001	Installation of the CABIN PRESSURE Warning Light
	2= 10 == 100 001	Panel (16WN1,16WN2) of the FWD Passenger/Crew Door
AMM	52-73-22-400-002	Installation of the CABIN PRESSURE Warning Light
,,,,,,	32 .3 22 .66 662	Panel (17WN1,17WN2) of the Aft Passenger/Crew Door
AMM	52-73-22-400-003	Installation of the CABIN PRESSURE Warning Light
Αι	32 13 22 400 003	Panel of the Emergency Exit Door
		(19WN1,19WN2,20WN1,20WN2)
ASM	52-73/02	(1/mill,1/mill,20mil,20mil)
ASM		
_	79-36/01	
ASM	17-30/01	

### 3. Fault Confirmation

A. Test

Not applicable: the fault is evident.

### 4. Fault Isolation

- A. If the CABIN PRESSURE warning light panels flash without overpressure:
   disconnect the cabin-pressure detection pressure-switch 14WN.
  - (1) If the warning light panels of the doors do not flash: - replace the PRESS SW-CABIN PRESS DET (14WN) (Ref. AMM TASK 52-73-12-000-001) and (Ref. AMM TASK 52-73-12-400-001).
  - (2) If the warning light panels of the doors flash:
    - (a) Disconnect the connector of the warning light panel 17WN1.
    - (b) If the warning light panels of the FWD doors and emergency exits do not flash:
      - do a check for a short to ground at pin D of the connector of the warning light panel 17WN1 (Ref. ASM 52-73/02).

52-73-00

Page 207 No∨ 01/05

R

276-299, 476-499, 503-549,

SROS

EFF:

### TROUBLE SHOOTING MANUAL

- 1 If there is a short to ground:
  - do a check and repair the wiring from the warning light panel 17WN1 pin D to the warning light panel 17WN2, pin C, (Ref. ASM 52-73/02)
- 2 If there is no short to ground:
  - connect the connector of the warning light panel 17WN1 and disconnect the connector of the warning light panel 17WN2.
  - <u>a</u> Install a jumper wire between the pin G/H of the connector of the warning light panel 17WN2.
  - $\underline{b}$  If the warning light panels flash at the other doors:
    - replace the WARN LT PNL-CABIN PRESSURE, AFT L DOOR
       (17WN1) (Ref. AMM TASK 52-73-22-000-002) and (Ref. AMM
       TASK 52-73-22-400-002).
  - $\underline{c}$  If the warning light panels do not flash at the other doors:
    - replace the WARN LT PNL-CABIN PRESSURE, AFT R DOOR (17WN2) (Ref. AMM TASK 52-73-22-000-002) and (Ref. AMM TASK 52-73-22-400-002).
- (c) If the warning light panels of the FWD passenger/crew doors and emergency exits flash:
  - disconnect the warning light panel 20WN2.
  - 1 If the warning light panels of the FWD passenger/crew doors and the FWD and aft left emergency exits do not flash:
    - do a check for a short to ground at pin C of the connector of the warning light panel 20WN2.
    - a If there is a short to ground:
      - do a check and repair the wiring from the warning light panel 20WN2 pin C to the warning light panel 19WN2 pin D (Ref. ASM 52-73/02).
    - b If there is no short to ground:
      - replace the WARN LT PNL-CABIN PRESSURE, AFT L EMERGENCY EXIT (20WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
  - If the warning light panels of the FWD passenger/crew doors and the FWD and aft left emergency exits flash:
    - do a check for a short to ground at pin D of the connector of the warning light panel 20WN2 (Ref. ASM 52-73/02),
    - disconnect the connector of the warning light panel 17WN1 and do a check for a short to ground at pin C of the connector of the warning light panel 17WN1 (Ref. ASM 52-73/02).

**52-73-00** 

### TROUBLE SHOOTING MANUAL

- a If there is a short to ground:
  - do a check and repair the wiring from the warning light panel 20WN2 pin D to the warning light panel 20WN1 pin C (Ref. ASM 52-73/02),
  - do a check and repair the wiring from the warning light panel 20WN1 pin D to the warning light panel 17WN1 pin C (Ref. ASM 52-73/02).
- b If there is no short to ground:
  - replace the WARN LT PNL-CABIN PRESSURE, AFT L EMERGENCY EXIT (20WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
- (d) If the warning light panel of the FWD passenger/crew doors and FWD emergency exits flash:
  - disconnect the connector of the warning light panel 19WN1.
  - 1 If the warning light panel of the FWD passenger/crew doors and FWD emergency exits do not flash:
    - do a check for a short to ground at pin C of the connector of the warning light panels 19WN1 (Ref. ASM 52-73/02).
    - a If there is a short to ground:
      - do a check and repair the wiring from the warning light panel 19WN1 pin C to the warning light panel 19WN2 pin D (Ref. ASM 52-73/02).
    - b If there is no short to ground:
      - connect the warning light panel 19WN1 and disconnect the connector of the warning light panel 19WN2,
      - install a jumper wire between the pin G/H of the connector of the warning light panel 19WN2.
    - <u>c</u> If the warning light panels flash at the FWD passenger/crew doors and FWD left emergency exit:
      - replace the WARN LT PNL-CABIN PRESSURE, FWD L EMERGENCY EXIT (19WN1) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
    - d If the warning light panels do not flash at the FWD doors and FWD left emergency exit:
      - replace the WARN LT PNL-CABIN PRSSURE, FWD R EMERGENCY EXIT (19WN2) (Ref. AMM TASK 52-73-22-000-003) and (Ref. AMM TASK 52-73-22-400-003).
- (e) If the warning light panels of the FWD passenger/crew doors flash:
  - disconnect the warning light panel 16WN2.
  - 1 If the warning light panel 16WN1 do not flash:
    - do a check for a short to ground at pin C of the connector of the warning light panel 16WN2.

52-73-00

**SROS** 

### TROUBLE SHOOTING MANUAL

- a If there is a short to ground:
  - do a check and repair the wiring from the cabin pressure detection pressure switch pin B 14WN to the warning light panel 16WN2 pin C (Ref. ASM 52-73/02).
- b If there is no short to ground:
  - replace the WARN LT PNL-CABIN PRESSURE, FWD R DOOR (16WN2) (Ref. AMM TASK 52-73-22-000-001) and (Ref. AMM TASK 52-73-22-400-001).
- 2 If the warning light panel 16WN1 flashes:
  - do a check for a short to ground at pin D of the connector of the warning light panel 16WN2 (Ref. ASM 52-73/02),
  - disconnect the connector of the warning light panel 19WN1 and do a check for a short to ground at pin C of the connector of the warning light panel 19WN1 (Ref. ASM 52-73/02).
  - a If there is a short to ground:
    - do a check and repair the wiring from the warning light panel 16WN2 pin D to the warning light panel 16WN1 pin C (Ref. ASM 52-73/02),
    - do a check and repair the wiring from the warning light panel 16WN1 pin D to the warning light panel 17WN1 pin C (Ref. ASM 52-73/02).
  - b If there is no short to ground:
    - replace the WARN LT PNL-CABIN PRESSURE, FWD L DOOR (16WN1) (Ref. AMM TASK 52-73-22-000-001) and (Ref. AMM TASK 52-73-22-400-001).
- **B.** If the CABIN PRESSURE warning light panels do not flash with overpressure:
  - disconnect the connector of the cabin pressure detection pressure switch 14WN and install a jumper wire between pin B and C.
  - (1) If the warning light panels of the doors flash:
    - replace the PRESS SW-CABIN PRESS DET (14WN) (Ref. AMM TASK 52-73-12-000-001) and (Ref. AMM TASK 52-73-12-400-001).
  - (2) If the warning light panels of the doors do not flash:
    - connect the connector of the cabin pressure detection pressure switch 14WN again and disconnect pin A/B of the relay 18WN1.
    - (a) If the warning light panels of the doors flash:
      - connect pin A/B of the relay 18WN1 again,
      - disconnect pin A/Z of the relay 3EN2,
      - do a check for 28VDC at the relay 18WN2 pin A/X.
      - 1 If there is 28VDC:
        - do a check for ground at pin G of the connector of the warning light panel 16WN1.

**52-73-00** 

Page 210 Nov 01/05

### TROUBLE SHOOTING MANUAL

- a If there is ground:
  - replace the RELAY-ENG2 ON/OFF (18WN2) (Ref. ASM 52-73/02).
- b If there is no ground:
  - repair the wiring (Ref. ASM 52-73/02) between:
    - the warning light panel 16WN1 pin G and the relay 18WN2 pin A/B
    - the relay 18WN2 pin A/3 and the ground.
- 2 If there is no 28VDC:
  - replace the RELAY-ENG2 OIL LOW PRESS (3EN2) (Ref. ASM 79-36/01).
  - a If the fault continues:
    - repair the wiring (Ref. ASM 52-73/02) between:
      - .the relay 3EN2 pin A/1 and the circuit breaker 2EN2
      - .the relay 3EN2 pin A/A and the relay 18WN2 pin A/X.
  - b If the fault continues:
    - connect pin A/Z of the relay 3EN2 again,
    - replace the CTL SW-ENG/MASTER 2 (2KC) (Ref. ASM 76-12/01).
  - c If the fault continues:
    - repair the wiring (Ref. ASM 79-36/01) between:
      - .the control switch 2KC pin 3A and the relay 3EN2 pin A/Z
      - .the control switch 2KC pin 1A and the ground.
- (b) If the warning light panels of the doors do not flash:
  - connect pin A/B of the relay 18WN1 again,
  - disconnect pin A/Z of the relay 3EN1,
  - do a check for 28VDC at the relay 18WN1 pin A/X.
  - 1 If there is 28VDC:
    - do a check for ground at pin G of the connector of the warning light panel 16WN1.
    - a If there is ground:
      - replace the RELAY-ENG1 ON/OFF (18WN1) (Ref. ASM 52-73/02).
    - **b** If there is no ground:
      - repair the wiring (Ref. ASM 52-73/02) between:
        - the warning light panel 16WN1 pin G and the relay 18WN1 pin A/B
        - .the relay 18WN1 pin A/3 and the ground.
  - 2 If there is no 28VDC:
    - replace the RELAY-ENG1 OIL LOW PRESS (3EN1) (Ref. ASM 79-36/01).

**52-73-00** 

### TROUBLE SHOOTING MANUAL

- a If the fault continues:
  - repair the wiring (Ref. ASM 52-73/02) between: the relay 3EN1 pin A/1 and the circuit breaker 2EN1 the relay 3EN1 pin A/A and the relay 18WN1 pin A/X.
- b If the fault continues:
  - connect pin A/Z of the relay 3EN1 again,
  - replace the CTL SW-ENG/MASTER 1 (3KC) (Ref. ASM 76-12/01).
- $\underline{c}$  If the fault continues:
  - repair the wiring (Ref. ASM 79-36/01) between:
    - .the control switch 3KC pin 3A and the relay 3EN1 pin A/Z
    - .the control switch 3KC pin 1A and the ground.
- C. After the subsequent flight, make sure that the fault does not continue.

**52-73-00**