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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	REASON FOR CHANGE	EFFECTIVITY
PAGES		

CHAPTER 25

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25-0BSV 103	FAULT LIST UPDATED	201-225, 227-227, 229-275, 426-475, 551-599, 701-749,
25-11-00 217	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-250, 252-253, 276-299, 426-499, 551-599,
	EFFECTIVITY UPDATED	
201- 208	CIRCUIT BREAKER(S) DATA UPDATED	201-225, 227-227, 229-299, 426-499, 701-749,
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25-62-00 302, 304	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

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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

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				25-15-00	F	201	May01/08	25-34-00	R	201	May01/08
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SEAT - CAPTAIN/FIRST OFFICER (3MS, 4MS) FAULT ISOLATION PROCEDURES Vertical Electrical Control of the Captain Seat Inoperative	25-11-00		201 201	ALL ALL
Vertical Electrical Control of the First Officer Seat Inoperative			202	ALL
Horizontal Electrical Control of the Captain Seat Inoperative			203	ALL
Horizontal Electrical Control of the First Officer Seat Inoperative			204	ALL
Electrical Controls of the Captain Seat Inoperative			205	ALL
Electrical Controls of the First Officer Seat Inoperative			207	ALL
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Manual Controls of the First Officer Seat Inoperative			210	ALL
Lumbar Rest Adjustment of the Captain Seat Inoperative			211	ALL
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Adjustment of the Captain Seat Armrest Inoperative			213	ALL
Adjustment of the First-Officer Seat Armrest Inoperative			214	ALL
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The PED Power supply is available during the operational test of the		203	254-275,
<pre>passenger emergency oxygen system The ON lamp of the CONV. SEATS</pre>		205	201-225, 227-227
switch (24HP) does not come on.			229-253, 276-299
The On Lamp of the PED PWR SW on		207	503-549, 701-749 254-275,
Cockpit Panel 56VU does not come on			
No Electrical Power from FWD Master Control Unit (MCU)		209	254-275,
PED Supply is not available at one Seat Assembly		210	254-275,
PED Supply is not available at one Seat Group		212	254-275,
Power Supply is not available at		214	•
one Seat Group for Electrical Adjustment			282-299, 503-549 551-599, 701-749

PASSENGER COMPARTMENT SEATS

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<pre>In Seat Power Supply for Passengers Portable Electrical Devices (PEDs)</pre>		3	551-599, 701-749 01 254-275,
Busbar 200XP supplies 115 V AC, 400 Hz to the interface connectors of the passenger seats. Circuit breakers 50HP, 51HP and 52HP protect the		3	01 254-275,
Supporting Data		3	01 254-275,
Electrical Convertible Seats		3	01 206-225, 239-253
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The busbars 110XP and 210XP		3	01 206-225, 239-253
supply 115 V AC, 400 Hz to the			282-299, 503-549
interface connectors of the			551-599, 701-749
seats. Circuit breakers 1HP and			
2HP protect the		7	04 207 225 270 257
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FWD EMER EXIT - All heated floor			503-549,
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Unusual noise behind an oven or a steam oven		2	201-201, 247-299 426-428, 431-499 503-549, 551-599 701-749,
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Fault in the Slide Bottle Pressure		203	ALL
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	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
R R R	EQUIP/FURNIS - DOOR AREA HTG - AFT EMER EXIT - All panels are INOP					252700 P 206 T 810 813
R R R	EQUIP/FURNIS - DOOR AREA HTG - AFT EMER EXIT - The LH panel is INOP					252700 P 201 T 810 807
R R R	EQUIP/FURNIS - DOOR AREA HTG - AFT EMER EXIT - The RH panel is INOP					252700 P 201 T 810 807
R R R	EQUIP/FURNIS - DOOR AREA HTG - EMER EXIT - All panels are INOP					252700 P 203 T 810 809
R R R	EQUIP/FURNIS - DOOR AREA HTG - FWD EMER EXIT - All panels are INOP					252700 P 204 T 810 812
R R R	EQUIP/FURNIS - DOOR AREA HTG - FWD EMER EXIT - The LH panel is INOP					252700 P 201 T 810 807
R R R	EQUIP/FURNIS - DOOR AREA HTG - FWD EMER EXIT - The RH panel is INOP					252700 P 201 T 810 807
	EQUIP/FURNIS - GALLEY EQUIP - Beverage-Maker is inoperative					253500 P 204 T 810 806
	EQUIP/FURNIS - GALLEY EQUIP - Coffee-Maker is inoperative					253500 P 201 T 810 802
	EQUIP/FURNIS - GALLEY EQUIP - Hot-Cup is inoperative					253500 P 206 T 810 809
	EQUIP/FURNIS - GALLEY EQUIP - Hot-Jug is inoperative					253500 P 208 T 810 810

EFF:	ALL	
SROS		
		Printed in France

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
EQUIP/FURNIS - GALLEY EQUIP - Noise behind an oven or a steam-oven					253500 P 212 T 810 819
EQUIP/FURNIS - GALLEY EQUIP - Oven is inoperative					253500 P 203 T 810 804
EQUIP/FURNIS - GALLEY EQUIP - Water-Heater is inoperative					253500 P 210 T 810 812
EQUIP/FURNIS - PAX SEATS - CAB - FWD MCU ELEC PW R NOT AVAIL					252100 P 209 T 810 865
EQUIP/FURNIS - PAX SEATS - CAB - ON Lamp CONV SE ATS SW does not come on					252100 P 205 T 810 822
EQUIP/FURNIS - PAX SEATS - CAB - ON Lamp SW 56HP does not come on					252100 P 201 T 810 801
EQUIP/FURNIS - PAX SEATS - CAB - PED SPLY during OT of OXY SYS AVAIL					252100 P 203 T 810 821
EQUIP/FURNIS - PAX SEATS - CAB - Seat Assembly P ED SPLY NOT AVAIL					252100 P 210 T 810 866
EQUIP/FURNIS - PAX SEATS - CAB - Seat Group PED SPLY NOT AVAIL					252100 P 212 T 810 867
EQUIP/FURNIS - PAX SEATS - CAB - Seat Row ELEC a djustment NOT AVAIL					252100 P 214 T 810 868
EQUIP/FURNIS - PAX SEATS - CPT - ON Lamp PED PWR 56VU does not come on					252100 P 207 T 810 864

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
R	EQUIP/FURNIS - SLIDES CAB/EXITS - NO AUTOMATIC ESCAPE SLIDE DEPOLYMENT					256200 P 237 T 810 821
	EQUIP/FURNISH - GALLEY Trolley or Trolley Compartment not cooled					253400 P 203 T 810 802
	FOOT WARMERS - Captain and F/O cockpit foot warmers inoperative					251500 P 207 T 810 807
	FOOT WARMERS - Captain cockpit foot warmers inoperative					251500 P 205 T 810 805
	FOOT WARMERS - F/O cockpit foot warmers inoperative					251500 P 206 T 810 806
	FOOT WARMERS - Left captain cockpit foot warmer inoperative					251500 P 201 T 810 801
	FOOT WARMERS - Left F/O cockpit foot warmer inoperative					251500 P 203 T 810 803
	FOOT WARMERS - Right captain cockpit foot warmer inoperative					251500 P 202 T 810 802
	FOOT WARMERS - Right F/O cockpit foot warmer inoperative					251500 P 204 T 810 804
	SEAT - CAPT cockpit seat horizontal electrical control inoperative					251100 P 203 T 810 803
	SEAT - Captain cockpit floor lighting inoperative					251100 P 219 T 810 816

EFF :	ALL		
SROS			

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WARNINGS/MALFUNCTIONS	 	FAULT			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
SEAT - Captain cockpit seat armrest adjustment inoperative					251100 P 213 T 810 811
SEAT - Captain cockpit seat backrest adjustment inoperative					251100 P 209 T 810 807
SEAT - Captain cockpit seat electrical control inoperative					251100 P 205 T 810 805
SEAT - Captain cockpit seat horizontal manual control inoperative					251100 P 209 T 810 807
SEAT - Captain cockpit seat lumbar rest adjustment inoperative					251100 P 211 T 810 809
SEAT - Captain cockpit seat safety harness inoperative					251100 P 217 T 810 815
SEAT - Captain cockpit seat vertical electrical control inoperative					251100 P 201 T 810 801
SEAT - Captain cockpit seat vertical manual control inoperative					251100 P 209 T 810 807
SEAT - F/O cockpit floor lighting inoperative					251100 P 219 T 810 816
SEAT - F/O cockpit seat armrest adjustment inoperative					251100 P 214 T 810 812
SEAT - F/O cockpit seat backrest adjustment inoperative					251100 P 210 T 810 808
SEAT - F/O cockpit seat electrical control inoperative					251100 P 207 T 810 806

EFF: ALL

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HADNINGS /MALEUNGTIONS	T 	FAULT			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	ISOLATION PROCEDURE
SEAT - F/O cockpit seat horizontal electrical control inoperative					251100 P 204 T 810 804
SEAT - F/O cockpit seat horizontal manual control inoperative					251100 P 210 T 810 808
SEAT - F/O cockpit seat lumbar rest adjustment inoperative					251100 P 212 T 810 810
SEAT - F/O cockpit seat safety harness inoperative					251100 P 217 T 810 815
SEAT - F/O cockpit seat vertical electrical control inoperative					251100 P 202 T 810 802
SEAT - F/O cockpit seat vertical manual control inoperative					251100 P 210 T 810 808
SEAT - 3rd occupant cockpit seat inoperative					251100 P 215 T 810 813
SEAT - 3rd occupant cockpit seat safety harness inoperative					251100 P 217 T 810 815
SEAT - 4th occupant cockpit seat inoperative					251100 P 216 T 810 814
SEAT - 4th occupant cockpit seat safety harness inoperative					251100 P 217 T 810 815
SEMI AUTO CRG LOAD SYS All PDUs in AFT Cargo Loading System inop.				 	255200 P 204 T 810 802
SEMI AUTO CRG LOAD SYS All PDUs in FWD Cargo Loading System inop.				†	255200 P 201 T 810 801

EFF: ALL SROS **25-OBSV**

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LIADNITNES / MALIFILINETTONS	CFDS FAULT MESSAGES				FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
SEMI AUTO CRG LOAD SYS One or more PDUs in AFT CRG Load. Sys. inop.				†	255200 P 224 T 810 804
SEMI AUTO CRG LOAD SYS One or more PDUs in FWD CRG Load. Sys. inop.				†	255200 P 208 T 810 803
SEMI AUTO CRG LOAD SYS Sill Latch Actuator in AFT CRG Load. Sys. inop.				†	255200 P 247 T 810 806
SEMI AUTO CRG LOAD SYS Sill Latch Actuator in FWD CRG Load. Sys. inop.				†	255200 P 243 T 810 805

EFF: ALL
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EQUIPMENT/FURNISHINGS - FAULT SYMPTOMS

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
	SOURCE	MESSAGE	ATA	С	PROCEDURE
	CIDS 1	SLIDE BOTTLE AFT L	256200	1	256200 P 205 T 810 803
	CIDS 1	SLIDE BOTTLE AFT R	256200	1	256200 P 207 T 810 804
	CIDS 1	SLIDE BOTTLE EMER L	256200	1	256200 P 209 T 810 805
	CIDS 1	SLIDE BOTTLE EMER R	256200	1	256200 P 212 T 810 806
	CIDS 1	SLIDE BOTTLE EXIT L	256200	1	256200 P 219 T 810 809
	CIDS 1	SLIDE BOTTLE EXIT R	256200	1	256200 P 221 T 810 810
	CIDS 1	SLIDE BOTTLE FWD L	256200	1	256200 P 201 T 810 801
	CIDS 1	SLIDE BOTTLE FWD R	256200	1	256200 P 203 T 810 802
	CIDS 1	SLIDE BOTTLE MID L	256200	1	256200 P 214 T 810 807
	CIDS 1	SLIDE BOTTLE MID R	256200	1	256200 P 217 T 810 808
	CIDS 2	SLIDE BOTTLE AFT L	256200	1	256200 P 205 T 810 803
	CIDS 2	SLIDE BOTTLE AFT R	256200	1	256200 P 207 T 810 804
	CIDS 2	SLIDE BOTTLE EMER L	256200	1	256200 P 209 T 810 805
	CIDS 2	SLIDE BOTTLE EMER R	256200	1	256200 P 212 T 810 806
	CIDS 2	SLIDE BOTTLE EXIT L	256200	1	256200 P 219 T 810 809

EFF: ALL

R

25-CFDS

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
		SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
R		CIDS 2	SLIDE BOTTLE EXIT R	256200	1	256200 P 221 T 810 810
		CIDS 2	SLIDE BOTTLE FWD L	256200	1	256200 P 201 T 810 801
		CIDS 2	SLIDE BOTTLE FWD R	256200	1	256200 P 203 T 810 802

EFF: ALL

25-CFDS

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TROUBLE SHOOTING MANUAL

R SEAT - CAPTAIN/FIRST OFFICER (3MS, 4MS) - FAULT ISOLATION PROCEDURES

TASK 25-11-00-810-801

Vertical Electrical Control of the Captain Seat Inoperative

- 1. Possible Causes
 - SEAT-CAPTAIN (3MS)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION				
AMM 25-11-00-710-001	Operational Test of the Captain and First Officer				
	Seats (3MS, 4MS)				
AMM 25-11-51-000-001	Removal of the Captain/First Officer Seat (3MS, 4MS)				
AMM 25-11-51-400-001	<pre>Installation of the Captain/First Officer Seat (3MS, 4MS)</pre>				

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test for the Captain seat only.

- 4. Fault Isolation
 - A. If during the operational test the vertical electrical control of the Captain seat is inoperative:
 - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-802

Vertical Electrical Control of the First Officer Seat Inoperative

- 1. Possible Causes
 - SEAT-F/0 (4MS)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
R	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS)
R R R		25-11-51-000-001 25-11-51-400-001	Removal of the Captain/First Officer Seat (3MS, 4MS) Installation of the Captain/First Officer Seat (3MS, 4MS)

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test for the First Officer seat only.

- 4. Fault Isolation
 - A. If during the operational test the vertical electrical control of the First Officer seat is inoperative:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-803

Horizontal Electrical Control of the Captain Seat Inoperative

- 1. Possible Causes
 - SEAT-CAPTAIN (3MS)
- 2. Job Set-up Information
 - A. Referenced Information

REFER		RENCE	DESIGNATION		
R	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS)		
R R R		25-11-51-000-001 25-11-51-400-001	Removal of the Captain/First Officer Seat (3MS, 4MS) Installation of the Captain/First Officer Seat (3MS, 4MS)		

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test for the Captain seat only.

- 4. Fault Isolation
 - A. If during the operational test the horizontal electrical control of the Captain seat is inoperative:
 - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TASK 25-11-00-810-804

Horizontal Electrical Control of the First Officer Seat Inoperative

- 1. Possible Causes
 - SEAT-F/O (4MS)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
R R	AMM	25-11-00-710-001 25-11-51-000-001 25-11-51-400-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS) Removal of the Captain/First Officer Seat (3MS, 4MS)
R R	AMM	25-11-51-400-001	<pre>Installation of the Captain/First Officer Seat (3MS, 4MS)</pre>

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test for the First Officer seat only.

- 4. Fault Isolation
 - A. If during the operational test the horizontal electrical control of the First Officer seat is inoperative:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-805

Electrical Controls of the Captain Seat Inoperative

1. Possible Causes

- SEAT-CAPTAIN (3MS)
- wiring between the Captain seat (3MS) and the circuit breaker (1MS1)
- C/B COCKPIT SEATS/SEAT CTL/CAPT (1MS1)

2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION	
R	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS)	
R R R		25-11-51-000-001 25-11-51-400-001	Removal of the Captain/First Officer Seat (3MS, 4MS) Installation of the Captain/First Officer Seat (3MS, 4MS)	
	ASM	25-11/01		

3. Fault Confirmation

A. Test

(1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test of the Captain seat only.

4. Fault Isolation

- A. If during the operational test the Captain seat electrical controls are inoperative:
 - do a check of the configuration of the circuit breaker (1MS1) on the panel 122VU.
 - (1) If the circuit breaker is closed:
 - do a check for 115VAC at pins A-B-C of the Captain seat (3MS) (Ref. ASM 25-11/01).
 - (a) If there is 115VAC:
 - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (b) If there is no 115VAC:
 - do a check for a ground signal at pin D of the Captain seat
 (3MS) (Ref. ASM 25-11/01).

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- 1 If there is no ground signal: - repair the above wiring.
- 2 If there is a ground signal:
 - do a check of the wiring between the Captain seat (3MS) and the circuit breaker (1MS1) (Ref. ASM 25-11/01).
 - <u>a</u> If there is no continuity:repair the above wiring.
 - b If there is continuity:
 replace the C/B COCKPIT SEATS/SEAT CTL/CAPT (1MS1).
- (2) If the circuit breaker is open:
 close it.
 - (a) If it trips again:
 - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - 1 If the fault continues:
 - do a check for a short to ground at the wiring between the Captain seat (3MS) and the circuit breaker (1MS1) (Ref. ASM 25-11/01).
 - <u>a</u> If there is a short to ground:repair the above wiring.
 - <u>b</u> If there is no short to ground:replace the C/B COCKPIT SEATS/SEAT CTL/CAPT (1MS1).
- B. Do the test given in Para. 3.

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TASK 25-11-00-810-806

Electrical Controls of the First Officer Seat Inoperative

- 1. Possible Causes
 - SEAT-F/O (4MS)
 - wiring between the First Officer seat (4MS) and the circuit breaker (1MS2)
 - C/B COCKPIT SEATS/SEAT CTL/F/O (1MS2)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS)	
R	AMM	25-11-51-000-001	Removal of the Captain/First Officer Seat (3MS, 4MS)	
R R	AMM	25-11-51-400-001	<pre>Installation of the Captain/First Officer Seat (3MS, 4MS)</pre>	
	ASM	25-11/01		

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test of the First Officer seat only.

4. Fault Isolation

- A. If during the operational test the First Officer seat electrical controls are inoperative:
 - do a check of the configuration of the circuit breaker (1MS2) on the panel 122VU.
 - (1) If the circuit breaker is closed:
 - do a check for 115VAC at pins A-B-C of the First Officer seat (4MS)
 (Ref. ASM 25-11/01).
 - (a) If there is 115VAC:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (b) If there is no 115VAC:
 - do a check for a ground signal at pin D of the First Officer seat (4MS) (Ref. ASM 25-11/01).

EFF: ALL

25-11-00

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- 1 If there is no ground signal: - repair the above wiring.
- 2 If there is a ground signal:
 - do a check of the wiring between the First Officer seat (4MS) and the circuit breaker (1MS2) (Ref. ASM 25-11/01).
 - <u>a</u> If there is no continuity:repair the above wiring.
 - <u>b</u> If there is continuity:
 replace the C/B COCKPIT SEATS/SEAT CTL/F/O (1MS2).
- (2) If the circuit breaker is open:
 close it.
 - (a) If it trips again:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - 1 If the fault continues:
 - do a check for a short to ground at the wiring between the First Officer seat (4MS) and the circuit breaker (1MS2) (Ref. ASM 25-11/01).
 - <u>a</u> If there is a short to ground:repair the above wiring.
 - <u>b</u> If there is no short to ground:- replace the C/B COCKPIT SEATS/SEAT CTL/F/O (1MS2).
- B. Do the test given in Para. 3.

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-807

Manual Controls of the Captain Seat Inoperative

- 1. Possible Causes
 - SEAT-CAPTAIN (3MS)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer
R R	AMM	25-11-51-000-001	Seats (3MS, 4MS) Removal of the Captain/First Officer Seat (3MS, 4MS)
R R	AMM	25-11-51-400-001	<pre>Installation of the Captain/First Officer Seat (3MS, 4MS)</pre>

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the test for the Captain seat only.

- 4. Fault Isolation
 - A. If during the operational test:
 - (1) The vertical manual control of the Captain seat is inoperative: - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (2) The horizontal manual control of the Captain seat is inoperative:
 replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and
 (Ref. AMM TASK 25-11-51-400-001).
 - (3) The backrest adjustment of the Captain seat is inoperative:
 replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and
 (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TASK 25-11-00-810-808

Manual Controls of the First Officer Seat Inoperative

- 1. Possible Causes
 - SEAT-F/O (4MS)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
	A MM	25 44 00 740 004	Occasticant Test of the Contain and First Office.
R	AMM	25-11-00-710-001	Operational Test of the Captain and First Officer Seats (3MS, 4MS)
R	AMM	25-11-51-000-001	Removal of the Captain/First Officer Seat (3MS, 4MS)
R	AMM	25-11-51-400-001	Installation of the Captain/First Officer Seat (3MS,
R			4MS)

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the Captain and First Officer seats (3MS, 4MS) (Ref. AMM TASK 25-11-00-710-001).

NOTE: Do the First Officer test only.

- 4. Fault Isolation
 - A. If during the operational test:
 - (1) The vertical manual control of the First Officer seat is inoperative: - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (2) The horizontal manual control of the First Officer seat is inoperative:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (3) The backrest adjustment of the First Officer seat is inoperative:
 replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and
 (Ref. AMM TASK 25-11-51-400-001).

EFF: ALL 25-11-00

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TASK 25-11-00-810-809

Lumbar Rest Adjustment of the Captain Seat Inoperative

1. Possible Causes

R

- LUMBAR-REST SEAT, CAPTAIN
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	25-11-67-000-001	Removal of the Captain (First Officer) Seat Lumbar-Rest	
R R	AMM	25-11-67-400-001	Installation of the Captain (First Officer) Seat Lumbar-Rest	

3. Fault Confirmation

- A. Test
 - (1) Adjust the lumbar rest in the vertical and horizontal directions with the two knobs, located on the pedestal side of the backrest.

NOTE: The round serrated knob ensures the vertical lumbar rest adjustment with a rack and pinion system.

The triangular knob ensures the depth adjustment of the lumbar rest with a cam-mounted rack and pinion assembly.

4. Fault Isolation

- A. If the lumbar rest adjustment of the Captain seat is inoperative:
 replace the LUMBAR-REST SEAT, CAPTAIN (Ref. AMM TASK 25-11-67-000-001)
 and (Ref. AMM TASK 25-11-67-400-001).
- B. Do the test given in Para. 3.

EFF: ALL 25-11-00

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R

TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-810

Lumbar-Rest Adjustment of the First Officer Seat Inoperative

1. Possible Causes

R

R

R

- LUMBAR-REST SEAT, F/O
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	25-11-67-000-001	Removal of the Captain (First Officer) Seat Lumbar-Rest	
R R	AMM	25-11-67-400-001	Installation of the Captain (First Officer) Seat Lumbar-Rest	

3. Fault Confirmation

- A. Test
 - (1) Adjust the lumbar rest in the vertical and horizontal directions with the two knobs, located on the pedestal side of the backrest.

NOTE: The round serrated knob ensures the lumbar-rest vertical adjustment with a rack and pinion system.

The triangular knob ensures the depth adjustment of the lumbar rest with a cam-mounted rack and pinion assembly.

4. Fault Isolation

- A. If the lumbar rest adjustment of the First Officer seat is inoperative:
 replace the LUMBAR-REST SEAT, F/O (Ref. AMM TASK 25-11-67-000-001) and
 (Ref. AMM TASK 25-11-67-400-001).
- B. Do the test given in Para. 3.

EFF: ALL 25-11-00

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-811

Adjustment of the Captain Seat Armrest Inoperative

1. Possible Causes

R R

- ARMREST-ASSY SEAT, CAPTAIN
- R ARMREST-ASSY ASSIST SEAT, CAPTAIN
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	25-11-65-000-001	Removal of the Captain (First Officer) Seat	Armrest
		Assy	
AMM	25-11-65-400-001	Installation of the Captain (First Officer)	Seat
		Armrest Assy	
AMM	25-11-66-000-001	Removal of the Captain (First Officer) Seat	Assist
		Armrest-Assy	
AMM	25-11-66-400-001	Installation of the Captain (First Officer)	Seat
		Assist Armrest-Assy	
	AMM AMM	AMM 25-11-65-000-001 AMM 25-11-65-400-001 AMM 25-11-66-000-001 AMM 25-11-66-400-001	AMM 25-11-65-000-001 Removal of the Captain (First Officer) Seat Assy AMM 25-11-65-400-001 Installation of the Captain (First Officer) Armrest Assy AMM 25-11-66-000-001 Removal of the Captain (First Officer) Seat Armrest-Assy AMM 25-11-66-400-001 Installation of the Captain (First Officer)

- 3. Fault Confirmation
 - A. Test

R

R

R

- (1) Adjust the Captain seat armrest.
- 4. Fault Isolation
 - A. If the adjustment of the Captain seat armrest is inoperative:
 replace the ARMREST-ASSY SEAT, CAPTAIN (Ref. AMM TASK 25-11-65-000-001)
 and (Ref. AMM TASK 25-11-65-400-001) or the ARMREST-ASSY ASSIST SEAT,
 CAPTAIN (Ref. AMM TASK 25-11-66-000-001) and (Ref. AMM TASK 25-11-66-400-001).
 - B. Do the test given in Para. 3.

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-812

Adjustment of the First-Officer Seat Armrest Inoperative

1. Possible Causes

R

- ARMREST-ASSY SEAT, F/O
- ARMREST-ASSY ASSIST SEAT, F/O
 - 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	25-11-65-000-001	Removal of the Captain (First Officer) Seat Armres Assy	t
R R	AMM	25-11-65-400-001	Installation of the Captain (First Officer) Seat Armrest Assy	
R R	AMM	25-11-66-000-001	Removal of the Captain (First Officer) Seat Assist Armrest-Assy	
R R	AMM	25-11-66-400-001	Installation of the Captain (First Officer) Seat Assist Armrest-Assy	

- 3. Fault Confirmation
 - A. Test

R

- (1) Adjust the First-Officer seat armrest.
- 4. Fault Isolation
- A. If the adjustment of the First-Officer seat armrest is inoperative: - replace the ARMREST-ASSY SEAT, F/O (Ref. AMM TASK 25-11-65-000-001) and (Ref. AMM TASK 25-11-65-400-001) or the ARMREST-ASSY ASSIST SEAT, F/O (Ref. AMM TASK 25-11-66-000-001) and (Ref. AMM TASK 25-11-66-400-001). R
 - B. Do the test given in Para. 3.

EFF: ALL SROS

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TROUBLE SHOOTING MANUAL

TASK 25-11-00-810-813

Third Occupant Seat Inoperative

- 1. Possible Causes
 - SEAT-THIRD OCCUPANT (14MM)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE

DESIGNATION

AMM 25-11-41-000-001 Removal of the Third Occupant Seat AMM 25-11-41-400-001 Installation of the Third Occupant

Installation of the Third Occupant Seat

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
 - A. If the Third Occupant seat is inoperative:
 - replace the SEAT-THIRD OCCUPANT (14MM) (Ref. AMM TASK 25-11-41-000-001) and (Ref. AMM TASK 25-11-41-400-001).

25-11-00 EFF: ALL

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R **ON A/C 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,

TASK 25-11-00-810-814

Fourth Occupant Seat Inoperative

- 1. Possible Causes
 - SEAT-FOURTH OCCUPANT (13MM)
- Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION	

AMM 25-11-42-000-001 AMM 25-11-42-400-001 Removal of the Fourth Occupant Seat (13MM)

Installation of the Fourth Occupant Seat (13MM)

- 3. Fault Confirmation
- R **ON A/C 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,

Post SB 25-1259 For A/C 553-553,555-555,

- A. Test
 - (1) Not applicable.
- R **ON A/C 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,
 - 4. Fault Isolation
- R **ON A/C 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,

Post SB 25-1259 For A/C 553-553,555-555,

- A. If the Fourth Occupant seat is inoperative:
 - replace the SEAT-FOURTH OCCUPANT (13MM) (Ref. AMM TASK 25-11-42-000-001) and (Ref. AMM TASK 25-11-42-400-001).

EFF: 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 25-11-00-810-815

Safety Harness of the Cockpit Seats Inoperative

- 1. Possible Causes
 - SEAT-THIRD OCCUPANT (14MM)
 - SEAT-FOURTH OCCUPANT (13MM)
 - HARNESS-ASSY SEAT, CAPTAIN
 - HARNESS-ASSY SEAT, F/O
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	25-11-41-000-001	Removal of the Third Occupant Seat	
AMM	25-11-41-400-001	Installation of the Third Occupant Seat	
AMM	25-11-42-000-001	Removal of the Fourth Occupant Seat (13MM)	
AMM	25-11-42-400-001	Installation of the Fourth Occupant Seat (13MM)	
AMM	25-11-63-000-001	Removal of the Captain (First Officer) Seat Harness Assy	
AMM	25-11-63-400-001	Installation of the Captain (First Officer) Seat Harness Assy	

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-250, 252-253, 276-299, 426-499, 551-599,
 - A. If the safety harness of:
 - (1) The Captain seat is inoperative:
 - replace the HARNESS-ASSY SEAT, CAPTAIN (Ref. AMM TASK 25-11-63-000-001) and (Ref. AMM TASK 25-11-63-400-001).
 - (2) The First Officer seat is inoperative:
 - replace the HARNESS-ASSY SEAT, F/O (Ref. AMM TASK 25-11-63-000-001) and (Ref. AMM TASK 25-11-63-400-001).

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

- (3) The Third Occupant seat is inoperative:
 - replace the SEAT-THIRD OCCUPANT (14MM) (Ref. AMM TASK 25-11-41-000-001) and (Ref. AMM TASK 25-11-41-400-001).
- R **ON A/C 251-251, 254-275, 503-549, 553-553, 555-555, 701-749,

Post SB 25-1259 For A/C 553-553,555-555,

- A. If the safety harness of:
 - (1) The Captain seat is inoperative:
 - replace the HARNESS-ASSY SEAT, CAPTAIN (Ref. AMM TASK 25-11-63-000-001) and (Ref. AMM TASK 25-11-63-400-001).
 - (2) The First Officer seat is inoperative:
 - replace the HARNESS-ASSY SEAT, F/O (Ref. AMM TASK 25-11-63-000-001) and (Ref. AMM TASK 25-11-63-400-001).
 - (3) The Third Occupant seat is inoperative:
 - replace the SEAT-THIRD OCCUPANT (14MM) (Ref. AMM TASK 25-11-41-000-001) and (Ref. AMM TASK 25-11-41-400-001).
 - (4) The Fourth Occupant seat is inoperative:
 - replace the SEAT-FOURTH OCCUPANT (13MM) (Ref. AMM TASK 25-11-42-000-001) and (Ref. AMM TASK 25-11-42-400-001).

25-11-00

EFF:

ALL

TROUBLE SHOOTING MANUAL

R **ON A/C ALL

TASK 25-11-00-810-816

Floor Lighting on the Cockpit Seats Inoperative

1. Possible Causes

- SEAT-CAPTAIN (3MS)
- SEAT-F/O (4MS)
- SW-CONSOLE/FLOOR (15LE)
- wiring from the Captain seat (3MS) to the switch (15LE)
- wiring from the Captain Seat (3MS) to the ground
- SW-CONSOLE/FLOOR (16LE)
- wiring from the F/O seat (4MS) to the switch (16LE)
- wiring from the F/O seat (4MS) to the ground

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R		25-11-51-000-001 25-11-51-400-001	Removal of the Captain/First Officer Seat (3MS, 4MS) Installation of the Captain/First Officer Seat (3MS,	
R	ASM	33-12-00-710-001 25-11/01 33-12/01	4MS) Operational Test of the General Illumination	

3. Fault Confirmation

A. Test

(1) Do the operational test of the general illumination (Ref. AMM TASK 33-12-00-710-001).

NOTE: Do the test of the console and the briefcase lights only.

EFF: ALL 25-11-00

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4. Fault Isolation

- A. If during the operational test:
 - (1) A bulb is inoperative:
 - replace the bulb.
 - (2) The Captain floor lighting is inoperative:
 - disconnect the plug 1197VC and make sure that there is 28VDC at pins F and G (Ref. ASM 25-11/01).
 - (a) If there is 28VDC at pins F and G:
 - replace the SEAT-CAPTAIN (3MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (b) If there is no 28VDC at pin F:
 - replace the SW-CONSOLE/FLOOR (15LE).
 - 1 If the fault continues:
 - do a check and repair the wiring from the Captain seat (3MS) to the switch (15LE) pins 1B, 1C, 2C and 3B (Ref. ASM 33-12/01).
 - (c) If there is no ground at pin G:
 - do a check and repair the wiring from the Captain Seat (3MS) to the ground (Ref. ASM 33-12/01).
 - (3) The First Officer floor lighting is inoperative:
 - disconnect the plug 1198VC and make sure that there is 28VDC at pins F and G.
 - (a) If there is 28VDC at pins F and G:
 - replace the SEAT-F/O (4MS) (Ref. AMM TASK 25-11-51-000-001) and (Ref. AMM TASK 25-11-51-400-001).
 - (b) If there is no 28VDC at pin F:
 - replace the SW-CONSOLE/FLOOR (16LE).
 - 1 If the fault continues:
 - do a check and repair the wiring from the F/O seat (4MS) to the switch (16LE) pins 1B, 1C, 2C and 3B (Ref. ASM 33-12/01).
 - (c) If there is no ground at pin G:
 - do a check and repair the wiring from the F/O seat (4MS) to the ground (Ref. ASM 33-12/01).
- B. Do the test given in Para. 3.

25-11-00

GA319/A320/A321

TROUBLE SHOOTING MANUAL

FLIGHT CREW FOOT WARMERS - FAULT ISOLATION PROCEDURES

TASK 25-15-00-810-801

Left Captain Foot-Warmer Inoperative

- 1. Possible Causes
 - WARMER-FOOT, CAPT L (2DR3)
 - wiring from the foot warmer (2DR3) to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	25-15-51-000-001	Removal of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)
AMM	25-15-51-400-001	<pre>Installation of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)</pre>
ASM	25-15/01	

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
 - A. If the left foot warmer of the Captain is inoperative:
 - replace the WARMER-FOOT, CAPT L (2DR3) (Ref. AMM TASK 25-15-51-000-001) and (Ref. AMM TASK 25-15-51-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the foot warmer (2DR3) to the first terminal block (Ref. ASM 25-15/01).

201-225, 227-227, 229-299, 426-499, 701-749,

25-15-00

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TROUBLE SHOOTING MANUAL

TASK 25-15-00-810-802

Right Captain Foot-Warmer Inoperative

1. Possible Causes

- WARMER-FOOT, CAPT R (2DR1)
- wiring from the foot warmer (2DR1) to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
A M M	25 45 54 000 004	Barranal of the Contain/First Offices Foot House
AMM	25-15-51-000-001	Removal of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)
AMM	25-15-51-400-001	<pre>Installation of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)</pre>
ASM	25-15/01	

3. Fault Confirmation

- A. Test
 - (1) Not applicable.

4. Fault Isolation

- A. If the right foot warmer of the Captain is inoperative:
 - replace the WARMER-FOOT, CAPT R (2DR1) (Ref. AMM TASK 25-15-51-000-001) and (Ref. AMM TASK 25-15-51-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the foot warmer (2DR1) to the first terminal block (Ref. ASM 25-15/01).

EFF: 201-225, 227-227, 229-299, 426-499, 701-749,

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TASK 25-15-00-810-803

Left First-Officer Foot-Warmer Inoperative

1. Possible Causes

- WARMER-FOOT, F/O L (2DR4)
- wiring from the foot warmer (2DR4) to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	25-15-51-000-001	Removal of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)
AMM	25-15-51-400-001	<pre>Installation of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)</pre>
ASM	25-15/01	

3. Fault Confirmation

- A. Test
 - (1) Not applicable

4. Fault Isolation

- A. If the left foot warmer of the First Officer is inoperative:
 - replace the WARMER-FOOT, F/O L (2DR4) (Ref. AMM TASK 25-15-51-000-001)
 and (Ref. AMM TASK 25-15-51-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the foot warmer (2DR4) to the first terminal block (Ref. ASM 25-15/01).

EFF: 201-225, 227-227, 229-299, 426-499, 701-749,

101 142)

25-15-00

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TASK 25-15-00-810-804

Right First-Officer Foot-Warmer Inoperative

1. Possible Causes

- WARMER-FOOT, F/O R (2DR2)
- wiring from the foot warmer (2DR2) to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	25-15-51-000-001	Removal of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)	
AMM	25-15-51-400-001	Installation of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)	
ASM	25-15/01		

3. Fault Confirmation

- A. Test
 - (1) Not applicable.

4. Fault Isolation

- A. If the right foot warmer of the First Officer is inoperative:
 - replace the WARMER-FOOT, F/O R (2DR2) (Ref. AMM TASK 25-15-51-000-001) and (Ref. AMM TASK 25-15-51-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the foot warmer (2DR2) to the first terminal block (Ref. ASM 25-15/01).

201-225, 227-227, 229-299, 426-499, EFF:

701-749,

25-15-00

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TROUBLE SHOOTING MANUAL

TASK 25-15-00-810-805

Captain Foot Warmer Inoperative

- 1. Possible Causes
 - SWITCH-FOOT WARMER, CAPT (3DR1)
 - wiring from the switch (3RD1) pin 1A to the first terminal block
 - wiring from the switch (3DR1) pin 2A to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE

DESIGNATION

ASM 25-15/01

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
 - A. If the Captain foot warmer is inoperative:
 - replace the SWITCH-FOOT WARMER, CAPT (3DR1)
 - (1) If the fault continues:
 - do a check and repair the wiring from the switch (3RD1) pin 1A to the first terminal block (Ref. ASM 25-15/01).
 - (2) If the fault continues:
 - do a check and repair the wiring from the switch (3DR1) pin 2A to the first terminal block (Ref. ASM 25-15/01).

EFF: 201-225, 227-227, 229-299, 426-499, 701-749,

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TASK 25-15-00-810-806

First Officer Foot-Warmer Inoperative

- 1. Possible Causes
 - SWITCH-FOOT WARMER, F/O (3DR2)
 - wiring from the switch (3DR2) pin 1A to the first terminal block
 - wiring from the switch (3DR2) pin 2A to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE

DESIGNATION

ASM 25-15/01

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
 - A. If the First Officer foot-warmer is inoperative: - replace the SWITCH-FOOT WARMER, F/O (3DR2).
 - (1) If the fault continues:
 - do a check and repair the wiring from the switch (3DR2) pin 1A to the first terminal block (Ref. ASM 25-15/01).
 - (2) If the fault continues:
 - do a check and repair the wiring from the switch (3DR2) pin 2A to the first terminal block (Ref. ASM 25-15/01).

201-225, 227-227, 229-299, 426-499, 701-749,

SROS

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TROUBLE SHOOTING MANUAL

TASK 25-15-00-810-807

Captain and First Officer Foot Warmers Inoperative

- 1. Possible Causes
 - C/B-FOOT WARMER (1DR)
 - wiring from the circuit breaker (1DR) to the first terminal block
 - FOOT WARMER-CAPT, L (2DR3)
 - FOOT WARMER-CAPT, R (2DR1)
 - FOOT WARMER-F/O, L (2DR4)
 - FOOT WARMER-F/O, R (2DR2)
 - wiring between the circuit breaker and the foot warmers
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	25-15-51-000-001	Removal of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)	
AMM	25-15-51-400-001	Installation of the Captain/First Officer Foot Warmer (2DR1,2DR2,2DR3,2DR4)	
ASM	25-15/01	····,·,····	

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable
- 4. Fault Isolation
 - A. Table of the circuit breakers used in this procedure:

______ PANEL DESIGNATION IDENT. LOCATION -----122VU FOOT WARMER X 15

- B. If the Captain and First Officer foot warmers are inoperative: - do a check of the circuit breaker (1DR) status.
 - (1) If the circuit breaker is closed: - replace the C/B-FOOT WARMER (1DR).
 - (a) If the fault continues:
 - do a check and repair the wiring from the circuit breaker (1DR) to the first terminal block (Ref. ASM 25-15/01).

201-225, 227-227, 229-299, 426-499, 701-749, **SROS**

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- (2) If the circuit breaker is open:
 - close the circuit breaker.
 - (a) If the circuit breaker trips:
 - disconnect the FOOT WARMER-CAPT, L (2DR3), FOOT WARMER-CAPT, R (2DR1), FOOT WARMER-F/O, L (2DR4) and FOOT WARMER-F/O, R (2DR2) and close the circuit breaker (1DR).
 - 1 If the circuit breaker stays closed:
 - connect the disconnected LRUs one at a time until the circuit breaker trips again and replace the LRU which caused the circuit breaker to trip (Ref. AMM TASK 25-15-51-000-001) and (Ref. AMM TASK 25-15-51-400-001).
 - 2 If the circuit breaker trips:
 - do a check for a short to ground at the wiring between the circuit breaker and the foot warmers (Ref. ASM 25-15/01).
 - <u>a</u> If there is a short to ground:repair the wiring.
 - <u>b</u> If there is no short to ground:replace the C/B-FOOT WARMER (1DR).

TROUBLE SHOOTING MANUAL

PASSENGER COMPARTMENT SEATS - FAULT ISOLATION PROCEDURES

**ON A/C 254-275,

TASK 25-21-00-810-801

The ON lamp of the PED switch does not come on

- 1. Possible Causes
 - PED (53HP)
 - 56HP
 - lamp
 - Aircraft wiring
- Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

QTY DESIGNATION

No specific

1 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE **DESIGNATION** ------

ASM 25-21/00

TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

- 3. Fault Confirmation
 - A. Push the PED POWER switch (56HP) to ON (Ref. TSM 25-21-00 P.Block 301).
- 4. Fault Isolation
 - A. If the ON legend in the PED POWER switch does not come on, do the procedure that follows (Ref. TSM 25-21-00 P.Block 301):
 - (1) Remove the ON bezel from the 56HP
 - (2) Use the MULTIMETER STANDARD to do a check for continuity of the ON legend lamp (Ref. ASM 25-21/00).
 - (a) If the lamp is unserviceable: - replace the defective lamp.

201-225, 227-227, 229-299, 503-549,

25-21-00

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551-599, 701-749,

SROS

TROUBLE SHOOTING MANUAL

- (b) If the lamp is serviceable, proceed as follows:
 - disconnect the connector A from the connector 7434VC at the circuit breaker (CB) panel 2000VU
 - use the MULTIMETER STANDARD to do a check of the Aircraft wiring:

between the switch 56HP Pin A/7 at the PED power control station and the connector 7434VC at the CB panel 2000VU between the CB panel connector A and the related terminals of the CB (53HP).

- repair and replace as necessary.
- B. Do the test as given in Para. 3.

R

EFF: 254-275,
SROS

25-21-00

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TROUBLE SHOOTING MANUAL

TASK 25-21-00-810-821

The PED Power supply is available during the operational test of the passenger emergency oxygen system

- 1. Possible Causes
 - MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP)
 - Aircraft Wiring
 - Automatic Activation of the Oxygen System
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific

1 MULTIMETER - STANDARD

B. Referenced Information

______ REFERENCE DESIGNATION

35-23-00-810-801 Automatic System Activation Fault

R AMM 25-21-00-710-002 Operational Test of the In-Seat Power-Supply System

(PED Power Supply)

AMM 25-21-34-000-001 Removal of the Master Control Unit (MCU) AMM 25-21-34-400-001 Installation of the Master Control Unit (MCU)

ASM 25-21/00

- 3. Fault Confirmation
 - A. Do the operational test of PED supply system (Ref. AMM TASK 25-21-00-710-002).
- 4. Fault Isolation
 - A. If the results of the operational test are unsatisfactory, do the procedure that follows:
 - (1) Disconnect the connector F from the MCU J6.
 - (2) Use the MULTIMETER STANDARD to do a check for continuity and for a short circuit in the Aircraft Wiring (Ref. ASM 25-21/00) between:
 - the MCU connector F and the diode module 1805VD pin 26. This is through:
 - . the connector 128VC pin 7
 - . the connector 156VC pin D.

25-21-00 EFF: 254-275,

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TROUBLE SHOOTING MANUAL

- (a) If there is a fault in the aircraft wiring:
 - repair and replace as necessary
 - connect the connector F to the MCU connector J6
 - do the test as given in Para. 3.
- (3) If there is no fault in the aircraft wiring, do the procedure that follows:
 - (a) Troubleshoot the Automatic Activation of the Oxygen System (Ref. TASK 35-23-00-810-801)
 - (b) If the fault continues, replace the MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP) (Ref. AMM TASK 25-21-34-000-001) and (Ref. AMM TASK 25-21-34-400-001).
- B. Do the test as given in Para. 3.

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R **ON A/C 201-225, 227-227, 229-253, 276-299, 503-549, 701-749,

TASK 25-21-00-810-822

The ON lamp of the CONV. SEATS switch (24HP) does not come on.

- 1. Possible Causes
 - SWITCH, CONV. SEATS ON (24HP)
 - lamp
 - aircraft wiring
 - circuit breaker, convertible seats (23HP)
 - SWITCH, CONV. SEATS (24HP)
- Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

QTY DESIGNATION

No specific

1 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE

DESIGNATION

ASM 25-21/00

TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

- 3. Fault Confirmation
 - A. At the Circuit Breaker (CB) panel (2000VU) push the CONV. SEATS switch (24HP).
- 4. Fault Isolation
 - A. If the ON legend of the CONV.SEATS switch (24HP) does not come on, do the procedure that follows (Ref. TSM 25-21-00 P.Block 301) and (Ref. ASM 25-21/00):
 - (1) At the CB panel (2000VU), remove the ON bezel from the SWITCH, CONV. SEATS ON (24HP).

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- (2) Use the MULTIMETER STANDARD to do a check for continuity of each ON legend lamp.
 - (a) If the lamp(s) is unserviceable:
 - replace the unserviceable lamp.
 - (b) If the lamp(s) is(are) serviceable, continue as follows:
 - remove the switch (24HP) from the connector A
 - remove the relay 21HP from the relay base
 - remove the relay 22HP from the relay base
 - Use the DMM to do a check for continuity and a short circuit in the aircraft wiring between:
 - terminal 2 of the switch connector and the related terminal of the CB (23HP)
 - the terminal A of the switch connector and the DC2 ground point (through the connector 2750VC pin T)
 - ${\tt .}$ the terminal X1 of the 21HP relay base and the terminals B and 4 of the switch connector
 - . the terminal X1 of the 22HP relay base and the terminals B and 4 of the switch connector.
 - (c) If there is a fault in the aircraft wiring:
 - repair and replace the wiring as necessary
 - install the relay 21HP on the relay base
 - install the relay 22HP on the relay base
 - connect the connector A to the CONV. SEATS switch 24HP.
 - do the test in Para. 3.
 - (d) If there is no fault in the aircraft wiring, continue as follows:
 - install the relay 21HP on the relay base
 - install the relay 22HP on the relay base
- (3) Set the MULTIMETER STANDARD to read VOLTS DC. Do a check for 28VDC: at the pin 2 of the switch connector A.
 - (a) If the 28 VDC is not available:
 - replace the circuit breaker, convertible seats (23HP).
 - do the test in Para. 3.
 - (b) If the 28 VDC is not available:
 - replace the SWITCH, CONV. SEATS (24HP).
- B. Do the test as given in Para. 3.

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TROUBLE SHOOTING MANUAL

**ON A/C 254-275,

TASK 25-21-00-810-864

The On Lamp of the PED PWR SW on Cockpit Panel 56VU does not come on

1. Possible Causes

R

- lamp
- aircraft wiring
- CB/50HP/51HP/52HP
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific

1 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE

DESIGNATION

ASM 25-21/00

TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

TSM 23730002

- 3. Fault Confirmation
 - A. At the COCKPIT overhead panel 56VU, push the SWITCH/INDICATOR (54HP) switch.
- 4. Fault Isolation
 - A. If the ON legend in the SWITCH/INDICATOR (54HP) switch does not come on, do the procedure that follows (Ref. TSM 25-21-00 P.Block 301).
- R (1) Use the MULTIMETER STANDARD to do a check for continuity of each ON R legend lamp.
 - (a) If the lamp(s) is unserviceable:
 replace the defectice lamp.

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R R R R R R R R R R R R	 (b) If the lamp(s) is serviceable, do a check of the A/C wiring (Ref. ASM 25-21/00): disconnect the connector A from the connector 156VC disconnect the connector A from the connector 128VC disconnect the connector F from the MCU 55HP use the MULTIMETER - STANDARD to do a check of the aircraft wiring: between the connector 156VC-A and the connector 128VC between the connector 128VC-A and the MCU 55HP between the connector 156VC-A and the related terminals of the switch between the MCU 55HP and the related terminals of the circuit breakers 50HP, 51HP and 52HP repair and replace as necessary.
R R	(c) If there is no fault in the aircraft wiring:replace the CB/50HP/51HP/52HP.
R R	(d) If the fault continues, do the trouble shooting of the CIDS (Ref. TSM 23730002).
R	B. Do the test given in Para. 3.

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R	TASK 25-21-00-810-865
R	No Electrical Power from FWD Master Control Unit (MCU)
R	1. Possible Causes
R	- MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP)
R	2. Job Set-up Information
R	A. Fixtures, Tools, Test and Support Equipment
R R R	REFERENCE QTY DESIGNATION
R	No specific 1 MULTIMETER - STANDARD
R	B. Referenced Information
R R R	REFERENCE DESIGNATION
R	AMM 25-21-34-000-001 Removal of the Master Control Unit (MCU) AMM 25-21-34-400-001 Installation of the Master Control Unit (MCU) TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS
R	3. Fault Confirmation
R R R	 A. Make sure that these switches are in the ON position: the PED POWER switch 54HP on the COCKPIT overhead panel 56VU. the PED POWER switch 56HP at the purser station (VCC or near FAP).
R	4. Fault Isolation
R R	A. If there is no electrical power from the MCU 55HP, do the procedure as follows (Ref. TSM 25-21-00 P.Block 301):
R R R R	 (1) At the MCU 55HP: Disconnect the applicable connector. Use the MULTIMETER - STANDARD and do the check to make sure that 115V AC is available at the applicable power outlet of the MCU 55HP.
R R R	(2) If there is no 115V AC available, replace the MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP) (Ref. AMM TASK 25-21-34-000-001) and (Ref. AMM TASK 25-21-34-400-001).
R	B. Do the test as given in Para. 3.

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TASK 25-21-00-810-866

PED Supply is not available at one Seat Assembly

- 1. Possible Causes
 - power converter
 - seat to seat harness
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific

2 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE

DESIGNATION

______ AMM 25-21-42-000-001 Removal of the In-Seat Power-Supply (ISPS) Unit
AMM 25-21-42-400-001 Installation of the In-Seat Power-Supply (ISPS) Unit

TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

- 3. Fault Confirmation
 - A. Use the MULTIMETER STANDARD and check for PED power supply at the related seat group (Ref. TSM 25-21-00 P.Block 301).
- 4. Fault Isolation
 - A. If the PED power supply is not available at the seat group, do the procedure that follows (Ref. TSM 25-21-00 P.Block 301):
 - (1) Disconnect the connector P1 at the power converter (located under the related seat).
 - (2) Use the MULTIMETER STANDARD to make sure that 115V AC is available at the connector P1.
 - (3) If there is 115V AC available at the connector P1, replace the power converter (Ref. AMM TASK 25-21-42-000-001) and (Ref. AMM TASK 25-21-42-400-001).
 - (4) If there is no 115V AC available do this procedure:
 - do the check and repair or replace the seat to seat harness to the seat FWD of the related seat group.

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R B. Do the test as given in para.3.

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TASK 25-21-00-810-867

PED Supply is not available at one Seat Group

- 1. Possible Causes
 - MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific

2 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE DESIGNATION

AMM 25-21-34-000-001 AMM 25-21-34-400-001 Removal of the Master Control Unit (MCU) Installation of the Master Control Unit (MCU)

TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

- 3. Fault Confirmation
 - A. Use the MULTIMETER STANDARD and check for PED power supply at the related seat group (Ref. TSM 25-21-00 P.Block 301).
- 4. Fault Isolation
 - A. If the PED supply is not available, do the procedure that follows (Ref. TSM 25-21-00 P.Block 301):
 - (1) At the MCU 55HP:
 - disconnect the applicable connector of the related seat group.
 - (2) Use the MULTIMETER STANDARD to check that 115V AC is available at the applicable power outlet of the MCU 55HP.
 - (3) If there is 115V AC available:
 - Use the MULTIMETER STANDARD to do a check for continuity and repair as necessary the aircraft wiring between the MCU 55HP and the related power FDB/WDB.

R R

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R (4) If there is no 115V AC, replace the MASTER CONTROL UNIT- SEAT POWER SUPPLY (55HP) (Ref. AMM TASK 25-21-34-000-001) and (Ref. AMM TASK 25-R 21-34-400-001).

R B. Do the test as given in para. 3.

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R **ON A/C 206-225, 239-253, 282-299, 503-549, 551-599, 701-749,

TASK 25-21-00-810-868

Power Supply is not available at one Seat Group for Electrical Adjustment

- 1. Possible Causes
 - aircraft wiring
 - control box (113HP)
 - seat, passenger
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE **QTY DESIGNATION**

No specific

2 MULTIMETER - STANDARD

B. Referenced Information

REFERENCE

DESIGNATION

AMM 25-21-41-000-001 AMM 25-21-41-400-001 Removal of the Passenger Seats Installation of the Passenger Seats TSM 25-21-00 P.Block 301 PASSENGER COMPARTMENT SEATS

- 3. Fault Confirmation
 - A. Use the MULTIMETER STANDARD and check for power supply at the related seat group (Ref. TSM 25-21-00 P.Block 301).
- 4. Fault Isolation
 - A. If the power supply is not available at the seat group, do the procedure that follows:
 - (1) Make sure that the emergency stop push button is off.
 - (2) At the related seat row, disconnect the power supply connectors (seat to seat harness).

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551-599, 701-749,

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- (3) Us a MULTIMETER STANDARD to do a check for continuity and for a short circuit in the aircraft wiring between the related wirings:
 - (a) If there is a fault in the aircraft wiring:
 - repair and replace the wiring as necessary
 - do the test in Para. 3.
 - (b) If there is no fault in the aircraft wiring, continue as follows:
- (4) If the fault continues:
 - put the RH control box (113HP) in the position of the LH (Ref. AMM TASK 25-21-41-000-001) and (Ref. AMM TASK 25-21-41-400-001).
 - do the test in Para. 3.
 - (a) If the fault moves:
 - put the LH and RH control box back in the initial position
 - replace the defective control box.
 - (b) If the fault does not move:
 - Replace the seat, passenger that shows the fault (Ref. AMM TASK 25-21-41-000-001) and (Ref. AMM TASK 25-21-41-400-001).
- B. Do the test in Para. 3.

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PASSENGER COMPARTMENT SEATS - TASK SUPPORTING DATA

**ON A/C 254-275,

- 1. In Seat Power Supply for Passengers Portable Electrical Devices (PEDs) (Ref. Fig. 301)
 - A. Busbar 200XP supplies 115 V AC, 400 Hz to the interface connectors of the passenger seats. Circuit breakers 50HP, 51HP and 52HP protect the circuits.

The busbar 602PP supplies 28 V DC to the master control unit 55HP. The circuit breakers are located on the panel 2000VU.

The in seat power supply unit (converter) supplies the electrical outlets of the passenger seat with 110 V AC, 60Hz.

- You can connect PED, for such as portable computers or music players to these outlets
- The crew can at any time, remove the electrical power supply from the electrical outlets through a single override switch.
- B. Supporting Data (Ref. Fig. 302)

The schematic diagrams that follow show the PEDs System as a number of sub systems. These diagrams give the data necessary to support the related trouble shooting procedures.

- R **ON A/C 206-225, 239-253, 282-299, 503-549, 551-599, 701-749,
 - 2. Electrical Convertible Seats (Ref. Fig. 303)
 - A. The busbars 110XP and 210XP supply 115 V AC, 400 Hz to the interface connectors of the seats. Circuit breakers 1HP and 2HP protect the
 - The busbar 602PP supplies 28 V DC to the relays 21HP and 22HP. Circuit breaker 23HP protects the circuit. The circuit breakers are located on the panel 2000VU.
 - Power supply to the seats is only possible in ground condition with engines off.
 - B. Supporting Data (Ref. Fig. 304)

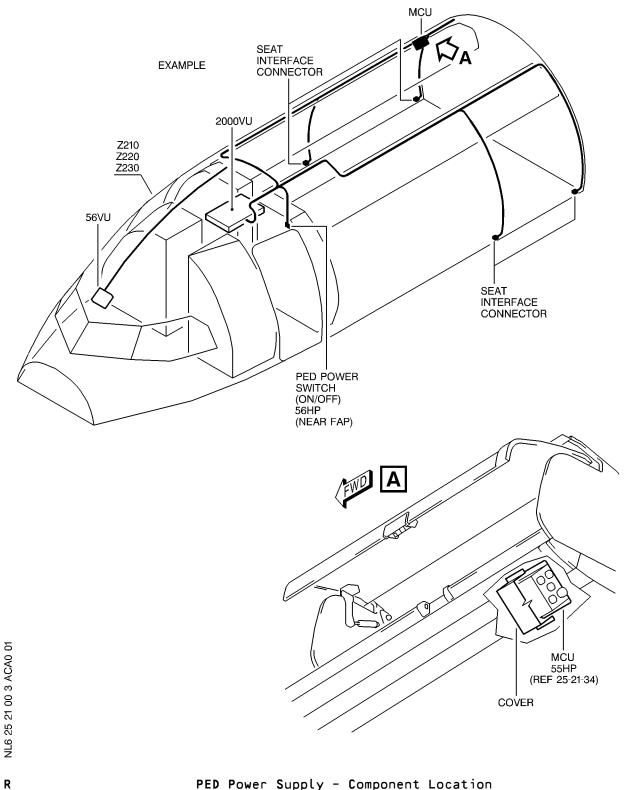
The schematic diagrams that follow show the electrically convertible passenger seats system as a number of sub systems. These diagrams give the data necessary to support the related trouble shooting procedures.

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PED Power Supply - Component Location Figure 301

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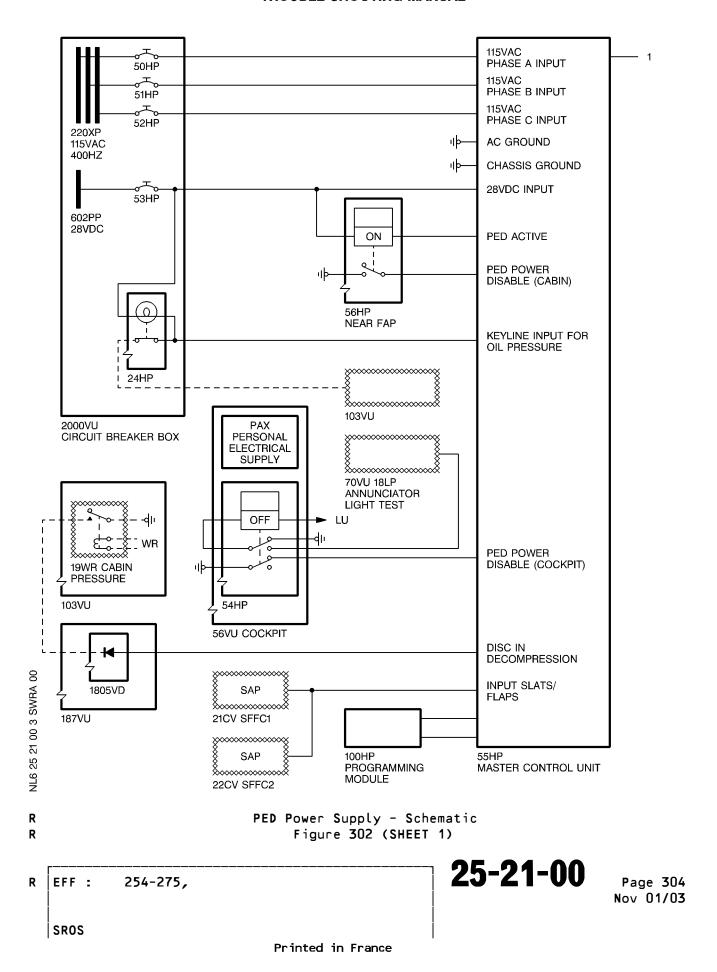
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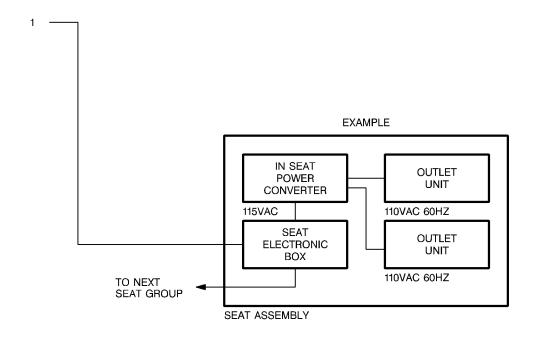
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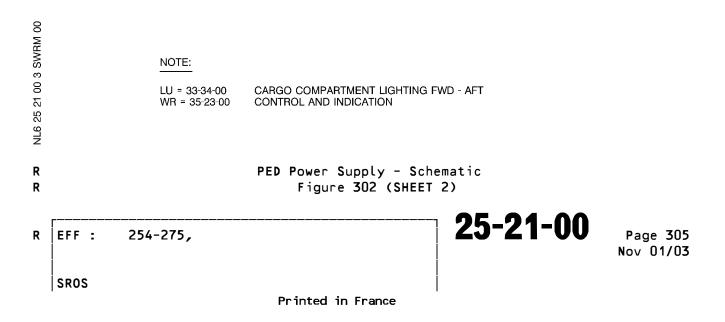
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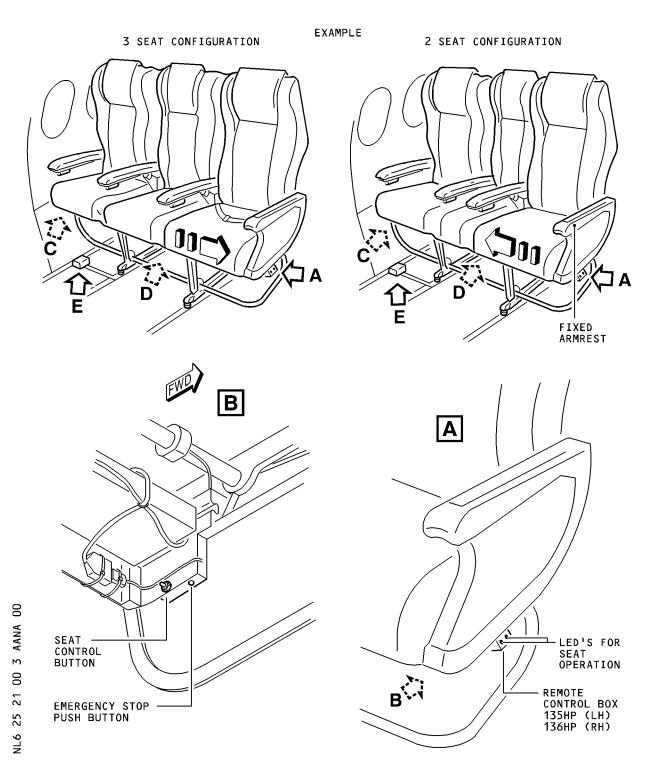


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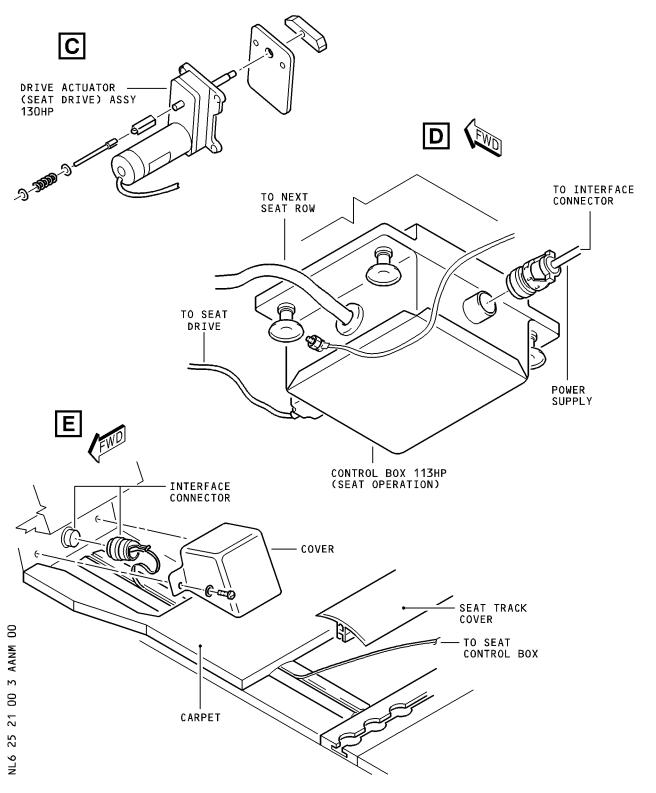
Electrically Convertible Seats - Component Location Figure 303 (SHEET 1)

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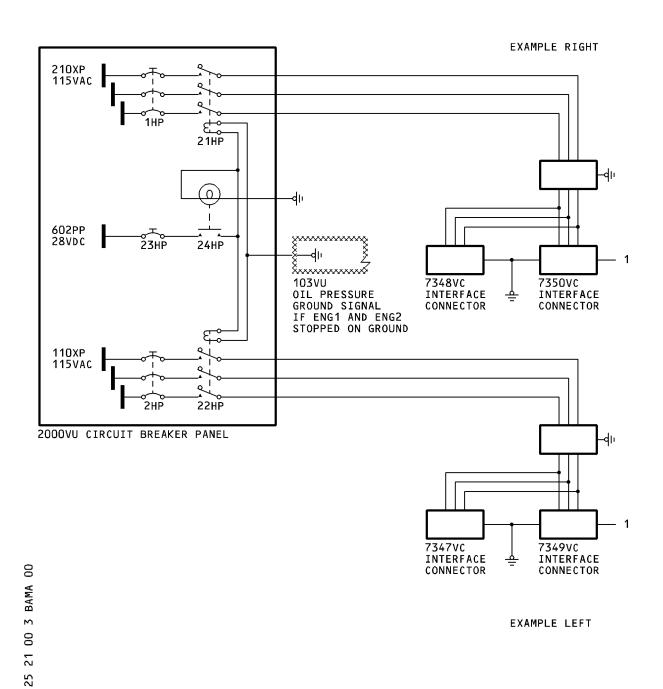
Electrically Convertible Seats - Component Location Figure 303 (SHEET 2)

R EFF: 206-225, 239-253, 282-299, 503-549, 551-599, 701-749, SROS

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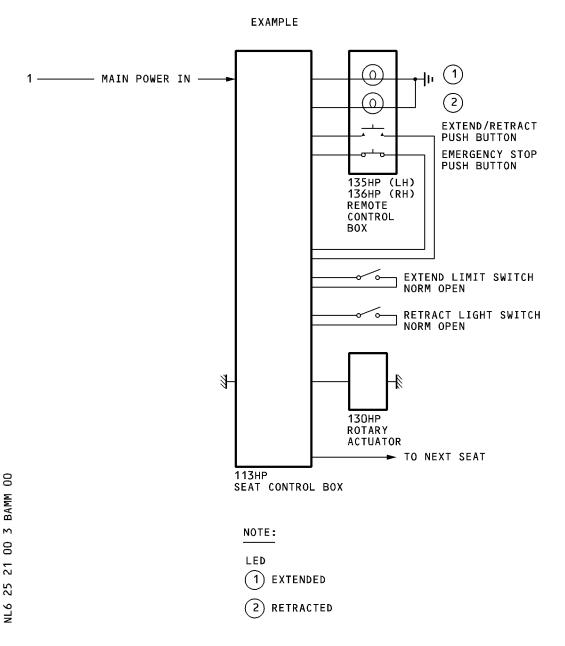
Electrically Convertible Seats - Schematic Figure 304 (SHEET 1)

R EFF: 206-225, 239-253, 282-299, 503-549, 551-599, 701-749, SROS

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Electrically Convertible Seats - Schematic Figure 304 (SHEET 2)

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ANCILLARY EQUIPMENT (INCLUDING DOOR AREA HEATING PANELS) FAULT ISOLATION PROCEDURES

TASK 25-27-00-810-807

EQUIP/FURNIS - DOOR AREA HEATING - One heated floor panel is INOP

- 1. Possible Causes
 - fuse
 - control unit
 - heated floor panel
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM 25-27-00-7	740-001 E	Bite Test of the Heated Floor Panel System.	
AMM 25-27-34-0	000-002 F	Removal of the Control Unit 60DS, 66DS	
AMM 25-27-34-4	400-002 1	installation of the Control Unit 60DS, 66DS	
AMM 25-27-51-0		Removal of the Heated Floor Panel 31DS (30DS), 33DS (32DS)	
AMM 25-27-51-4		installation of the Heated Floor Panel 31DS (30DS), 33DS (32DS)	
ASM 25-27/01			
ASM 25-27/02			

- 3. Fault Confirmation
 - A. Do the Bite Test of the Heated Floor Panel System (Ref. AMM TASK 25-27-00-740-001).
- 4. Fault Isolation
 - A. If one test indicator on the related control unit does not come on: Do a check of the related fuse.
 - (1) If the fuse is not serviceable:
 - Replace the fuse
 - (a) If the fault continues:
 - Do a check of the aircraft wiring for a short circuit between the related control unit and the inoperative heated floor panel (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).

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- R $\underline{1}$ If there is a short to ground:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).

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2 If there is no short to ground:

- Replace the related control unit (Ref. AMM TASK 25-27-34-000-002) and (Ref. AMM TASK 25-27-34-400-002).

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(b) If the fault continues:

- Replace the related heated floor panel (Ref. AMM TASK 25-27-51-000-002) and (Ref. AMM TASK 25-27-51-400-002).
- (2) If the fuse is serviceable:
 - Do a check of the aircraft wiring between the related control unit and the inoperative heated floor panel (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
 - (a) If there is continuity:
 - Replace the related control unit (Ref. AMM TASK 25-27-34-000-002) and (Ref. AMM TASK 25-27-34-400-002).
 - 1 If the fault continues:
 - Replace the related heated floor panel (Ref. AMM TASK 25-27-51-000-002) and (Ref. AMM TASK 25-27-51-400-002).
 - (b) If there is no continuity:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
- B. Do the test given in para. 3.A.

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TASK 25-27-00-810-809

EQUIP/FURNIS - DOOR AREA HEATING - All heated floor panels are INOP

- 1. Possible Causes
 - RELAY-GALLEY PWR SPLY (6MC)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
24-56-00-810-801	Galley Supply Fault
AMM 24-56-00-710-001	Operational Test of the Galley Supply
AMM 24-56-55-000-002	Removal of the Contactor Located in the Panel 200VU
AMM 24-56-55-400-002	Installation of the Contactor Located in the Panel 200VU
AMM 25 27 00 7/0 004	
AMM 25-27-00-740-001	Bite Test of the Heated Floor Panel System.

- 3. Fault Confirmation
 - A. Maintenance Action
 - (1) Do the operational test of the galley supply (Ref. AMM TASK 24-56-00-710-001).
 - (a) If the test is not OK:
 - Do the fault isolation procedure of the galley supply (Ref. TASK 24-56-00-810-801).
 - (b) If the test is OK:
 - Do the Bite Test of the Heated Floor Panel System (Ref. AMM TASK 25-27-00-740-001).
- 4. Fault Isolation
 - A. If the test indicators on all control units do not come on:
 - Replace the RELAY-GALLEY PWR SPLY (6MC) (Ref. AMM TASK 24-56-55-000-002) and (Ref. AMM TASK 24-56-55-400-002).
 - B. Do the test given in Para. 3.A.(1)(b)

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TASK 25-27-00-810-812

EQUIP/FURNIS - DOOR AREA HEATING - FWD EMER EXIT - All heated floor panels are INOP

1. Possible Causes

- DOOR AREA HTG PANELS/DOOR 2/HEATER (1DS)
- RELAY-GALLEY PWR SPLY (6MC)
- DOOR AREA HTG PANELS/DOOR 2/CTL (3DS)
- CONTROL UNIT-DOOR AREA HEATING (4DS)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-56-55-000-002	Removal of the Contactor Located in the Panel 200VU
AMM	24-56-55-400-002	Installation of the Contactor Located in the Panel 200VU
AMM	25-27-00-740-001	Bite Test of the Heated Floor Panel System.
AMM	25-27-34-000-001	Removal of the Control Unit 4DS, 14DS
AMM	25-27-34-400-001	Installation of the Control Unit 4DS, 14DS
ASM	25-27/01	
ASM	25-27/02	

3. Fault Confirmation

A. Do the Bite Test of the Heated Floor Panel System (Ref. AMM TASK 25-27- 00-740-001).

4. Fault Isolation

- A. If the test indicators on the control unit 4DS do not come on:
 Do a check for 115 VAC on the electrical connector 4DS-A, pin 14.
 - (1) If there is no 115 VAC:
 - Do a check of the aircraft wiring between the electrical connector 4DS-A, pin 14 and the circuit breaker 1DS, pin 2 (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
 - (a) If there is continuity:
 - Replace the circuit breaker DOOR AREA HTG PANELS/DOOR 2/HEATER
 (1DS).
 - (b) If there is no continuity:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).

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- (2) If there is 115 VAC:
 - Do a check for 28 VDC on the electrical connector 4DS-A, pin 16.
 - (a) If there is no 28 VDC:
 - Do a check of the aircraft wiring from the electrcal connector 4DS-A, pin 16 to the circuit breaker 3DS, pin 2 (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
 - 1 If there is no continuity:
 - Replace the RELAY-GALLEY PWR SPLY (6MC) (Ref. AMM TASK 24-56-55-000-002) and (Ref. AMM TASK 24-56-55-400-002).
 - a If the fault continues:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) and (Ref. ASM 25-27/02).
 - 2 If there is continuity:
 - Replace the circuit breaker DOOR AREA HTG PANELS/DOOR 2/CTL (3DS).
- (3) If there is 28 VDC:
 - Replace the CONTROL UNIT-DOOR AREA HEATING (4DS) (Ref. AMM TASK 25-27-34-000-001) and (Ref. AMM TASK 25-27-34-400-001).
- B. Do the test given in Para. 3.A.

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TASK 25-27-00-810-813

EQUIP/FURNIS - DOOR AREA HEATING - AFT EMER EXIT - All heated floor panels are INOP

1. Possible Causes

- DOOR AREA HTG PANELS/DOOR 3/HEATER (11DS)
- RELAY-GALLEY PWR SPLY (6MC)
- DOOR AREA HTG PANELS/DOOR 3/CTL (13DS)
- CONTROL UNIT-DOOR AREA HEATING (14DS)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	24-56-55-000-002	Removal of the Contactor Located in the Panel 200VU
AMM	24-56-55-400-002	Installation of the Contactor Located in the Panel 200VU
AMM	25-27-00-740-001	Bite Test of the Heated Floor Panel System.
AMM	25-27-34-000-001	Removal of the Control Unit 4DS, 14DS
AMM	25-27-34-400-001	Installation of the Control Unit 4DS, 14DS
ASM	25-27/01	
ASM	25-27/02	

3. Fault Confirmation

A. Do the Bite Test of the Heated Floor Panel System (Ref. AMM TASK 25-27- 00-740-001).

4. Fault Isolation

- A. If the test indicators on the control unit 14DS do not come on:
 Do a check for 115 VAC on the electrical connector 14DS-A, pin 14.
 - (1) If there is no 115 VAC:
 - Do a check of the aircraft wiring between the electrical connector 14DS-A, pin 14 and the circuit breaker 11DS, pin 2 (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
 - (a) If there is continuity:
 - Replace the circuit breaker DOOR AREA HTG PANELS/DOOR 3/HEATER
 (11DS).
 - (b) If there is no continuity:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).

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- (2) If there is 115 VAC:
 - Do a check for 28 VDC on the electrical connector 14DS-A, pin 16.
 - (a) If there is no 28 VDC:
 - Do a check of the aircraft wiring from the electrcal connector 14DS-A, pin 16 to the circuit breaker 13DS, pin 2 (Ref. ASM 25-27/01) or (Ref. ASM 25-27/02).
 - If there is no continuity:
 - Replace the RELAY-GALLEY PWR SPLY (6MC) (Ref. AMM TASK 24-56-55-000-002) and (Ref. AMM TASK 24-56-55-400-002).
 - a If the fault continues:
 - Repair the aircraft wiring (Ref. ASM 25-27/01) and (Ref. ASM 25-27/02).
 - 2 If there is continuity:
 - Replace the circuit breaker DOOR AREA HTG PANELS/DOOR 3/CTL (13DS).
- (3) If there is 28 VDC:
 - Replace the CONTROL UNIT-DOOR AREA HEATING (14DS) (Ref. AMM TASK 25-27-34-000-001) and (Ref. AMM TASK 25-27-34-400-001).
- B. Do the test given in Para. 3.A.

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GALLEY COOLING - FAULT ISOLATION PROCEDURES

TASK 25-34-00-810-801

System Fault Light of the Air Chiller is on

- 1. Possible Causes
 - Circuit Breakers of the Air Chiller Unit
 - Filter of the Air Chiller Unit
 - Air Chiller Unit
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	25-34-00-710-001	Operational Test of the Air Chiller
AMM	25-34-00-960-001	Replacement of the Air Filter of the Air Chiller Unit
AMM	25-34-51-000-001	Removal of the Air Chiller Unit - Forward Galley
AMM	25-34-51-000-002	Removal of the Air Chiller Unit - Aft Galley
AMM	25-34-51-000-003	Removal of the Air Chiller Unit - Galley 2
AMM	25-34-51-400-001	Installation of the Air Chiller Unit - Forward Galley
AMM	25-34-51-400-002	Installation of the Air Chiller Unit - Aft Galley
AMM	25-34-51-400-003	Installation of the Air Chiller Unit - Galley 2

- 3. Fault Confirmation
 - A. Do the operational test of the air chiller (Ref. AMM TASK 25-34-00-710-001).
- 4. Fault Isolation
 - A. Maintenance Action
 - (1) If the test confirms the fault:
 - (a) On the galley control panel
 - 1 Set the AIR CHILLER ON/OFF switch to the OFF position.
 - 2 Open the Circuit Breakers of the Air Chiller Unit.
 - 3 Wait for 30 seconds.
 - 4 Close the Circuit Breakers of the Air Chiller Unit.
 - 5 Set the AIR CHILLER ON/OFF switch to the ON position.

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- (2) If the fault continues:
 - (a) Make sure that the Filter of the Air Chiller Unit is clean.
 - (b) If necessary, replace the filter (Ref. AMM TASK 25-34-00-960-001).
- (3) If the fault continues:
 - (a) Replace the related Air Chiller Unit (Ref. AMM TASK 25-34-51-000-001) and (Ref. AMM TASK 25-34-51-400-001), (Ref. AMM TASK 25-34-51-000-003) and (Ref. AMM TASK 25-34-51-400-003) or (Ref. AMM TASK 25-34-51-000-002) and (Ref. AMM TASK 25-34-51-400-002)

5. Close-up

A. Do the test given in para. 3.

201-225, 227-227, 229-253, 276-299, EFF: 426-499,

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TASK 25-34-00-810-802

Trolley or Trolley Compartment is not cooled

1. Possible Causes

- Circuit Breakers of the air chiller unit
- Circuit Breakers of the Air Chiller Unit
- air chiller ducts
- electrical connectors on the air chiller unit
- filter of the air chiller unit condensor
- air ducts
- galley trolley seals
- ambient temperature above 85 deg.F (29.44 deg.C)
- air chiller unit
- wiring

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	25-34-00-100-002	Cleaning of the Condenser Air-Filter of the Air-Chiller Unit
AMM	25-34-00-710-001	Operational Test of the Air Chiller
AMM	25-34-51-000-001	Removal of the Air Chiller Unit - Forward Galley
AMM	25-34-51-000-002	Removal of the Air Chiller Unit - Aft Galley
AMM	25-34-51-000-003	Removal of the Air Chiller Unit - Galley 2
AMM	25-34-51-400-001	Installation of the Air Chiller Unit - Forward Galley
AMM	25-34-51-400-002	Installation of the Air Chiller Unit - Aft Galley
AMM	25-34-51-400-003	Installation of the Air Chiller Unit - Galley 2
ASM	25-31/01	
ASM	25-33/01	

3. Fault Confirmation

A. Do the operational test of the air chiller (Ref. AMM TASK 25-34-00-710-001).

4. Fault Isolation

- A. Maintenance Action
 - (1) If the test confirms the fault:
 - (a) On the galley control panel
 - 1 Set the AIR CHILLER ON/OFF switch to the OFF position.

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- 2 Open the Circuit Breakers of the air chiller unit.
- 3 Wait for 30 seconds.
- Close the Circuit Breakers of the Air Chiller Unit.
- Set the AIR CHILLER ON/OFF switch to the ON position.

NOTE: Some chillers have an automatic lamp test feature. During the initial 30 seconds of chiller operation the run and the fault lamps flashes both. That shall not be considered as a fault code.

- (2) If the fault continues:
 - (a) Remove all trolley carts from trolley compartment
 - 1 If Air Over System
 - a Check for blockage of the inlet or outlet grills in the galley trolley compartment and that the airflow is sufficient.
 - 2 If Air Through System
 - a Check the trolley grills for blockage.
 - b Check for blockage of inlet or outlet air valves in the galley trolley compartment and that the airflow is sufficient.
 - (b) Examine the air chiller ducts for signs of liquid.
 - 1 If you find liquid, indicating spills or chronic duct leaks, repair the leaks at the areas where the liquid comes from.
 - (c) Make sure that the electrical connectors on the air chiller unit are fully engaged.
 - (d) Make sure that the filter of the air chiller unit condensor is clean. (Ref. AMM TASK 25-34-00-100-002)
 - (e) Remove the filter and make sure that the condensor fins are not damaged.
 - 1 If they are damaged, make them straight with a Fin Comb.

NOTE: Refer to the air chiller CMM for this procedure.

(f) If necessary, clean the related filter.(Ref. AMM TASK 25-34-00-100-002)

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- (g) Make sure that there are no unwanted objects in the air ducts.
- (h) Make sure that there are no holes or leaks in the air ducts from the galley to the air chiller unit. Examine carefully the air duct connections and seal them at the air chiller.
- (i) Make sure that all the galley trolley seals are not damaged. Make sure that they are tight.
- (j) Make sure that in the area of the air chiller unit there is no ambient temperature above 85 deg.F (29.44 deg.C).
- (3) If the fault continues:
 - (a) Replace the related air chiller unit (Ref. AMM TASK 25-34-51-000-001) and (Ref. AMM TASK 25-34-51-400-001), (Ref. AMM TASK 25-34-51-000-003) and (Ref. AMM TASK 25-34-51-400-003) or (Ref. AMM TASK 25-34-51-400-002)
- (4) If the fault continues:
 - (a) Do a check of the wiring between the galley and the Air Chiller Unit (Ref. ASM 25-31/01) and (Ref. ASM 25-33/01).

5. Close-up

A. Do the test given in para. 3.

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GALLEY EQUIPMENT - FAULT ISOLATION PROCEDURES

R **ON A/C 201-201, 247-276, 426-428, 431-499, 503-549, 551-599, 701-749,

TASK 25-35-00-810-802

Coffee-Maker does not operate

- 1. Possible Causes
 - coffee maker
 - wiring
 - electrical connector of the coffee maker
 - related CB
 - related relays or switches
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE DESIGNATION 24-56-00-810-801 Galley Supply Fault AMM 25-35-00-710-013 Operational Test of the Coffee-Maker AMM 25-35-15-000-001 Removal of the Coffee Maker	
AMM 25-35-00-710-013 Operational Test of the Coffee-Maker	
AMM 25-35-15-400-001 Installation of the Coffee Maker ASM 25-31/01 ASM 25-32/01 ASM 25-33/01	

3. Fault Confirmation

A. Do the operational test of the coffee maker (Ref. AMM TASK 25-35-00-710-013).

4. Fault Isolation

- A. If the coffee maker does not operate during the test:
 - Replace the coffee maker (Ref. AMM TASK 25-35-15-000-001) and (Ref. AMM TASK 25-35-15-400-001).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the coffee maker.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).

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- (2) If the fault continues:
 - Do a check and if necessary repair the wiring of the galley (Ref. TASK 24-56-00-810-801).
- B. Do the test given in Para. 3.A.

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TASK 25-35-00-810-804

Oven does not operate

1. Possible Causes

- oven
- wiring
- electrical connector of the oven
- related CB
- related relays or switches

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
24-56-00-810-801 AMM 25-35-00-710-015 AMM 25-35-19-000-001	Galley Supply Fault Operational Test of the Oven Removal of the Oven

AMM 25-35-19-400-001 Installation of the Oven ASM 25-31/01 ASM 25-32/01

ASM 25-33/01

3. Fault Confirmation

A. Do the operational test of the oven (Ref. AMM TASK 25-35-00-710-015).

4. Fault Isolation

- A. If the oven does not operate during the test:
 - Replace the oven (Ref. AMM TASK 25-35-19-000-001) and (Ref. AMM TASK 25-35-19-400-001).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the oven.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).
 - (2) If the fault continues:
 - Do a check and if necessary repair the wiring of the galley (Ref. TASK 24-56-00-810-801).
- B. Do the test given in Para. 3.A

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**ON A/C 701-749,

TASK 25-35-00-810-806

Steam-Oven does not operate

1. Possible Causes

R - steam oven

- wiring
- R electrical connector of the steam oven
 - related CB
 - related relays or switches

2. Job Set-up Information

A. Referenced Information

REFERENCE

DESIGNATION

24-56-00-810-801 Galley Supply Fault

AMM 25-35-00-710-016 Operational Test of the Steam Oven

AMM 25-35-19-000-003 Removal of the Steam-Oven

AMM 25-35-19-400-003 Installation of the Steam-Oven

ASM 25-31/01

ASM 25-31/01 ASM 25-32/01 ASM 25-33/01

R

R

R

3. Fault Confirmation

A. Do the operational test of the steam oven (Ref. AMM TASK 25-35-00-710-016).

4. Fault Isolation

- R A. If the steam oven does not operate during the test:
 - Replace the steam oven (Ref. AMM TASK 25-35-19-000-003) and (Ref. AMM TASK 25-35-19-400-003).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the steam oven.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).

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R (2) If the fault continues:
R - Do a check and if necessary repair the wiring of the galley
R (Ref. TASK 24-56-00-810-801).
R B. Do the test given in Para. 3.A

R EFF: 701-749, SROS 25-35-00

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**ON A/C 251-251, 254-254, 426-428, 431-450, 476-499, 701-749,

TASK 25-35-00-810-809

Hot-Cup does not operate

- 1. Possible Causes
- R hot cup
 - wiring
- R electrical connector of the hot cup
 - related CB
 - related relays or switches
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION

24-56-00-810-801 Galley Supply Fault

AMM 25-35-00-710-020 Operational Test of the Hot-Cup

AMM 25-35-25-000-001 Removal of the Hot-Cup

AMM 25-35-25-400-001 Installation of the Hot-Cup

ASM 25-31/01

ASM 25-32/01 ASM 25-33/01

- 3. Fault Confirmation
- R A. Do the operational test of the hot cup (Ref. AMM TASK 25-35-00-710-020).
 - 4. Fault Isolation
- R A. If the hot cup does not operate during the test:
- R Replace the hot cup (Ref. AMM TASK 25-35-25-000-001) and (Ref. AMM TASK 25-35-25-400-001).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the hot cup.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).
 - (2) If the fault continues:
 - Do a check and if necessary repair the wiring of the galley (Ref. TASK 24-56-00-810-801).

EFF: 251-251, 254-254, 426-428, 431-450, 476-499, 701-749,

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

EFF: 251-251, 254-254, 426-428, 431-450, 476-499, 701-749, SROS

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**ON A/C 201-201, 247-250, 252-254, 276-276, 426-428, 431-450, 476-499,

TASK 25-35-00-810-810

Hot-Jug does not operate

- 1. Possible Causes
- R - hot jug
 - wiring
- R - electrical connector of the hot jug
 - related CB
 - related relays or switches
 - 2. Job Set-up Information
 - A. Referenced Information

DESIGNATION

24-56-00-810-801 Galley Supply Fault Operational Test of the Hot-Jug AMM 25-35-00-710-021 AMM 25-35-25-000-002 Removal of the Hot-Jug AMM 25-35-25-400-002 Installation of the Hot-Jug ASM 25-31/01 ASM 25-32/01

ASM 25-33/01

- 3. Fault Confirmation
- A. Do the operational test of the hot jug (Ref. AMM TASK 25-35-00-710-021) R
 - 4. Fault Isolation
- A. If the hot jug does not operate during the test: R
- Replace the hot jug (Ref. AMM TASK 25-35-25-000-002) and (Ref. AMM TASK R 25-35-25-400-002).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the hot jug.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).
 - (2) If the fault continues:
 - Do a check and if necessary repair the wiring of the galley (Ref. TASK 24-56-00-810-801).

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

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R **ON A/C 201-201, 247-250, 252-253, 276-276, 451-475, 503-549, 551-599,

TASK 25-35-00-810-812

Water-Heater/Boiler does not operate

1. Possible Causes

- water heater
- wiring
- electrical connector of the water heater
- related CB
- related relays or switches

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION

24-56-00-810-801 Galley Supply Fault

AMM 25-35-00-710-023 Operational Test of the Water-Heater/Boiler

AMM 25-35-27-000-001 Removal of the Water Boiler/Heater

AMM 25-35-27-400-001 Installation of the Water Boiler/Heater

ASM 25-31/01

ASM 25-32/01

ASM 25-33/01

3. Fault Confirmation

A. Do the Operational Test of the Water Heater (Ref. AMM TASK 25-35-00-710-023).

4. Fault Isolation

- A. If the water heater does not operate during the test:
 - Replace the water heater (Ref. AMM TASK 25-35-27-000-001) and (Ref. AMM TASK 25-35-27-400-001).
 - (1) If the fault continues:
 - Do a check and if necessary repair the wiring between the related galley control panel and the electrical connector of the water heater.
 - Do a check and if necessary repair the related CB at the galley control panel and if installed the related relays or switches (Ref. ASM 25-31/01) (Ref. ASM 25-32/01) (Ref. ASM 25-33/01).

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- (2) If the fault continues:
 - Do a check and if necessary repair the wiring of the galley (Ref. TASK 24-56-00-810-801).
- B. Do the test given in Para. 3.A

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R **ON A/C 201-201, 247-299, 426-428, 431-499, 503-549, 551-599, 701-749,

TASK 25-35-00-810-819

Unusual noise behind an oven or a steam oven

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

REFERENCE	DESIGNATION
AMM 25-30-00-960-002 AMM 25-35-00-710-015 AMM 25-35-00-710-016 AMM 25-35-19-000-001 AMM 25-35-19-000-003 AMM 25-35-19-400-001 AMM 25-35-19-400-003	Replacement of the Air Extraction Filter Operational Test of the Oven Operational Test of the Steam Oven Removal of the Oven Removal of the Steam-Oven Installation of the Oven Installation of the Steam-Oven

- 3. Fault Confirmation
 - A. Do the operational test of the oven (Ref. AMM TASK 25-35-00-710-015) and/or steam-oven (Ref. AMM TASK 25-35-00-710-016) for each of the installed ovens.
- 4. Fault Isolation
 - A. If there is an unusual noise behind an oven/steam-oven during the test:
 - (1) Remove the applicable oven (Ref. AMM TASK 25-35-19-000-001) or steam-oven (Ref. AMM TASK 25-35-19-000-003).
 - (2) Do a visual inspection of the grill(s) and the housing(s) of the air extraction filter(s).
 - If necessary clean the grill(s) and the housing(s) with a vacuum cleaner.
 - If necessary replace the air extraction filter(s) (Ref. AMM TASK 25-30-00-960-002).
 - (3) Hold a suitable sized piece of paper to the applicable air extraction inlet(s). The paper will stay in position at the air extraction inlet(s) by the air suction.
 - (4) Install the removed oven (Ref. AMM TASK 25-35-19-400-001) or steam-oven (Ref. AMM TASK 25-35-19-400-003).

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- (5) If the fault continues:
 - Replace the applicable oven (Ref. AMM TASK 25-35-19-000-001) and (Ref. AMM TASK 25-35-19-400-001) or the applicable steam-oven (Ref. AMM TASK 25-35-19-000-003) and (Ref. AMM TASK 25-35-19-400-003).
- B. Do the test given in Para. 3.A.

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TROUBLE SHOOTING MANUAL

SEMI AUTOMATIC CARGO LOADING - FAULT ISOLATION PROCEDURES

TASK 25-52-00-810-801

Fault in the FWD Cargo Loading System

- 1. Possible Causes
 - CTL BOX-DRIVE UNIT, CLS (1MY)
 - wiring
 - SWITCH (2507MJ)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 25-52-00-710-005 AMM 25-52-69-000-001 AMM 25-52-69-400-001 AMM 52-35-13-000-003 AMM 52-35-13-400-003 ASM 25-52/01	Operational Test of the Power Drive Units Removal of the Control Box 1MY or 101MY Installation of the Control Box 1MY or 101MY Removal of the Limit Switch 2507MJ Installation of the Limit Switch 2507MJ

- 3. Fault Confirmation
 - A. Do the operational test of the Power Drive Units (Ref. AMM TASK 25-52-00-710-005)
- 4. Fault Isolation

**ON A/C 201-225, 451-475, 551-563, 565-599,

- A. Make sure that the FWD cargo loading system is in the subsequent position during the fault isolation procedure:
 - the system switch (5MY) is in the ON position,
 - the door sill latches (2004VU1) and (2004VU2) are lowered.
 - the indicator light (7MY) is on.
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - A. Make sure that the FWD cargo loading system is in the subsequent position during the fault isolation procedure:
 - the system switch (5MY) is in the ON position,
 - the indicator light (7MY) is on,
 - the door sill latches (2004VU1) and (2004VU2) are lowered.

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- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - B. If the test shows that the FWD cargo loading system does not operate:

 do a check for 28 VDC between:
 the CTL BOX-DRIVE UNIT, CLS (1MY) connector A/E and the connector A/T (Ref. ASM 25-52/01).
 - (1) If there is no 28 VDC:
 - do a check of the wiring between:
 the CTL BOX-DRIVE UNIT, CLS (1MY) connector A/E and the CB 2MY (Ref. ASM 25-52/01) and repair it as necessary.
 - (2) If there is 28 VDC:
 - do a check for a ground signal at the CTL BOX-DRIVE UNIT, CLS (1MY) connector B/J (Ref. ASM 25-52/01).
 - (a) If there is no ground signal:
 - do a check for a ground signal at:
 the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL
 (2004VU1) (Ref. ASM 25-52/01).
 - 1 If there is a ground signal:
 - do a check of the wiring between: the CTL BOX-DRIVE UNIT, CLS (1MY) connector B/J and SWITCH (2507MJ) connector A/C at the LATCH-DOOR SILL (2004VU1) (Ref. ASM 25-52/01) and repair it as necessary.
 - a If the fault continues:
 - replace the SWITCH (2507MJ) at the LATCH-DOOR SILL (2004VU1) (Ref. AMM TASK 52-35-13-000-003) and (Ref. AMM TASK 52-35-13-400-003).
 - 2 If there is no ground signal:
 - make an electrical connection between:
 - the SWITCH (2507MJ) connector A/C and the connector A/D at the LATCH-DOOR SILL (2004VU2) (Ref. ASM 25-52/01).
 - do a check for a ground signal at:
 the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU1) (Ref. ASM 25-52/01).
 - a If there is a ground signal:
 - replace the SWITCH (2507MJ) at the LATCH-DOOR SILL (2004VU2) (Ref. AMM TASK 52-35-13-000-003) and (Ref. AMM TASK 52-35-13-400-003).
 - b If there is no ground signal:
 - repair the wiring as necessary between: the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU1) and the SWITCH (2507MJ) connector A/C at the LATCH-DOOR SILL (2004VU2) or

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

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the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU2) and GND (Ref. ASM 25-52/01).

- (b) If there is a ground signal:
 - do a check for 28 VDC between:
 the CTL BOX-DRIVE UNIT, CLS (1MY) connector A/F and GND. (Ref. ASM 25-52/01)
 - 1 If there is 28 VDC:
 - do a check of the wiring between: the CTL BOX-DRIVE UNIT, CLS (1MY) connector A/F and the connector A/U (Ref. ASM 25-52/01).
 - a If there is continuity:
 - replace the CTL BOX-DRIVE UNIT, CLS (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - b If there is no continuity:
 - repair the wiring as necessary between: the CTL BOX-DRIVE UNIT, CLS (1MY) connector A/F and the connector A/U (Ref. ASM 25-52/01).
- C. Do the test as given in Para. 3.A.

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TASK 25-52-00-810-802

Fault in the AFT Cargo Loading System

1. Possible Causes

- CONTROL BOX (101MY)
- wiring
- SWITCH (2512MJ)
- SWITCH (2507MJ)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 25-52-00-710-005 AMM 25-52-69-000-001 AMM 25-52-69-400-001 AMM 52-35-13-000-003 AMM 52-35-13-000-007 AMM 52-35-13-400-003 AMM 52-35-13-400-007 ASM 25-52/02 ASM 25-52/02	Operational Test of the Power Drive Units Removal of the Control Box 1MY or 101MY Installation of the Control Box 1MY or 101MY Removal of the Limit Switch 2507MJ Removal of the Limit Switch 2512MJ Installation of the Limit Switch 2507MJ Installation of the Limit Switch 2512MJ

3. Fault Confirmation

A. Do the operational test of the Power Prive Units (Ref. AMM TASK 25-52-00-710-005)

4. Fault Isolation

**ON A/C 201-225, 551-563, 565-599,

- A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - the system switch (5MY) is in the ON position,
 - the entrance guide at FR59 is lowered,
 - the door sill roller (121MY) is fully extends,
 - the indicator light (7MY) is on.

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

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R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499,

- A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - the system switch (5MY) is in the ON position,
 - the indicator light (7MY) is on,
 - the door sill latches (2004VU3) and (2004VU4) are lowered.

**ON A/C 451-475, 503-549,

- A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - the system switch (5MY) is in the ON position,
 - the entrance guide at FR59 is lowered,
 - the indicator light (7MY) is on.

**ON A/C 201-225, 451-475, 551-563, 565-599,

- B. If the test gives that the AFT cargo loading system does not operate: - do a check for 28 VDC between: the CONTROL BOX (101MY) connector A/E and the connector A/T (Ref. ASM 25-52/02).
 - (1) If there is no 28 VDC:
 - do a check of the wiring between:
 the CONTROL BOX (101MY) connector A/E and the CB 102MY (Ref. ASM 25-52/02) and repair it as necessary.
 - (2) If there is 28 VDC:
 - do a check for a ground signal at the CONTROL BOX (101MY) connector
 B/J (Ref. ASM 25-52/02).
 - (a) If there is no ground signal:
 - do a check for a ground signal at:
 the SWITCH (2512MJ) connector A/D at the ENTRANCE GUIDE (Ref. ASM 25-52/02).
 - 1 If there is a ground signal:
 - do a check of the wiring between: the CONTROL BOX (101MY) connector B/J and SWITCH (2512MJ) connector A/D at the ENTRANCE GUIDE (Ref. ASM 25-52/02) and repair it as necessary.
 - a If the fault continues:
 - replace the SWITCH (2512MJ) at the ENTRANCE GUIDE (Ref. AMM TASK 52-35-13-000-007) and (Ref. AMM TASK 52-35-13-400-007).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-563, 565-599,

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- (b) If there is a ground signal:
 - do a check for 28 VDC between: the CONTROL BOX (101MY) connector A/F and GND. (Ref. ASM 25-52/02)
 - 1 If there is 28 VDC:
 - do a check for continuity between:
 the CONTROL BOX (101MY) connector A/F and the connector A/U (Ref. ASM 25-52/02).
 - a If there is continuity:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - b If there is no continuity:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector A/F and the connector
 A/U (Ref. ASM 25-52/02).
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - B. If the test gives that the AFT cargo loading system does not operate: - do a check for 28 VDC between: the CONTROL BOX (101MY) connector A/E and the connector A/T (Ref. ASM 25-52/02).
 - (1) If there is no 28 VDC:
 - do a check of the wiring between:
 the CONTROL BOX (101MY) connector A/E and the CB 102MY (Ref. ASM 25-52/02) and repair it as necessary.
 - (2) If there is 28 VDC:
 - do a check for a ground signal at the CONTROL BOX (101MY) connector
 B/J (Ref. ASM 25-52/02).
 - (a) If there is no ground signal:
 - do a check for a ground signal at:
 the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU3) (Ref. ASM 25-52/02).
 - 1 If there is a ground signal:
 - do a check of the wiring between: the CONTROL BOX (101MY) connector B/J and SWITCH (2507MJ) connector A/C at the LATCH-DOOR SILL (2004VU3) (Ref. ASM 25-52/02) and repair it as necessary.
 - a If the fault continues:
 - replace the SWITCH (2507MJ) at the LATCH-DOOR SILL (2004VU3) (Ref. AMM TASK 52-35-13-000-003) and (Ref. AMM TASK 52-35-13-400-003).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-563, 565-599,

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- 2 If there is no ground signal:
 - make an electrical connection between the:
 - SWITCH (2507MJ) connector A/C and connector A/D at the LATCH-DOOR SILL (2004VU4) (Ref. ASM 25-52/02).
 - do a check for a ground signal at:
 the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU3) (Ref. ASM 25-52/02).
 - a If there is a ground signal:
 - replace the SWITCH (2507MJ) at the LATCH-DOOR SILL (2004VU4) (Ref. AMM TASK 52-35-13-000-003) and (Ref. AMM TASK 52-35-13-400-003).
 - b If there is no ground signal:
 - repair the wiring as necessary between: the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU4) and the SWITCH (2507MJ) connector A/C at the LATCH-DOOR SILL (2004VU3) or the SWITCH (2507MJ) connector A/D at the LATCH-DOOR SILL (2004VU3) and GND (Ref. ASM 25-52/02).
- (b) If there is a ground signal:
 - do a check for 28 VDC between:
 the CONTROL BOX (101MY) connector A/F and GND. (Ref. ASM 25-52/02)
 - 1 If there is 28 VDC:
 - do a check for continuity between:
 the CONTROL BOX (101MY) connector A/F and the connector A/U (Ref. ASM 25-52/02).
 - a If there is continuity:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - b If there is no continuity:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector A/F and the connector
 A/U (Ref. ASM 25-52/02).
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - C. Do the test as given in Para. 3.A.

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TASK 25-52-00-810-803

Incorrect Operation of the FWD Cargo Loading System

1. Possible Causes

- PDU-LONG (24MY)
- wiring
- CONTROL BOX (1MY)
- PROX SW (23MY)
- PDU-LONG (22MY)
- PROX SW (21MY)
- PDU-LONG (19MY)
- PROX SW (18MY)
- PDU-LONG (17MY)
- PROX SW (16MY)
- PDU-LONG (15MY)
- PDU-LAT (14MY)
- CB 3MY

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	25-52-00-710-005	Operational Test of the Power Drive Units
AMM	25-52-26-000-001	Removal of the Power Drive Unit 2504MM or (2604MM)
AMM	25-52-26-400-001	Installation of the Power Drive Unit 2504MM or (2604MM)
AMM	25-52-34-000-001	Removal of the XZ-Single Latch 32 2503MM or (2603MM) and the Proximity Switch
AMM	25-52-34-400-001	Installation of the XZ-Single Latch 32 2503MM or (2603MM) and the Proximity Switch
AMM	25-52-69-000-001	Removal of the Control Box 1MY or 101MY
AMM	25-52-69-400-001	Installation of the Control Box 1MY or 101MY
ASM	25-52/01	
ASM	25-52/03	

3. Fault Confirmation

A. Do the operational test of the POWER DRIVE UNITS (PDU) (Ref. AMM TASK 25-52-00-710-005).

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

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4. Fault Isolation

**ON A/C 201-225, 451-475, 551-563, 565-599,

- A. Make sure that the FWD cargo loading system is in the subsequent position during the fault isolation procedure:
 - all XZ-latches are lowered,
 - all door sill latches are lowered,
 - the system switch (5MY) is in the ON position,
 - the indicator light (7MY) is on,
 - the joystick (4MY) is in the selected position (IN, OUT, FWD or AFT).
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - A. Make sure that the FWD cargo loading system is in the subsequent position during the fault isolation procedure:
 - all latches are lowered,
 - the system switch (5MY) is in the ON position,
 - the indicator light (7MY) is on,
 - the joystick (4MY) is in the selected position (IN, OUT, FWD or AFT).

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

- B. If the test shows that the PDU-LONG (24MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (24MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (24MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (24MY) connector A/C (Ref. ASM 25-52/03), the CONTROL BOX (1MY) connector B/B and the PDU-LONG (24MY) connector A/B (Ref. ASM 25-52/03), the CONTROL BOX (1MY) connector B/A and the PDU-LONG (24MY) connector A/A (Ref. ASM 25-52/03), the PDU-LONG (24MY) connector A/D and GND (Ref. ASM 25-52/03),
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (24MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (24MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/03).

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- 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (24MY) connector A/E and the PROX SW (23MY)
 connector A/B and repair it as necessary. (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - Make an electrical connection between: the PROX SW (23MY) connector A/B and the connector A/C (Ref. ASM 25-52/03).
 - a If the PDU-LONG (24MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (23MY) connector A/A and GND (Ref. ASM 25-52/03).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between:
 the PROX SW (23MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/03).
 - c If there is 28 VDC:
 - replace the PROX SW (23MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (24MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- C. If the test shows that the PDU-LONG (22MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (22MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (22MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (1MY) connector B/C and the PDU-LONG (22MY)
 connector A/C (Ref. ASM 25-52/03).
 the CONTROL BOX (1MY) connector B/B and the PDU-LONG (22MY)
 connector A/B (Ref. ASM 25-52/03).
 the CONTROL BOX (1MY) connector B/A and the PDU-LONG (22MY)
 connector A/A (Ref. ASM 25-52/03).
 the PDU-LONG (22MY) connector A/D and GND (Ref. ASM 25-52/03).

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- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (22MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (22MY) connector A/F and the CONTROL BOX (1MY) connector B/S and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (22MY) connector A/E and the PROX SW (21MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - Make an electrical connection between: the PROX SW (21MY) connector A/B and the connector A/C (Ref. ASM 25-52/03).
 - a If the PDU-LONG (22MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (21MY) connector A/A and GND (Ref. ASM 25-52/03).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (21MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/03).
 - c If there is 28 VDC:
 - replace the PROX SW (21MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (22MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 227-227, 229-250, 252-275, 426-450,
 - D. If the test shows that the PDU-LONG (19MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (19MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between:
 the PDU-LONG (19MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).

EFF: 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,

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- (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (19MY) connector A/C, (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (19MY) connector A/B (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (19MY) connector A/A (Ref. ASM 25-52/01). the PDU-LONG (19MY) connector A/D and GND (Ref. ASM 25-52/01).
- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (19MY) connector A/F and GND (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (19MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between: the PDU-LONG (19MY) connector A/E and the PROX SW (18MY) connector A/B and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (18MY) connector A/B and the connector A/C (Ref. ASM 25-52/01).
 - a If the PDU-LONG (19MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (18MY) connector A/A and GND (Ref. ASM 25-52/01).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between:
 the PROX SW (18MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/01).
 - c If there is 28 VDC:
 - replace the PROX SW (18MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (19MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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

- D. If the test shows that the PDU-LONG (19MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (19MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (19MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (19MY) connector A/C (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (19MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (19MY) connector A/A (Ref. ASM 25-52/03). the PDU-LONG (19MY) connector A/D and GND (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (19MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (19MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (19MY) connector A/E and the PROX SW (18MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (18MY) connector A/B and the connector A/C (Ref. ASM 25-52/03).
 - a If the PDU-LONG (19MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (18MY) connector A/A and GND (Ref. ASM 25-52/03).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between:

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the PROX SW (18MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/03).

- c If there is 28 VDC:
 - replace the PROX SW (18MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (19MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 201-225, 451-475, 551-563, 565-599,
 - E. If the test shows that the PDU-LONG (17MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (17MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (17MY) connector A/A (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (17MY) connector A/B (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (17MY) connector A/C (Ref. ASM 25-52/01). the PDU-LONG (17MY) connector A/D and GND (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and GND (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (17MY) connector A/F and the CONTROL BOX (1MY) connector B/S and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (17MY) connector A/E and the PROX SW (16MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/01).

EFF: 201-225, 276-299, 451-499, 503-549, 551-563, 565-599,

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- 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (16MY) connector A/B and the connector A/C (Ref.
 ASM 25-52/01).
 - a If the PDU-LONG (17MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (16MY) connector A/A and GND (Ref. ASM 25-52/01).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (16MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/01).
 - c If there is 28 VDC:
 - replace the PROX SW (16MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (17MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- F. If the test shows that the PDU-LONG (15MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (15MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between:
 the PDU-LONG (15MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (1MY) connector B/C and the PDU-LONG (15MY)
 connector A/A (Ref. ASM 25-52/01).
 the CONTROL BOX (1MY) connector B/B and the PDU-LONG (15MY)
 connector A/B (Ref. ASM 25-52/01).
 the CONTROL BOX (1MY) connector B/A and the PDU-LONG (15MY)
 connector A/C (Ref. ASM 25-52/01).
 the PDU-LONG (15MY) connector A/D and GND (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (15MY) connector A/F and GND (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (15MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/01).

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- 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (15MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 227-227, 229-250, 252-275, 426-450,
 - E. If the test shows that the PDU-LONG (17MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (17MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (17MY) connector A/C (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (17MY) connector A/B (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (17MY) connector A/A (Ref. ASM 25-52/01). the PDU-LONG (17MY) connector A/D and GND (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and GND (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (17MY) connector A/F and the CONTROL BOX (1MY) connector B/S and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (17MY) connector A/E and the PROX SW (16MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - make an electrical connection between: the PROX SW (16MY) connector A/B and the connector A/C (Ref. ASM 25-52/01).

EFF: 201-225, 227-227, 229-250, 252-275, 426-475, 551-563, 565-599,

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- a If the PDU-LONG (17MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (16MY) connector A/A and GND (Ref. ASM 25-52/01).
- b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (16MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/01).
- c If there is 28 VDC:
 - replace the PROX SW (16MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (17MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- F. If the test shows that the PDU-LONG (15MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (15MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between: the PDU-LONG (15MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (15MY) connector A/C (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (15MY) connector A/B (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (15MY) connector A/A (Ref. ASM 25-52/01). the PDU-LONG (15MY) connector A/D and GND (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (15MY) connector A/F and GND (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (15MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).

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- (3) If there is 28 VDC:
 - replace the PDU-LONG (15MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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

- E. If the test shows that the PDU-LONG (17MY) does not operate:
 - do a check for 115 VAC between: the PDU-LONG (17MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (17MY) connector A/C (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (17MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (17MY) connector A/A (Ref. ASM 25-52/03). the PDU-LONG (17MY) connector A/D and GND (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (17MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (17MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (17MY) connector A/E and the PROX SW (16MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (16MY) connector A/B and the connector A/C (Ref. ASM 25-52/03).
 - a If the PDU-LONG (17MY) operates:
 - remove the electrical connection and do a check for 28
 VDC between:

EFF: 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,

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the PROX SW (16MY) connector A/A and GND (Ref. ASM 25-52/03).

- b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (16MY) connector A/A and the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/03).
- c If there is 28 VDC:
 - replace the PROX SW (16MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (17MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- F. If the test shows that the PDU-LONG (15MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (15MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (15MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and the PDU-LONG (15MY) connector A/C (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/B and the PDU-LONG (15MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/A and the PDU-LONG (15MY) connector A/A (Ref. ASM 25-52/03). the PDU-LONG (15MY) connector A/D and GND (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (15MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (15MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (3) If there is 28 VDC:
 - replace the PDU-LONG (15MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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R **ON A/C 201-225, 227-227, 229-250, 252-275, 426-475, 551-599,

- G. If the test shows that the PDU-LAT (14MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LAT (14MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - do a check for 28 VDC between:
 the PDU-LAT (14MY) connector A/F and the connector A/E (Ref. ASM 25-52/01).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and PDU-LAT (14MY) the connector A/C (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/B and the PDU-LAT (14MY) connector A/B (Ref. ASM 25-52/01). the CONTROL BOX (1MY) connector B/A and the PDU-LAT (14MY) connector A/A (Ref. ASM 25-52/01). the PDU-LAT (14MY) connector A/D and GND (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between: the PDU-LAT (14MY) connector A/F and GND. (Ref. ASM 25-52/01).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LAT (14MY) connector A/F and the CONTROL BOX (1MY) connector B/S and repair it as necessary (Ref. ASM 25-52/01).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (3) If there is 28 VDC:
 - replace the PDU-LAT (14MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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

- G. If the test shows that the PDU-LAT (14MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LAT (14MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LAT (14MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).

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

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- (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (1MY) connector B/C and PDU-LAT (14MY) the connector A/C (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/B and the PDU-LAT (14MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (1MY) connector B/A and the PDU-LAT (14MY) connector A/A (Ref. ASM 25-52/03). the PDU-LAT (14MY) connector A/D and GND (Ref. ASM 25-52/03).
- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LAT (14MY) connector A/F and GND.
 (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LAT (14MY) connector A/F and the CONTROL BOX (1MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/03).
 - 1 If the fault continues:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LAT (14MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - H. Do the test as given in Para. 3.A.

**ON A/C 201-225, 451-475, 551-563, 565-599,

- J. If the test shows that all the PDUs do not operate:
 - do a check for 115 VAC between: the CONTROL BOX (1MY) connector B/A and GND, B/B and GND, B/C and GND (Ref. ASM 25-52/01).
 - (1) If there is 115 VAC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/A, B/B, B/C to the next distributor and repair it as necessary (Ref. ASM 25-52/01).
 - (2) If there is no 115 VAC:
 - do a check for 115 VAC between:
 the CONTROL BOX (1MY) connector A/A and A/R, A/B and A/R, A/C and A/R (Ref. ASM 25-52/01).

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- (a) If there is no 115 VAC:
 - do a check of the wiring between:

the CONTROL BOX (1MY) connector A/A and the CB 3MY (Ref. ASM 25-52/01).

the CONTROL BOX (1MY) connector A/B and the CB 3MY (Ref. ASM 25-52/01).

the CONTROL BOX (1MY) connector A/C and the CB 3MY and repair it as necessary (Ref. ASM 25-52/01).

- (b) If there is continuity:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- K. If the test shows that all the PDU-LONG do not operate:
 - do a check for 28 VDC between: the CONTROL BOX (1MY) connector B/S and GND (Ref. ASM 25-52/01).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/S to the next distributor and repair it as necessary (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- L. If the test shows that only the PDU-LONG (15MY) operates and all the other PDU-LONG do not operate:
 - do a check of 28 VDC between:
 the CONTROL BOX (1MY) connector B/R and GND (Ref. ASM 25-52/01).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/R to the next distributor and repair it as necessary (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - J. If the test shows that all the PDUs do not operate:
 - do a check for 115 VAC at: the CONTROL BOX (1MY) connector B/A, B/B, B/C (Ref. ASM 25-52/01).
 - (1) If there is 115 VAC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/A, B/B, B/C to the next distributor and repair it as necessary (Ref. ASM 25-52/01).

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-563, 565-599,

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- (2) If there is no 115 VAC:
 - do a check for 115 VAC between: the CONTROL BOX (1MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/01).
 - (a) If there is no 115 VAC:
 - do a check of the wiring between:
 the CONTROL BOX (1MY) connector A/A and the CB 3MY (Ref. ASM 25-52/01).

the CONTROL BOX (1MY) connector A/B and the CB 3MY (Ref. ASM 25-52/01).

the CONTROL BOX (1MY) connector A/C and the CB 3MY and repair it as necessary (Ref. ASM 25-52/01).

- (b) If there is continuity:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- K. If the test shows that all the PDU-LONG do not operate:
 - do a check for 28 VDC at the CONTROL BOX (1MY) connector B/S (Ref. ASM 25-52/01).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/S to the next distributor and repair it as necessary (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- L. If the test shows that only the PDU-LONG (15MY) operates and all the other PDU-LONG do not operate:
 - do a check for 28 VDC at the CONTROL BOX (1MY) connector B/R (Ref. ASM 25-52/01).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (1MY) connector B/R to the next distributor and repair it as necessary (Ref. ASM 25-52/01).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (1MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - M. Do the test as given in Para. 3.A.

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

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TASK 25-52-00-810-804

Incorrect Operation of the AFT Cargo Loading System

1. Possible Causes

- CONTROL BOX (101MY)
- PDU-LONG (117MY)
- wiring
- PDU-LAT (115MY)
- PDU-LONG (114MY)
- PDU-LONG (112MY)
- PROX SW (113MY)
- PROX SW (116MY)
- PDU-LONG (110MY)
- PROX SW (111MY)
- PDU-LONG (108MY)
- PROX SW (109MY)
- CB 103MY

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	25-52-00-710-005	Operational Test of the Power Drive Units	
AMM	25-52-26-000-001	Removal of the Power Drive Unit 2504MM or (2604MM)	
AMM	25-52-26-400-001	Installation of the Power Drive Unit 2504MM or (2604MM)	
AMM	25-52-34-000-001	Removal of the XZ-Single Latch 32 2503MM or (2603MM) and the Proximity Switch	
AMM	25-52-34-400-001	Installation of the XZ-Single Latch 32 2503MM or (2603MM) and the Proximity Switch	
AMM	25-52-69-000-001	Removal of the Control Box 1MY or 101MY	
AMM	25-52-69-400-001	Installation of the Control Box 1MY or 101MY	
ASM	25-52/02		
ASM	25-52/02		
ASM	25-52/03		
ASM	25-52/04		

3. Fault Confirmation

SROS

A. Do the operational test of the POWER DRIVE UNITS (PDUs) (Ref. AMM TASK 25-52-00-710-005).

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4. Fault Isolation

**ON A/C 201-225, 551-563, 565-599,

- A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - all XZ-latches are lowered,
 - the system switch (5MY) is in the ON position,
 - the entrance guide at FR59 is lowered,
 - the dorr sill roller (121MY) is fully extends,
 - the indicator light (7MY) is on,
 - the joystick (4MY) is in the selected position (IN, OUT, FWD or AFT).
- R **ON A/C 227-227, 229-245, 276-299, 426-428, 476-499, 503-549,
 - A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - all latches are lowered,
 - the system switch (5MY) is in the ON position,
 - the indicator light (7MY) is on,
 - the joystick (4MY) is in the selected position (IN, OUT, FWD or AFT).

**ON A/C 247-250, 252-275, 429-475,

- A. Make sure that the AFT cargo loading system is in the subsequent position during the fault isolation procedure:
 - all XZ-latches are lowered,
 - the system switch (5MY) is in the ON position,
 - the entrance guide at FR59 is lowered,
 - the indicator light (7MY) is on,
 - the joystick (4MY) is in the selected position (IN, OUT, FWD or AFT).

**ON A/C 201-225, 451-475, 551-563, 565-599,

- B. If the test shows that the PDU-LONG (117MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (117MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LONG (117MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (117MY) connector A/A (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (117MY) connector A/B (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03).

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

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the CONTROL BOX (101MY) connector B/A and the PDU-LONG (117MY) connector A/C (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03). the PDU-LONG (117MY) connector A/D and GND (Ref. ASM 25-52/03).

- (2) If there is no 28 VDC:
 - do a check for 28 VDC between: the PDU-LONG (117MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (117MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary. (Ref. ASM 25-52/03) and (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (117MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- C. If the test shows that the PDU-LAT (115MY) does not operate:
 - do a check for 115 VAC between: the PDU-LAT (115MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between: the PDU-LAT (115MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LAT (115MY) connector A/C (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/B and the PDU-LAT (115MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/A and the PDU-LAT (115MY) connector A/A (Ref. ASM 25-52/03). the PDU-LAT (115MY) connector A/D and GND (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between: the PDU-LAT (115MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LAT (115MY) connector A/F and the CONTROL BOX (101MY) connector B/K and repair it as necessary (Ref. ASM 25-52/03) and (Ref. ASM 25-52/02).

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- 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LAT (115MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- D. If the test shows that the PDU-LONG (114MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (114MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (114MY) connector A/A (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (114MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (114MY) connector A/C (Ref. ASM 25-52/03). the PDU-LONG (114MY) connector A/D and GND (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (114MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary (Ref. ASM 25-52/03) and (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (3) If there is 28 VDC:
 - replace the PDU-LONG (114MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- E. If the test shows that the PDU-LONG (112MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (112MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/03).
 - do a check for 28 VDC between: the PDU-LONG (112MY) connector A/F and the connector A/E (Ref. ASM 25-52/03).

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- (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (112MY) connector A/A (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (112MY) connector A/B (Ref. ASM 25-52/03). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (112MY) connector A/C (Ref. ASM 25-52/03). the PDU-LONG (112MY) connector A/D and GND (Ref. ASM 25-52/03).
- (2) If there is no 28 VDC:
 - do a check for 28 VDC between: the PDU-LONG (112MY) connector A/F and GND (Ref. ASM 25-52/03).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (112MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary (Ref. ASM 25-52/03) and (Ref. ASM 25-52/02).
 - If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between: the PDU-LONG (112MY) connector A/E and the PROX SW (113MY) connector A/B and repair it as necessary (Ref. ASM 25-52/03).
 - If the fault continues:
 - make an electrical connection between: the PROX SW (113MY) connector A/B and the connector A/C (Ref. ASM 25-52/03).
 - If the PDU-LONG (112MY) operates:
 - remove the electrical connection and do a check for 28 the PROX SW (113MY) connector A/A and GND (Ref. ASM 25-52/03).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (113MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/03) and (Ref. ASM 25-52/02).
 - If there is 28 VDC:

201-225, 451-475, 551-563, 565-599,

- replace the PROX SW (113MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).

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EFF:

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- (3) If there is 28 VDC:
 - replace the PDU-LONG (112MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 227-227, 229-250, 252-275, 426-450,
 - B. If the test shows that the PDU-LONG (117MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (117MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LONG (117MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (117MY) connector A/C (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (117MY) connector A/B (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (117MY) connector A/A (Ref. ASM 25-52/02). the PDU-LONG (117MY) connector A/D and GND (Ref. ASM 25-52/02).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (117MY) connector A/F and GND (Ref. ASM 25-52/02).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (117MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary. (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between: the PDU-LONG (117MY) connector A/E and the PROX SW (116MY) connector A/B and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (116MY) connector A/B and the connector A/C (Ref. ASM 25-52/02).
 - a If the PDU-LONG (117MY) operates:
 - remove the electrical connection and do a check for 28
 VDC between:

EFF: 201-225, 227-227, 229-250, 252-275, 426-475, 551-563, 565-599,

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the PROX SW (116MY) connector A/A and GND (Ref. ASM 25-52/02).

- b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (116MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/02).
- c If there is 28 VDC:
 - replace the PROX SW (116MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (117MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- C. If the test shows that the PDU-LAT (115MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LAT (115MY) connector A/A and GND, A/Band GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LAT (115MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LAT (115MY) connector A/C (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector B/B and the PDU-LAT (115MY) connector A/B (Ref. ASM 25-52/02).

the CONTROL BOX (101MY) connector B/A and the PDU-LAT (115MY) connector A/A (Ref. ASM 25-52/02).
the PDU-LAT (115MY) connector A/D and GND (Ref. ASM 25-52/02).

- (2) If there is no 28 VDC:
 - do a check for 28 VDC between: the PDU-LAT (115MY) connector A/F and GND (Ref. ASM 25-52/02).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LAT (115MY) connector A/F and the CONTROL BOX (101MY) connector B/K and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LAT (115MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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- D. If the test shows that the PDU-LONG (114MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (114MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (114MY) connector A/C (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (114MY) connector A/B (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (114MY) connector A/A (Ref. ASM 25-52/02). the PDU-LONG (114MY) connector A/D and GND (Ref. ASM 25-52/02).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and GND (Ref. ASM 25-52/02).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (114MY) connector A/F and the CONTROL BOX (101MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (3) If there is 28 VDC:
 - replace the PDU-LONG (114MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- E. If the test shows that the PDU-LONG (112MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (112MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LONG (112MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector B/C and the PDU-LONG (112MY)
 connector A/C (Ref. ASM 25-52/02).
 the CONTROL BOX (101MY) connector B/B and the PDU-LONG (112MY)
 connector A/B (Ref. ASM 25-52/02).
 the CONTROL BOX (101MY) connector B/A and the PDU-LONG (112MY)
 connector A/A (Ref. ASM 25-52/02).
 the PDU-LONG (112MY) connector A/D and GND (Ref. ASM 25-52/02).

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- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (112MY) connector A/F and GND (Ref. ASM 25-52/02).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (112MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (112MY) connector A/E and the PROX SW (113MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (113MY) connector A/B and the connector A/C (Ref. ASM 25-52/02).
 - a If the PDU-LONG (112MY) operates: (Ref. ASM 25-52/02).
 remove the electrical connection and do a check for 28 VDC between:

the PROX SW (113MY) connector A/A and GND (Ref. ASM 25-52/02).

- b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (113MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/02).
- c If there is 28 VDC:
 - replace the PROX SW (113MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (112MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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

- B. If the test shows that the PDU-LONG (117MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (117MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LONG (117MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).

EFF: 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,

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- (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (117MY) connector A/C (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (117MY) connector A/B (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (117MY) connector A/A (Ref. ASM 25-52/04). the PDU-LONG (117MY) connector A/D and GND (Ref. ASM 25-52/04).
- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (117MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (117MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary. (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (117MY) connector A/E and the PROX SW (116MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (116MY) connector A/B and the connector A/C (Ref. ASM 25-52/04).
 - a If the PDU-LONG (117MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (116MY) connector A/A and GND (Ref. ASM 25-52/04).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (116MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/04).
 - c If there is 28 VDC:
 - replace the PROX SW (116MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (117MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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- C. If the test shows that the PDU-LAT (115MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LAT (115MY) connector A/A and GND, A/Band GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LAT (115MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LAT (115MY) connector A/C (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/B and the PDU-LAT (115MY) connector A/B (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/A and the PDU-LAT (115MY) connector A/A (Ref. ASM 25-52/04). the PDU-LAT (115MY) connector A/D and GND (Ref. ASM 25-52/04).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LAT (115MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LAT (115MY) connector A/F and the CONTROL BOX (101MY)
 connector B/K and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (3) If there is 28 VDC:
 - replace the PDU-LAT (115MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- D. If the test shows that the PDU-LONG (114MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (114MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector B/C and the PDU-LONG (114MY)
 connector A/C (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/B and the PDU-LONG (114MY)
 connector A/B (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/A and the PDU-LONG (114MY)
 connector A/A (Ref. ASM 25-52/04).
 the PDU-LONG (114MY) connector A/D and GND (Ref. ASM 25-52/04).

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- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (114MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (114MY) connector A/F and the CONTROL BOX (101MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (114MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- E. If the test shows that the PDU-LONG (112MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (112MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LONG (112MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector B/C and the PDU-LONG (112MY)
 connector A/C (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/B and the PDU-LONG (112MY)
 connector A/B (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/A and the PDU-LONG (112MY)
 connector A/A (Ref. ASM 25-52/04).
 the PDU-LONG (112MY) connector A/D and GND (Ref. ASM 25-52/04).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (112MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (112MY) connector A/F and the CONTROL BOX (101MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (112MY) connector A/E and the PROX SW (113MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/04).

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- 1 If the fault continues:
 - make an electrical connection between: the PROX SW (113MY) connector A/B and the connector A/C (Ref. ASM 25-52/04).
 - a If the PDU-LONG (112MY) operates: (Ref. ASM 25-52/04).
 remove the electrical connection and do a check for 28 VDC between:
 the PROX SW (113MY) connector A/A and GND (Ref. ASM 25-52/04).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (113MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/04).
 - c If there is 28 VDC:
 - replace the PROX SW (113MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (112MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 227-227, 229-250, 252-275, 426-450,
 - F. If the test shows that the PDU-LONG (110MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (110MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - do a check for 28 VDC between:
 the PDU-LONG (110MY) connector A/F and the connector A/E (Ref. ASM 25-52/02).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector B/C and the PDU-LONG (110MY)
 connector A/C (Ref. ASM 25-52/02).
 the CONTROL BOX (101MY) connector B/B and the PDU-LONG (110MY)
 connector A/B (Ref. ASM 25-52/02).
 the CONTROL BOX (101MY) connector B/A and the PDU-LONG (110MY)
 connector A/A (Ref. ASM 25-52/02).
 the PDU-LONG (110MY) connector A/D and GND (Ref. ASM 25-52/02).

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- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (110MY) connector A/F and GND (Ref. ASM 25-52/02).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between: the PDU-LONG (110MY) connector A/F and the CONTROL BOX (101MY) connector B/S and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (110MY) connector A/E and the PROX SW (111MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/02).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (111MY) connector A/B and the connector A/C (Ref. ASM 25-52/02).
 - a If the PDU-LONG (110MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (111MY) connector A/A and GND (Ref. ASM 25-52/02).
 - b If there is no 28 VDC:
 - repair the electrical wiring as necessary between:
 the PROX SW (111MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/02).
 - c If there is 28 VDC:
 - replace the PROX SW (111MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (110MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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

- F. If the test shows that the PDU-LONG (110MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (110MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LONG (110MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).

EFF: 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,

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- (1) If there is no 115 VAC:
 - repair the wiring as necessary between:
 the CONTROL BOX (101MY) connector B/C and the PDU-LONG (110MY)
 connector A/C (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/B and the PDU-LONG (110MY)
 connector A/B (Ref. ASM 25-52/04).
 the CONTROL BOX (101MY) connector B/A and the PDU-LONG (110MY)
 connector A/A (Ref. ASM 25-52/04).
 the PDU-LONG (110MY) connector A/D and GND (Ref. ASM 25-52/04).
- (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (110MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (110MY) connector A/F and the CONTROL BOX (101MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (110MY) connector A/E and the PROX SW (111MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (111MY) connector A/B and the connector A/C (Ref. ASM 25-52/04).
 - a If the PDU-LONG (110MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (111MY) connector A/A and GND (Ref. ASM 25-52/04).
 - b If there is no 28 VDC:
 - repair the electrical wiring as necessary between: the PROX SW (111MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/04).
 - c If there is 28 VDC:
 - replace the PROX SW (111MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (110MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).

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- G. If the test shows that the PDU-LONG (108MY) does not operate:
 - do a check for 115 VAC between:
 the PDU-LONG (108MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/04).
 - do a check for 28 VDC between:
 the PDU-LONG (108MY) connector A/F and the connector A/E (Ref. ASM 25-52/04).
 - (1) If there is no 115 VAC:
 - repair the wiring as necessary between: the CONTROL BOX (101MY) connector B/C and the PDU-LONG (108MY) connector A/C (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/B and the PDU-LONG (108MY) connector A/B (Ref. ASM 25-52/04). the CONTROL BOX (101MY) connector B/A and the PDU-LONG (108MY) connector A/A (Ref. ASM 25-52/04). the PDU-LONG (108MY) connector A/D and GND (Ref. ASM 25-52/04).
 - (2) If there is no 28 VDC:
 - do a check for 28 VDC between:
 the PDU-LONG (108MY) connector A/F and GND (Ref. ASM 25-52/04).
 - (a) If the there is no 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (108MY) connector A/F and the CONTROL BOX (101MY)
 connector B/S and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - (b) If there is 28 VDC:
 - do a check of the wiring between:
 the PDU-LONG (108MY) connector A/E and the PROX SW (109MY)
 connector A/B and repair it as necessary (Ref. ASM 25-52/04).
 - 1 If the fault continues:
 - make an electrical connection between:
 the PROX SW (109MY) connector A/B and the connector A/C (Ref. ASM 25-52/04).
 - a If the PDU-LONG (108MY) operates:
 - remove the electrical connection and do a check for 28 VDC between: the PROX SW (109MY) connector A/A and GND (Ref. ASM 25-52/04).
 - b If there is no 28 VDC:
 - repair the wiring as necessary between: the PROX SW (109MY) connector A/A and the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/04).

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- c If there is 28 VDC:
 - replace the PROX SW (109MY) (Ref. AMM TASK 25-52-34-000-001) and (Ref. AMM TASK 25-52-34-400-001).
- (3) If there is 28 VDC:
 - replace the PDU-LONG (108MY) (Ref. AMM TASK 25-52-26-000-001) and (Ref. AMM TASK 25-52-26-400-001).
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - H. Do the test as given in Para. 3.A.

**ON A/C 201-225, 247-250, 252-275, 429-475, 551-599,

- J. If the test shows that all the PDUs do not operate:
 - do a check for 115 VAC at: the CONTROL BOX (101MY) connector B/A and GND, B/B and GND, B/C and GND (Ref. ASM 25-52/02).
 - (1) If there is 115 VAC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/A, B/B, B/C to the next distributor and repair it as necessary (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03).
 - (2) If there is no 115 VAC:
 - do a check for 115 VAC between:
 the CONTROL BOX (101MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - (a) If there is no 115 VAC:
 - do a check of the wiring between: the CONTROL BOX (101MY) connector A/A and the CB 103MY, (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector A/B and the CB 103MY (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector A/C and the CB 103MY and repair it as necessary (Ref. ASM 25-52/02).
 - (b) If there is continuity:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).

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R **ON A/C 227-227, 229-245, 276-299, 426-428, 476-499, 503-549,

- J. If the test shows that all the PDUs do not operate:
 - do a check for 115 VAC at: the CONTROL BOX (101MY) connector B/A, B/B, B/C (Ref. ASM 25-52/02).
 - (1) If there is 115 VAC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/A, B/B, B/C to the next distributor and repair it as necessary (Ref. ASM 25-52/02).
 - (2) If there is no 115 VAC:
 - do a check for 115 VAC between:
 the CONTROL BOX (101MY) connector A/A and GND, A/B and GND, A/C and GND (Ref. ASM 25-52/02).
 - (a) If there is no 115 VAC:
 - do a check of the wiring between: the CONTROL BOX (101MY) connector A/A and the CB 103MY, (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector A/B and the CB 103MY (Ref. ASM 25-52/02). the CONTROL BOX (101MY) connector A/C and the CB 103MY and repair it as necessary (Ref. ASM 25-52/02).
 - (b) If there is continuity:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).

**ON A/C 201-225, 451-475, 551-563, 565-599,

- K. If the test shows that all the PDU-LONG do not operate:
 - do a check of 28 VDC between:
 the CONTROL BOX (101MY) connector B/S (Ref. ASM 25-52/02) and GND.
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/S to the next distributor and repair it as necessary (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001)
 and (Ref. AMM TASK 25-52-69-400-001).

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- L. If the test shows that only the PDU-LONG (114MY) operates and all the other PDUs-LONG do not operate:
 - do a check of 28 VDC between: the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/02) and GND.
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/R to the next distributor and repair it as necessary (Ref. ASM 25-52/02) and (Ref. ASM 25-52/03).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - K. If the test shows that all the PDU-LONG do not operate:
 - do a check for 28 VDC at the CONTROL BOX (101MY) connector B/S (Ref. ASM 25-52/02).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/S to the next distributor and repair it as necessary (Ref. ASM 25-52/02).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
 - L. If the test shows that only the PDU-LONG (114MY) operates and all the other PDUs-LONG do not operate:
 - do a check for 28 VDC at the CONTROL BOX (101MY) connector B/R (Ref. ASM 25-52/02).
 - (1) If there is 28 VDC:
 - do a check of the wiring from: the CONTROL BOX (101MY) connector B/R to the next distributor and repair it as necessary (Ref. ASM 25-52/02).
 - (2) If there is no 28 VDC:
 - replace the CONTROL BOX (101MY) (Ref. AMM TASK 25-52-69-000-001) and (Ref. AMM TASK 25-52-69-400-001).
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - M. Do the test as given in Para. 3.A.

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

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TASK 25-52-00-810-805

Incorrect Operation of the Sill Latch Actuator (20MY)-FWD Cargo Loading System

- 1. Possible Causes
 - SILL LATCH ACTUATOR (20MY)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY DESIGNATION

No specific

access platform 2.1 m (6 ft. 11 in.)

B. 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	25-52-51-000-001	Removal of the Servo Mechanism and Actuator 20MY or 120MY	
AMM	25-52-51-400-001	Installation of the Servo Mechanism and Actuator 20MY or 120MY	
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	
ASM TSM	25-52/01 24-00-00-810-870	·	

3. Fault Confirmation

- A. Get Access
 - (1) Open the FWD cargo compartment door and install the actuator safety locks (Ref. AMM TASK 52-30-00-860-001).
 - (2) Put the access platform in position at the opening of the FWD cargo compartment door.

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

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**ON A/C 201-225, 451-475, 551-563, 565-599,

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

PANEL SERVICE	IDENT. LOCATION
2000VU SEMI AUTO CLS-FWD	2MY E6
2000VU SEMI AUTO CLS-FWD	3MY E8
2001VU SEMI AUTO CLS-AFT	102MY D6
2001VU SEMI AUTO CLS-AFT	103MY D8

R **ON A/C 227-227, 229-250, 252-275, 426-450,

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

PANEL	SERVICE	IDENT	. LOCATION
2000VU	SEMI AUTO CL SEMI AUTO CL	S-FWD 3MY	B3 B1
	SEMI AUTO CL SEMI AUTO CL		C3 C1

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

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

PANEL	SERVICE		IDENT. LOCATION	
	SEMI AUTO SEMI AUTO		2MY 3MY	E6 E8
	SEMI AUTO SEMI AUTO		102MY 103MY	C8 C6

- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - C. Aircraft Maintenance Configuration
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Set the POWER ON/OFF switch 5MY to ON.
 - (3) Put the UP/DOWN switch 6MY to the DOWN position and hold.

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

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4. Fault Isolation

- A. If the overridable Y-latch of the door sill latch (2004VU1) and (2004VU2) does not move down and the circuit breaker (2MY) is open:
 - (1) Do these steps:
 - (a) Release the UP/DOWN switch 6MY.
 - (b) Disconnect the connector A of the SILL LATCH ACTUATOR (20MY) (Ref. ASM 25-52/01). Circuit Breaker Tripped (Ref. TSM TASK 24-00-00-810-870).
 - (c) Close the CB (2MY).
 - (d) Lower the overridable Y-latch of the door sill latches (2004VU1) and (2004VU2) manually.
 - (2) When the CB (2MY) does not open:
 - (a) Replace the SILL LATCH ACTUATOR (20MY) (Ref. AMM TASK 25-52-51-000-001) and (Ref. AMM TASK 25-52-51-400-001).
 - (3) Connect the connector A of the SILL LATCH ACTUATOR (20MY) (Ref. ASM 25-52/01).
- B. Do the subsequent steps to make sure that the Operation is correct.
 - (1) Put the UP/DOWN switch 6MY to the DOWN position and hold.
 - (2) Make sure that the overridable Y-latch of the door sill latch (2004VU1) and (2004VU2) is lowered.
 - (3) Release the UP/DOWN switch 6MY.
 - (4) Make sure that the overridable Y-latch of the door sill latch (2004VU1) and (2004VU2) comes up.

Close-up

- A. Close Access
 - (1) Make sure that the YZ-latch of each door sill latch is in the raised position.
 - (2) Make sure that the work area is clean and clear of tool(s) and other items.
 - (3) Remove the actuator safety locks and close the FWD cargo compartment door (Ref. AMM TASK 52-30-00-860-002).
 - (4) Remove the access platform(s).

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

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

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TASK 25-52-00-810-806

Incorrect Operation of the Sill Latch Actuator (120MY)-AFT Cargo Loading System

- 1. Possible Causes
 - SILL LATCH ACTUATOR (120MY)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

QTY DESIGNATION

No specific

access platform 2.1 m (6 ft. 11 in.)

B. 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	25-52-51-000-001	Removal of the Servo Mechanism and Actuator 20MY or 120MY	
AMM	25-52-51-400-001	Installation of the Servo Mechanism and Actuator 20MY or 120MY	
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	
ASM TSM	25-52/01 24-00-00-810-870	·	

3. Fault Confirmation

- A. Get Access
 - (1) Open the AFT cargo compartment door and install the actuator safety locks (Ref. AMM TASK 52-30-00-860-001).
 - (2) Put the access platform in position at the opening of the AFT cargo compartment door.

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

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

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**ON A/C 201-225, 451-475, 551-563, 565-599,

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

PANEL	SERVICE	IDENT.	LOCATION
	SEMI AUTO CLS-FWD SEMI AUTO CLS-FWD	2MY 3MY	E6 E8
	SEMI AUTO CLS-AFT SEMI AUTO CLS-AFT	102MY 103MY	D6 D8

R **ON A/C 227-227, 229-250, 252-275, 426-450,

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

PANEL	SERVICE	IDENT	. LOCATION
2000VU	SEMI AUTO CL SEMI AUTO CL	S-FWD 3MY	B3 B1
	SEMI AUTO CL SEMI AUTO CL		C3 C1

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

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

PANEL S	SERVICE	IDENT.	LOCATION
2000VU \$	SEMI AUTO CLS-FWD	2MY	E6
	SEMI AUTO CLS-FWD	3MY	E8
	SEMI AUTO CLS-AFT	102MY	C8
	SEMI AUTO CLS-AFT	103MY	C6

**ON A/C 201-225, 551-563, 565-599,

- C. Aircraft Maintenance Configuration
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Move the lever on the entrance guide at FR59 to the UNLOCKED position and fully lower the entrance guide.
 - (3) Make sure that the door sill roller extends fully.

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- (4) Set the POWER ON/OFF switch 5MY to ON, at the same time the POWER ON/OFF indicator light (7MY) comes on.
- (5) Put the UP/DOWN switch 6MY to the DOWN position and hold.
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - C. Aircraft Maintenance Configuration
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Set the POWER ON/OFF switch 5MY to ON.
 - (3) Put the UP/DOWN switch 6MY to the DOWN position and hold.

**ON A/C 451-475,

- C. Aircraft Maintenance Configuration
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Move the lever on the entrance guide at FR59 to the UNLOCKED position and fully lower the entrance guide.
 - (3) Set the POWER ON/OFF switch 5MY to ON, at the same time the POWER ON/OFF indicator light (7MY) comes on.
 - (4) Put the UP/DOWN switch 6MY to the DOWN position and hold.
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,
 - 4. Fault Isolation
 - **ON A/C 201-225, 451-475, 551-563, 565-599,
 - A. If the overridable Y-latch of the Anti Roll Out Latch (ARO) do not lower and the circuit breaker (102MY) is tripped:
 - (1) Do the subsequent steps:
 - (a) Release the UP/DOWN switch 6MY.
 - (b) Disconnect the connector A of the SILL LATCH ACTUATOR (120MY) (Ref. ASM 25-52/01).
 - (c) Close the CB (102MY).

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- (d) Lower the overridable Y-latch of the (ARO) manually.
- (2) When the CB (102MY) does not trip:
 - (a) Replace the SILL LATCH ACTUATOR (120MY) (Ref. AMM TASK 25-52-51-000-001) and (Ref. AMM TASK 25-52-51-400-001).
- (3) Connect the connector A of the SILL LATCH ACTUATOR (120MY) (Ref. ASM 25-52/01).
- R **ON A/C 227-227, 229-245, 276-299, 426-428, 476-499, 503-549,
 - A. If the overridable Y-latch of the door sill latches (2004VU3) and (2004VU4) does not move down and the circuit breaker (102MY) is open:
 - (1) Do these steps:
 - (a) Release the UP/DOWN switch 6MY.
 - (b) Disconnect the connector A of the SILL LATCH ACTUATOR (120MY) (Ref. ASM 25-52/01). Circuit Breaker Tripped (Ref. TSM TASK 24-00-00-810-870).
 - (c) Close the CB (102MY).
 - (d) Lower the overridable Y-latch of the door sill latches (2004VU3) and (2004VU4) manually.
 - (2) When the CB (102MY) does not open:
 - (a) Replace the SILL LATCH ACTUATOR (120MY) (Ref. AMM TASK 25-52-51-000-001) and (Ref. AMM TASK 25-52-51-400-001).
 - (3) Connect the connector A of the SILL LATCH ACTUATOR (120MY) (Ref. ASM 25-52/01).

**ON A/C 201-225, 451-475, 551-563, 565-599,

- B. Do the subsequent steps to make sure that the Operation is correct.
 - (1) Put the UP/DOWN switch 6MY to the DOWN position and hold.
 - (2) Make sure that the overridable Y-latch of the (ARO) is lowered.
 - (3) Release the UP/DOWN switch 6MY.
 - (4) Make sure that the overridable Y-latch of the (ARO) comes up.

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- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,
 - B. Do the subsequent steps to make sure that the Operation is correct.
 - (1) Put the UP/DOWN switch 6MY to the DOWN position and hold.
 - (2) Make sure that the overridable Y-latch of the door sill latch (2004VU3) and (2004VU4) is lowered.
 - (3) Release the UP/DOWN switch 6MY.
 - (4) Make sure that the overridable Y-latch of the door sill latch (2004VU3) and (2004VU4) comes up.
- R **ON A/C 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-599,

5. Close-up

**ON A/C 201-225, 551-563, 565-599,

A. Close Access

- (1) Move the lever on the entrance guide at FR59 to the UNLOCKED position and fully raise the entrance guide.
- (2) Make sure that the door sill roller is fully retracted.
- (3) Make sure that all XZ-single latches are raised.
- (4) Make sure that the work area is clean and clear of tool(s) and other items.
- (5) Remove the actuator safety locks and close the AFT cargo compartment door (Ref. AMM TASK 52-30-00-860-002).
- (6) Remove the access platform(s).
- (7) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).
- R **ON A/C 227-227, 229-250, 252-299, 426-450, 476-499, 503-549,

A. Close Access

(1) Make sure that the YZ-latch of each door sill latch is in the raised position.

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

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- (2) Make sure that the work area is clean and clear of tool(s) and other items.
- (3) Remove the actuator safety locks and close the AFT cargo compartment door (Ref. AMM TASK 52-30-00-860-002).
- (4) Remove the access platform(s).
- (5) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

**ON A/C 451-475,

A. Close Access

- (1) Move the lever on the entrance guide at FR59 to the UNLOCKED position and fully raise the entrance guide.
- (2) Make sure that all XI-single latches are raised.
- (3) Make sure that the work area is clean and clear of tool(s) and other items.
- (4) Remove the actuator safety locks and close the AFT cargo compartment door (Ref. AMM TASK 52-30-00-860-002).
- (5) Remove the access platform(s).
- (6) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

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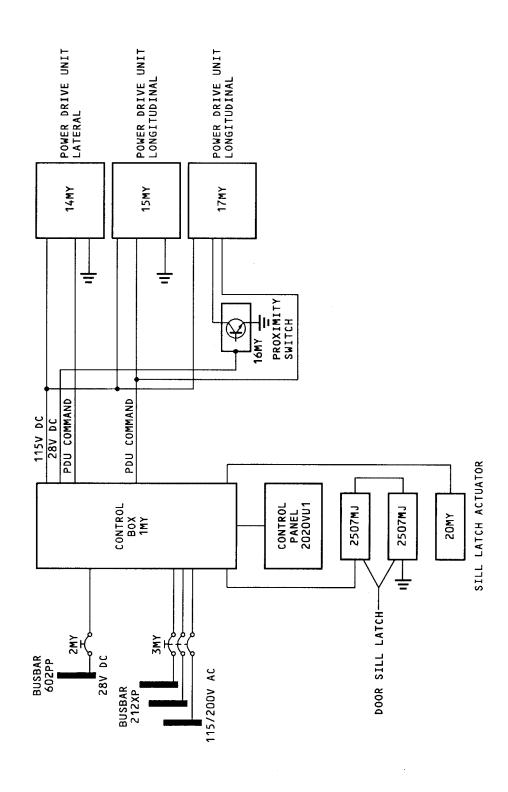
SEMI AUTOMATIC CARGO LOADING - TASK SUPPORTING DATA

EFF: 201-225, 227-227, 229-250, 252-299, 426-499, 503-549, 551-563, 565-599, SROS

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FWD Cargo Loading System Figure 301

R EFF: 201-225, 451-475, 551-563, 565-599,

SROS

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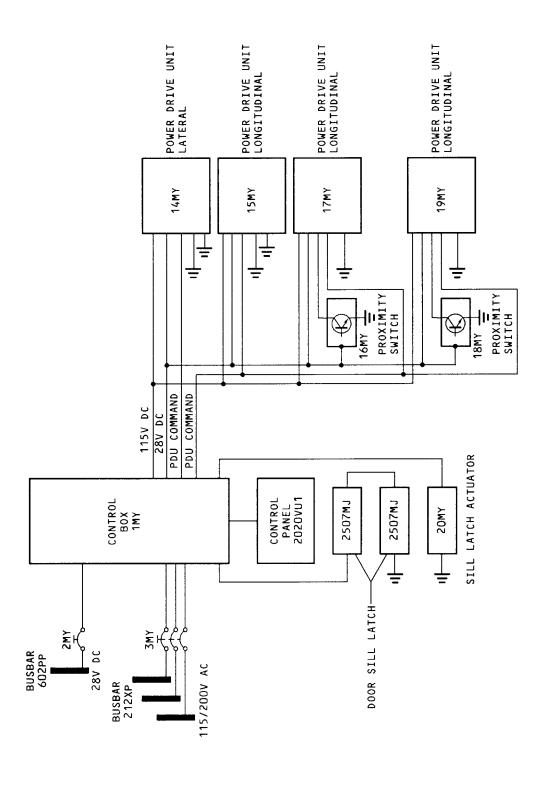
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FWD Cargo Loading System Figure 301A

R EFF: 227-227, 229-250, 252-275, 426-450,

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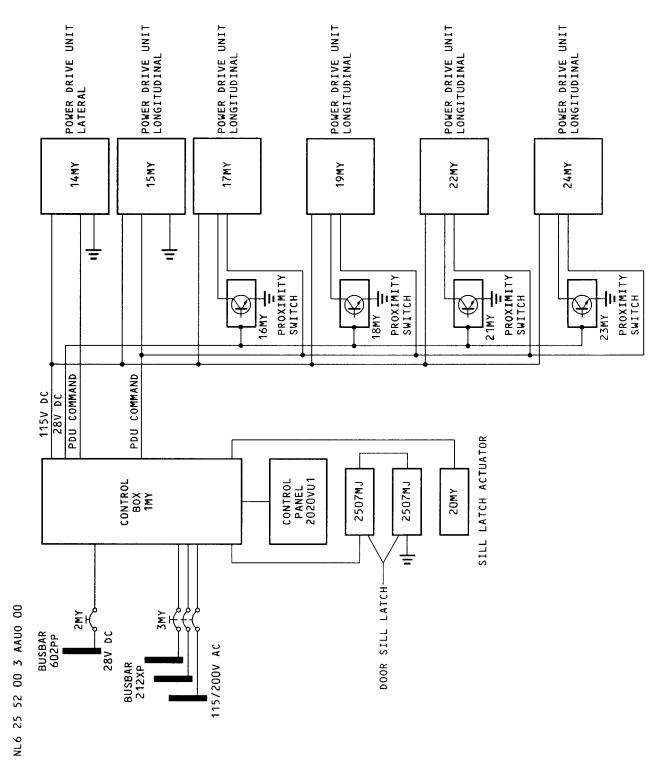
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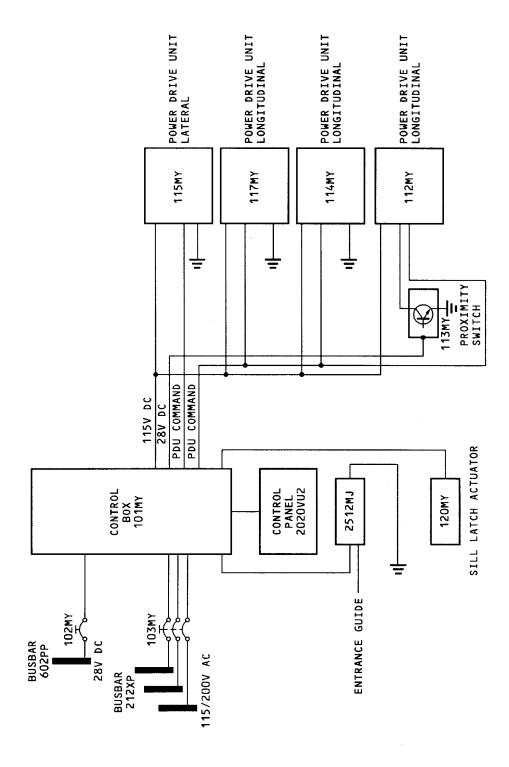
FWD Cargo Loading System Figure 301B

276-299, 476-499, 503-549, EFF: **SROS** Printed in France

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AFT Cargo Loading System Figure 302

201-225, 451-475, 551-563, 565-599, EFF: SROS

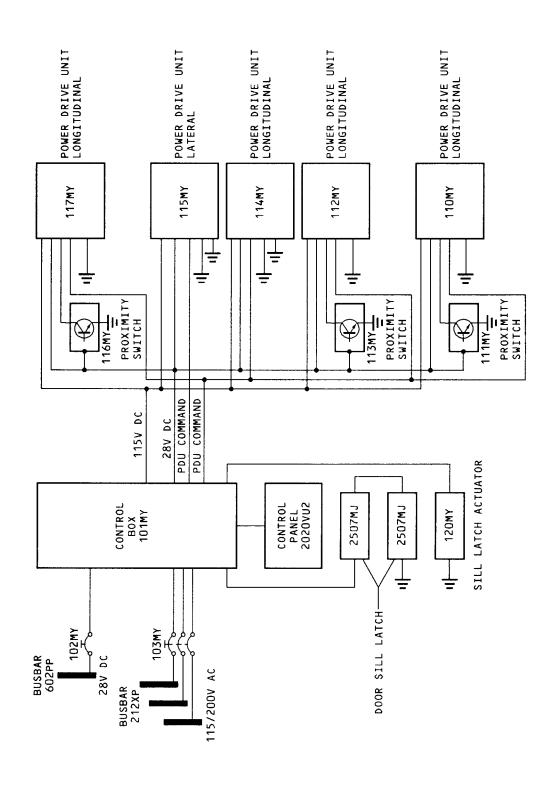
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AFT Cargo Loading System Figure 302A

R EFF: 227-227, 229-250, 252-275, 426-450,

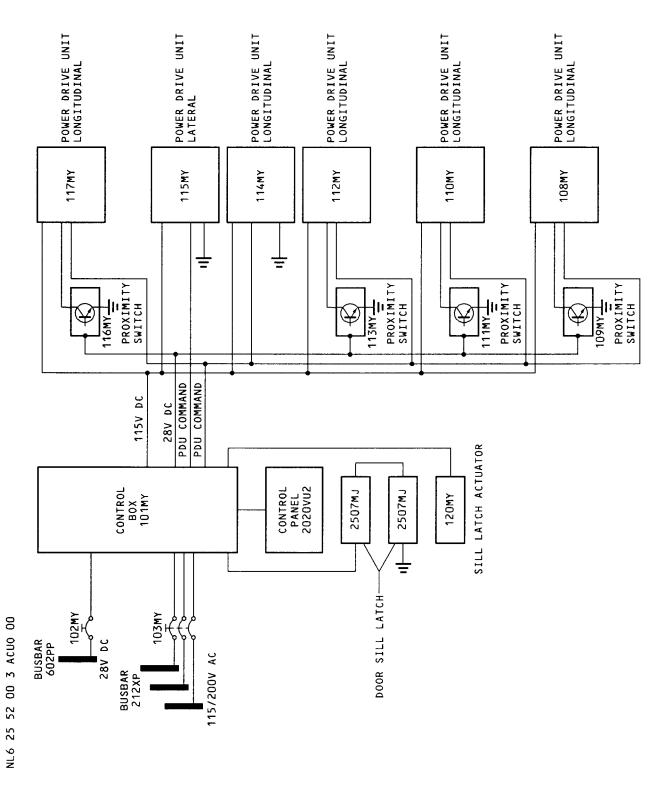
SROS

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AFT Cargo Loading System Figure 302B

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

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TROUBLE SHOOTING MANUAL

ESCAPE FACILITIES - CABIN - FAULT ISOLATION PROCEDURES

TASK 25-62-00-810-801

Fault in the Slide Bottle Pressure for the LH FWD Pax Door

- 1. Possible Causes
 - ESCAPE SLIDE FWD L (7500MM)
 - DEU-B (300RH1)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	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	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
ASM	23-73/11	•
ASM	25-65/01	

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-299, 426-455, 476-499, 503-549, 551-599, R 701-749,
 - A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

**ON A/C 456-475,

A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).

EFF: ALL

25-62-00

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**ON A/C ALL

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4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- R B. If the test gives the maintenance message SLIDE BOTTLE FWD L or DEU-B R 300RH1:
 - (1) Make sure that the gage needle of the inflation reservoir pressure-gage is:
 - Above the green cursor
 - To the right of the green cursor.
 - <u>NOTE</u>: The green cursor moves independently of the gage needle, when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (2) If the pressure indication is not correct:
 - Replace the ESCAPE SLIDE FWD L (7500MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (3) If the pressure indication is correct:
 - Replace the DEU-B (300RH1) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (4) If the fault continues:
 - Do a check and repair the wiring between the:
 DEU-B (300RH1) connector C/36 and the SLIDE BOTTLE PRESS SENSOR connector A/C (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - (5) If the fault continues:
 - Replace the ESCAPE SLIDE FWD L (7500MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

EFF: ALL

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TASK 25-62-00-810-802

Fault in the Slide Bottle Pressure for the RH FWD Pax Door

- 1. Possible Causes
 - ESCAPE SLIDE FWD R (7501MM)
 - DEU-B (300RH1)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

	ENCE 	DESIGNATION
A MM	27 77 00 7/0 007	DITE 4-4 of 4h Cobin Total Communication Data Contain
AMM 2	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
AMM 2	23-73-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the CFDS
AMM 2	23-73-47-000-001	Removal of the Decoder/Encoder Unit B (300RH)
AMM 2	23-73-47-400-001	Installation of the Decoder/Encoder Unit B (300RH)
AMM 2	25-62-44-000-002	Removal of the Escape-Slide Pack-Assembly
AMM 2	25-62-44-000-012	Removal of the Escape-Slide Raft Pack-Assembly
AMM 2	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
AMM 2	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
ASM 2	23-73/11	•
ASM 2	25-65/01	

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-299, 426-455, 476-499, 503-549, 551-599, R 701-749,

- A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

**ON A/C 456-475,

A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).

EFF: ALL **SROS**

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**ON A/C ALL

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4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- R B. If the test gives the maintenance message SLIDE BOTTLE FWD R or DEU-B R 300RH1:
 - (1) Make sure the gage needle of the inflation reservoir pressure-gage is:
 - Above the green cursor
 - To the right of the green cursor.
 - <u>NOTE</u>: The green cursor moves independently of the gage needle, when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (2) If the pressure indication is not correct:
 - Replace the ESCAPE SLIDE FWD R (7501MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006) .
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (3) If the pressure indication is correct:
 - Replace the DEU-B (300RH1) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (4) If the fault continues:
 - Do a check and repair the wiring between the:
 DEU-B (300RH1) connector C/37 and the SLIDE BOTTLE PRESS SENSOR connector A/C (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - (5) If the fault continues:
 - Replace the ESCAPE SLIDE FWD R (7501MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

EFF: ALL

25-62-00

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TASK 25-62-00-810-803

Fault in the Slide Bottle Pressure for the LH AFT Pax Door

- 1. Possible Causes
 - ESCAPE SLIDE AFT L (7502MM)
 - DEU-B (300RH6)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-00-780-001	Gage System Test
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	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
ASM	23-73/26	•
ASM	25-65/01	

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-299, 426-455, 476-499, 503-549, 551-599, R 701-749,

- A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

**ON A/C 456-475,

A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).

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**ON A/C ALL

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4. Fault Isolation

- A. If the test gives a different maintenance message:Do the trouble shooting procedure related to the maintenance message.
- R B. If the test gives the maintenance message SLIDE BOTTLE AFT L or DEU-B R 300RH6:
 - (1) Make sure that the gage needle of the inflation reservoir pressure gage is:
 - Above the green cursor
 - To the right of the green cursor.
 - NOTE: The green cursor moves independently of the gage needle, when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (2) If the pressure indication is not correct:
 - Replace the ESCAPE SLIDE AFT L (7502MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006) .
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (3) If the pressure indication is correct:
 - Do the Gage System Test (Ref. AMM TASK 25-62-00-780-001).
 - (4) If the test is not OK:
 - Replace the DEU-B (300RH6) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (5) If the fault continues:
 - Do a check and repair the wiring between the:
 DEU-B (300RH6) connector C/36 and the SLIDE BOTTLE PRESS SENSOR connector A/C (Ref. ASM 25-65/01) and (Ref. ASM 23-73/26).
 - (6) If the fault continues:
 - Replace the ESCAPE SLIDE AFT L (7502MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
- R . For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. R . AMM TASK 25-62-44-400-007).
 - C. Do the test as given in paragraph 3. A. to check the correct operation
 (no maintenance message is shown).

EFF: ALL
SROS

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TASK 25-62-00-810-804

Fault in the Slide Bottle Pressure for the RH AFT Pax Door

- 1. Possible Causes
 - ESCAPE SLIDE AFT R (7503MM)
 - DEU-B (300RH6)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System
AMM	23-73-00-740-005	(CIDS) through the PTP 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	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	25-62-44-400-006	Installation of the Escape-Slide Pack-Assembly
AMM	25-62-44-400-007	Installation of the Escape-Slide Raft Pack-Assembly
ASM	23-73/26	•
ASM	25-65/01	

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-299, 426-455, 476-499, 503-549, 551-599, R 701-749,

- A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

**ON A/C 456-475,

A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).

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**ON A/C ALL

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4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- R B. If the test gives the maintenance message SLIDE BOTTLE AFT R or DEU-B R 300RH6:
 - (1) Make sure that the gage needle of the inflation reservoir pressure-gage is:
 - Above the green cursor
 - To the right of the green cursor.
 - <u>NOTE</u>: The green cursor moves independently of the gage needle, when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (2) If the pressure indication is not correct:
 - Replace the ESCAPE SLIDE AFT R (7503MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006) .
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (3) If the pressure indication is correct:
 - Replace the DEU-B (300RH6) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (4) If the fault continues:
 - Do a check and repair the wiring between the:
 DEU-B (300RH6) connector C/37 and the SLIDE BOTTLE PRESS SENSOR connector A/C (Ref. ASM 25-65/01) and (Ref. ASM 23-73/26).
- R (5) If the fault continues:
 - Replace the ESCAPE SLIDE AFT R (7503MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

EFF: ALL

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

TASK 25-62-00-810-805

Fault in the Slide Bottle Pressure for the LH Emergency Exit

- 1. Possible Causes
 - RESERVOIR ASSY OWS L (7506MM)
 - DEU-B (300RH4)
 - wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific

1 MIRROR - INSPECTION

B. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-46-000-001	Inflation Reservoir, Offwing Escape-Slide - Removal
AMM	25-62-46-400-001	<pre>Inflation Reservoir, Offwing Escape-Slide - Installation</pre>
ASM	23-73/11	
ASM	25-65/01	

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-275, 426-455, 551-599, 701-749,
 - A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (DFDS) (Ref. AMM TASK 23-73-00-740-005).

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

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**ON A/C 456-475,

- A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).
- R **ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,

4. Fault Isolation

- A. If the test gives a different maintenance message:Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE EMER L or DEU-B 300RH4:
 - (1) Get access to the inflation reservoir assembly (Ref. AMM TASK 25-62-46-000-001).
 Only use the access procedure.
 - (2) Make sure that the gage needle of the inflation reservoir pressure-gage is:
 - Above the green cursor
 - To the right of the green cursor.

 To see the pressure-gage, use a MIRROR INSPECTION.
 - <u>NOTE</u>: The green cursor of the pressure-gage moves independently of the gage needle when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (3) If the pressure indication is not correct:
 - Replace the RESERVOIR ASSY OWS L (7506MM) (Ref. AMM TASK 25-62-46-000-001) and (Ref. AMM TASK 25-62-46-400-001).
 - (4) If the pressure indication is correct:
 - Replace the DEU-B (300RH4) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (5) If the fault continues:
 - Do a check and repair the wiring between:
 DEU-B (300RH4) connector C/36 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - (6) If the fault continues:
 - Replace the RESERVOIR ASSY OWS L (7506MM) (Ref. AMM TASK 25-62-46-000-001) and (Ref. AMM TASK 25-62-46-400-001).

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

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- (7) Close the access to the inflation reservoir (Ref. AMM TASK 25-62-46-400-001).
 - Only use the close-up procedure.
- C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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

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TASK 25-62-00-810-806

Fault in the Slide Bottle Pressure for the RH Emergency Exit

- 1. Possible Causes
 - RESERVOIR ASSY OWS R (7507MM)
 - DEU-B (300RH4)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	PITE test of the Cobin Intercommunication Data System
AMM	25-75-00-740-005	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-46-000-001	Inflation Reservoir, Offwing Escape-Slide - Removal
AMM	25-62-46-400-001	<pre>Inflation Reservoir, Offwing Escape-Slide - Installation</pre>
ASM	23-73/11	
ASM	25-65/01	

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-275, 426-455, 551-599, 701-749,
 - A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

**ON A/C 456-475,

A. Do the Interface and Power-Up Test of the Cabin Intercommunication Data System (CIDS) via the CFDS (Ref. AMM TASK 23-73-00-740-005).

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

25-62-00

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

4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE EMER R or DEU-B 300RH4:
 - (1) Get access to the inflation reservoir assembly (Ref. AMM TASK 25-62-46-000-001).
 Only use the access procedure.
 - (2) Make sure the gage neeedle of the inflation reservoir pressure-gage is:
 - Above the green cursor
 - To the right of the green cursor.
 - NOTE: The green cursor moves independently of the gage needle when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
 - (3) If the pressure indication is not correct:
 - Replace the RESERVOIR ASSY OWS R (7507MM) (Ref. AMM TASK 25-62-46-000-001) and (Ref. AMM TASK 25-62-46-400-001).
 - (4) If the pressure indication is correct:
 - Replace the DEU-B (300RH4) (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (5) If the fault continues:
 - Do a check and repair the wiring between the:
 DEU-B (300RH4) connector C/37 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - (6) If the fault continues:
 - Replace the RESERVOIR ASSY OWS R (7507MM) (Ref. AMM TASK 25-62-46-000-001) and (Ref. AMM TASK 25-62-46-400-001).
 - (7) Close the access to the inflation reservoir (Ref. AMM TASK 25-62-46-400-001).
 Only use the close-up procedure.
- C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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

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

TASK 25-62-00-810-807

Fault in the Slide Bottle Pressure for the LH MID Door.

1. Possible Causes

- PRESSURE BOTTLE DOOR 2LH (7774MM)
- DECODER/ENCODER UNIT B (300RH7)
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-49-000-001	Inflation Reservoir, Escape-Slide - Removal
AMM	25-62-49-400-001	Inflation Reservoir, Escape-Slide - Installation
ASM	23-73/27	
ASM	25-65/01	

3. Fault Confirmation

A. Test

(1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

4. Fault Isolation

- A. If the test gives a different maintenance message:Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE MID L, DEU-B 300RH7:
 - (1) Get access to the inflation reservoir (Ref. AMM TASK 25-62-49-000-001),

NOTE: Only use the access procedure.

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- (2) Make sure the gage needle of the inflation reservoir pressure-gage
 - Over the green cursor
 - To the right of the green cursor.
 - NOTE: The green cursor of the pressure gage is temperature compensated, and reacts to temperature changes faster than the gas expansion in the inflation reservoir. The green cursor moves independently of the gage needle when a temperature change occurs.
 - (a) If the pressure indication is not correct:
 - Replace the PRESSURE BOTTLE DOOR 2LH (7774MM), (Ref. AMM TASK 25-62-49-000-001) and (Ref. AMM TASK 25-62-49-400-001).
 - (b) If the pressure indication is correct:
 - Replace the DECODER/ENCODER UNIT B (300RH7), (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
 - (c) If the fault continues:
 - Do a check and repair the wiring between the: DECODER/ENCODER UNIT B (300RH7) connector C/36 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/27).
- (3) Close access to the inflation reservoir (Ref. AMM TASK 25-62-49-400-001).

NOTE: Only use the close-up procedure.

C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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TASK 25-62-00-810-808

Fault in the Slide Bottle Pressure for the RH MID Door.

1. Possible Causes

- PRESSURE BOTTLE DOOR 2RH (7775MM)
- DECODER/ENCODER UNIT B (300RH7)
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-49-000-001	Inflation Reservoir, Escape-Slide - Removal
AMM	25-62-49-400-001	Inflation Reservoir, Escape-Slide - Installation
ASM	23-73/27	
ASM	25-65/01	

3. Fault Confirmation

A. Test

(1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

4. Fault Isolation

- A. If the test gives a different maintenance message:Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE MID R, or DEU-B 300RH7:
 - (1) Get access to the inflation reservoir (Ref. AMM TASK 25-62-49-000-001).

NOTE: Use only the access procedure.

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- (2) Make sure that the gage needle of the inflation reservoir pressure-gage is:
 - Over the green cursor.
 - To the right of the green cursor.
 - <u>NOTE</u>: The green cursor moves independently of the gage needle, when a temperature change occurs. The green cursor adjusts to temperature changes automatically. During changes of the temperature, the cursor is faster than the gas inside the reservoir. This makes the cursor not accurate for a very short time.
- (3) If the pressure indication is not correct:
 - Replace the PRESSURE BOTTLE DOOR 2RH (7775MM), (Ref. AMM TASK 25-62-49-000-001) and (Ref. AMM TASK 25-62-49-400-001).
- (4) If the pressure indication is correct:
 - Replace the DECODER/ENCODER UNIT B (300RH7), (Ref. AMM TASK 23-73-47-000-001) and (Ref. AMM TASK 23-73-47-400-001).
- (5) If the fault continues:
 - Do a check and repair the wiring between the: DECODER/ENCODER UNIT B (300RH7) connector C/37 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/27).
- (6) Close access to the inflation reservoir (Ref. AMM TASK 25-62-49-400-001).

NOTE: Use only the close-up procedure.

C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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TASK 25-62-00-810-809

Fault in the Slide Bottle Pressure for the LH Emergency Exit.

1. Possible Causes

- PRESSURE BOTTLE DOOR 3LH (7776MM)
- DEU-B (300RH4)
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-49-000-001	Inflation Reservoir, Escape-Slide - Removal
AMM	25-62-49-400-001	Inflation Reservoir, Escape-Slide - Installation
ASM	23-73/11	
ASM	25-65/01	

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE EXIT L, or DEU-B 300RH4:
 - get access to the inflation reservoir (Ref. AMM TASK 25-62-49-000-001),

NOTE: Only use the access procedure.

- make sure the gage needle of the inflation reservoir pressure-gage is positioned over the green cursor, or to the right of the green cursor.

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- NOTE: The green cursor of the pressure gage is temperature compensated, and reacts to temperature changes faster than the gas expansion in the inflation reservoir. The green cursor moves independently of the gage needle when a temperature change occurs.
- (1) If the pressure indication is not correct:
 - replace the PRESSURE BOTTLE DOOR 3LH (7776MM), (Ref. AMM TASK 25-62-49-000-001) and (Ref. AMM TASK 25-62-49-400-001).
- (2) If the pressure indication is correct:
 - replace the DEU-B (300RH4), (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 between the:

 DEU-B (300RH4) connector C/36 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - close access to the inflation reservoir (Ref. AMM TASK 25-62-49-400-001).

NOTE: Only use the close-up procedure.

C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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TASK 25-62-00-810-810

Fault in the Slide Bottle Pressure for the RH Emergency Exit.

1. Possible Causes

- PRESSURE BOTTLE DOOR 3RH (7777MM)
- DEU-B (300RH4)
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
A MM	27 77 00 7/0 007	DITE took of the Cobin Total Continue Data Continue
AMM	23-73-00-740-003	BITE-test of the Cabin Intercommunication Data System (CIDS) through the PTP
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	25-62-49-000-001	Inflation Reservoir, Escape-Slide - Removal
AMM	25-62-49-400-001	Inflation Reservoir, Escape-Slide - Installation
ASM	23-73/11	
ASM	25-65/01	

3. Fault Confirmation

A. Test

(1) Do the BITE test of the CIDS through the programming and test panel (PTP) (Ref. AMM TASK 23-73-00-740-003), or through the centralized fault display system (CFDS) (Ref. AMM TASK 23-73-00-740-005).

4. Fault Isolation

- A. If the test gives a different maintenance message:
 - Do the trouble shooting procedure related to the maintenance message.
- B. If the test gives the maintenance message SLIDE BOTTLE EXIT R, or DEU-B 300RH4:
 - get access to the inflation reservoir (Ref. AMM TASK 25-62-49-000-001),

NOTE: Only use the access procedure.

- make sure the gage needle of the inflation reservoir pressure-gage is positioned over the green cursor, or to the right of the green cursor.

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- <u>NOTE</u>: The green cursor of the pressure gage is temperature compensated, and reacts to temperature changes faster than the gas expansion in the inflation reservoir. The green cursor moves independently of the pointer when a temperature change occurs.
- (1) If the pressure indication is not correct:
 - replace the PRESSURE BOTTLE DOOR 3RH (7777MM), (Ref. AMM TASK 25-62-49-000-001) and (Ref. AMM TASK 25-62-49-400-001).
- (2) If the pressure indication is correct:
 - replace the DEU-B (300RH4), (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 between the:
 DEU-B (300RH4) connector C/37 and the SLIDE BOTTLE PRESS SENSOR connector A/A (Ref. ASM 25-65/01) and (Ref. ASM 23-73/11).
 - close access to the inflation reservoir (Ref. AMM TASK 25-62-49-400-001).

NOTE: Only use the close-up procedure.

C. Do the test as given in paragraph 3. A. to check the correct operation (no maintenance message is shown).

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**ON A/C ALL

TASK 25-62-00-810-811

Escape Slide/Escape Slide (Raft) Light for the LH FWD Passenger/Crew Door Inoperative

- 1. Possible Causes
 - ESCAPE SLIDE FWD L (7500MM)
 - POWER-EMERGENCY SUPPLY (10WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM AMM AMM AMM AMM AMM	33-51-38-000-001	Removal of the Escape-Slide Pack-Assembly Removal of the Escape-Slide Raft Pack-Assembly Installation of the Escape-Slide Pack-Assembly Installation of the Escape-Slide Raft Pack-Assembly Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD FWD L (10WL) :
 - Replace the SLIDE/RAFT, DOOR 1, LH ESCAPE SLIDE FWD L (7500MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 - Replace the POWER-EMERGENCY SUPPLY (10WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).

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- (b) If the fault continues:
 Do a check and repair the aircraft wiring from the
 POWER-EMERGENCY SUPPLY (10WL) to the escape slide/escape slide
 (raft) connector 2871VC (Ref. ASM 33-51/01).
- (2) Do the test given in para. 3.

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TASK 25-62-00-810-812

Escape Slide/Escape Slide (Raft) Light for the RH FWD Passenger/Crew Door Inoperative

1. Possible Causes

- ESCAPE SLIDE FWD R (7501MM)
- POWER-EMERGENCY SUPPLY (10WL)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM AMM AMM AMM	25-62-44-000-002 25-62-44-000-007 25-62-44-000-012 25-62-44-400-006 33-51-00-710-001	Removal of the Escape-Slide Pack-Assembly Removal of the Escape-Slide Raft Pack-Assembly Installation of the Escape-Slide Pack-Assembly Operational Test of Emergency Lights	
	AMM AMM	33-51-38-000-001 33-51-38-400-001	Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	
	ASM	33-51/01		

3. Fault Confirmation

A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).

4. Fault Isolation

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- A. If the test gives the maintenance message EPSU EXT LOAD FWD R (10WL): - Replace the SLIDE/RAFT, DOOR 1, RH ESCAPE SLIDE FWD R (7501MM): . For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK
 - 25-62-44-400-006).
 - . For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-000-007).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 - Replace the POWER-EMERGENCY SUPPLY (10WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).

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- (b) If the fault continues:
 Do a check and repair the aircraft wiring from the
 POWER-EMERGENCY SUPPLY (10WL) to the escape slide/escape slide
 (raft) connector 2870VC (Ref. ASM 33-51/01).
- (2) Do the test given in para. 3.

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TASK 25-62-00-810-813

Escape Slide Light for the LH Emergency Exits Inoperative

- 1. Possible Causes
 - ESCAPE SLIDE OFFWING L (7504MM)
 - EMERGENCY POWER SUPPLY UNIT (11WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFE	RENCE	DESIGNATION
R	AMM AMM	25-62-42-000-001 25-62-42-400-001 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Offwing Escape-Slide - Removal Offwing Escape-Slide - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)
	ASM	33-51/01	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD EMER L (11WL): replace the LH OFFWING ESCAPE SLIDE ESCAPE SLIDE OFFWING L (7504MM) (Ref. AMM TASK 25-62-42-000-001) and (Ref. AMM TASK 25-62-42-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMERGENCY POWER SUPPLY UNIT (11WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMERGENCY POWER SUPPLY UNIT (11WL) to the escape slide connector 7531VC (Ref. ASM 33-51/01).
 - (2) Do the test given in para. 3.

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TASK 25-62-00-810-814

Escape Slide Light for the RH Emergency Exits Inoperative

- 1. Possible Causes
 - ESCAPE SLIDE OFFWING R (7505MM)
 - EMER. POWER SUPPLY UNIT (12WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFE	RENCE	DESIGNATION	
R	AMM AMM	33-51-38-000-001 33-51-38-400-001	Offwing Escape-Slide - Removal Offwing Escape-Slide - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	
	ASM	33-51/01		

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD EMER R (12WL): replace the RH OFFWING ESCAPE SLIDE ESCAPE SLIDE OFFWING R (7505MM) (Ref. AMM TASK 25-62-42-000-001) and (Ref. AMM TASK 25-62-42-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMER. POWER SUPPLY UNIT (12WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMER. POWER SUPPLY UNIT (12WL) to the escape slide connector 7532VC (Ref. ASM 33-51/01).
 - (2) Do the test given in para. 3.

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

TASK 25-62-00-810-815

Escape Slide Light for the LH Door 2 Inoperative

- 1. Possible Causes
 - 7770MM (7770MM)
 - 15WL
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM AMM	25-62-47-000-001 25-62-47-400-001 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Escape-Slide Enclosure - Removal Escape-Slide Enclosure - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	
	ASM	33-51/02		

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD MID L (15WL):
 replace the ESCAPE SLIDE, DOOR 2, LH 7770MM (7770MM) (Ref. AMM TASK 25-62-47-000-001) and (Ref. AMM TASK 25-62-47-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMERGENCY POWER SUPPLY UNIT 15WL (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMERGENCY POWER SUPPLY UNIT 15WL to the escape slide connector 1869VC (Ref. ASM 33-51/02).
 - (2) Do the test given in para. 3.

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TASK 25-62-00-810-816

Escape Slide Light for the RH Door 2 Inoperative

- 1. Possible Causes
 - 7771MM (7771MM)
 - 14WL
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFE	RENCE	DESIGNATION
R	AMM AMM	25-62-47-000-001 25-62-47-400-001 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Escape-Slide Enclosure - Removal Escape-Slide Enclosure - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)
	ASM	33-51/02	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD MID R (14WL):
 replace the ESCAPE SLIDE, DOOR 2, RH 7771MM (7771MM) (Ref. AMM TASK 25-62-47-000-001) and (Ref. AMM TASK 25-62-47-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMERGENCY POWER SUPPLY UNIT 14WL (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMERGENCY POWER SUPPLY UNIT 14WL to the escape slide connector 1870VC (Ref. ASM 33-51/02).
 - (2) Do the test given in para. 3.

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TASK 25-62-00-810-817

Escape Slide Light for the LH Door 3 Inoperative

- 1. Possible Causes
 - 7772MM (7772MM)
 - EMERGENCY POWER SUPPLY UNIT (11WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFE	RENCE	DESIGNATION
R	AMM AMM	25-62-47-000-001 25-62-47-400-001 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Escape-Slide Enclosure - Removal Escape-Slide Enclosure - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)
	ASM	33-51/02	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD EXIT L (11WL): replace the ESCAPE SLIDE, DOOR 3, LH 7772MM (7772MM) (Ref. AMM TASK 25-62-47-000-001) and (Ref. AMM TASK 25-62-47-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMERGENCY POWER SUPPLY UNIT (11WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMERGENCY POWER SUPPLY UNIT (11WL) to the escape slide connector 6713VC (Ref. ASM 33-51/02).
 - (2) Do the test given in para. 3.

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TASK 25-62-00-810-818

Escape Slide Light for the RH Door 3 Inoperative

- 1. Possible Causes
 - 7773MM (7773MM)
 - EMER. POWER SUPPLY UNIT (12WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
R	AMM	25-62-47-000-001 25-62-47-400-001 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Escape-Slide Enclosure - Removal Escape-Slide Enclosure - Installation Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)
	ASM	33-51/02	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD EXIT R (12WL):
 replace the ESCAPE SLIDE, DOOR 3, RH 7773MM (7773MM) (Ref. AMM TASK 25-62-47-000-001) and (Ref. AMM TASK 25-62-47-400-001).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 replace the EMER. POWER SUPPLY UNIT (12WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).
 - (b) If the fault continues: - do a check and repair the aircraft wiring from the EMER. POWER SUPPLY UNIT (12WL) to the escape slide connector 6712VC (Ref. ASM 33-51/02).
 - (2) Do the test given in para. 3.

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**ON A/C ALL

TASK 25-62-00-810-819

Escape Slide/Escape Slide (Raft) Light for the LH AFT Passenger/Crew Door Inoperative

- 1. Possible Causes
 - ESCAPE SLIDE AFT L (7502MM)
 - EMER. POWER SUPPLY UNIT (13WL)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION	
	33-51-38-000-001	Removal of the Escape-Slide Pack-Assembly Removal of the Escape-Slide Raft Pack-Assembly Installation of the Escape-Slide Pack-Assembly Installation of the Escape-Slide Raft Pack-Assembly Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	

- 3. Fault Confirmation
 - A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message EPSU EXT LOAD AFT L (13WL) :
 - Replace the SLIDE/RAFT, DOOR 4, LH ESCAPE SLIDE AFT L (7502MM):
 - For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006) .
 - For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 - Replace the EMER. POWER SUPPLY UNIT (13WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).

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- (b) If the fault continues:

 Do a check and repair the aircraft wiring from the EMER. POWER SUPPLY UNIT (13WL) to the escape slide/escape slide (raft) connector 2873VC (Ref. ASM 33-51/02).
- (2) Do the test given in para. 3.

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TASK 25-62-00-810-820

Escape Slide/Escape Slide (Raft) Light for the RH AFT Passenger/Crew Door Inoperative

1. Possible Causes

- ESCAPE SLIDE AFT R (7503MM)
- EMER. POWER SUPPLY UNIT (13WL)
- aircraft wiring

Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM AMM AMM AMM AMM AMM	25-62-44-000-002 25-62-44-000-012 25-62-44-400-006 25-62-44-400-007 33-51-00-710-001 33-51-38-000-001 33-51-38-400-001	Removal of the Escape-Slide Pack-Assembly Removal of the Escape-Slide Raft Pack-Assembly Installation of the Escape-Slide Pack-Assembly Installation of the Escape-Slide Raft Pack-Assembly Operational Test of Emergency Lights Removal of the Emergency Power-Supply Unit (EPSU) Installation of the Emergency Power-Supply Unit (EPSU)	

3. Fault Confirmation

A. Do the operational test of the emergency lighting system (Ref. AMM TASK 33-51-00-710-001).

4. Fault Isolation

- A. If the test gives the maintenance message EPSU EXT LOAD AFT R (13WL):

 Replace the SLIDE/RAFT, DOOR 4, RH ESCAPE SLIDE AFT R (7503MM):

 . For escape-slides (Ref. AMM TASK 25-62-44-000-002) and (Ref. AMM TASK 25-62-44-400-006).
 - . For escape-slide rafts (Ref. AMM TASK 25-62-44-000-012) and (Ref. AMM TASK 25-62-44-400-007).
 - (1) Do the test given in para. 3.
 - (a) If the fault continues:
 Replace the EMER. POWER SUPPLY UNIT (13WL) (Ref. AMM TASK 33-51-38-000-001) and (Ref. AMM TASK 33-51-38-400-001).

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- (b) If the fault continues:

 Do a check and repair the aircraft wiring from the EMER. POWER SUPPLY UNIT (13WL) to the escape slide/escape slide (raft) connector 2872VC (Ref. ASM 33-51/02).
- (2) Do the test given in para. 3.

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

TASK 25-62-00-810-821

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

REFE	RENCE	DESIGNATION
AMM	25-62-00-710-001	Operational Test of the Escape-Slide Deployment, FWD/AFT Passenger/Crew Door
AMM	52-21-00-720-001	Functional Test of the Automatic and the Manual Slide Release Signal

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the offwing escape-slide deployment (Ref. AMM TASK 25-62-00-710-001).
- 4. Fault Isolation
 - A. If the operational test is not satisfactory:
 - (1) Do the functional test of the automatic and the manual slide release signal (Ref. AMM TASK 52-21-00-720-001).

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

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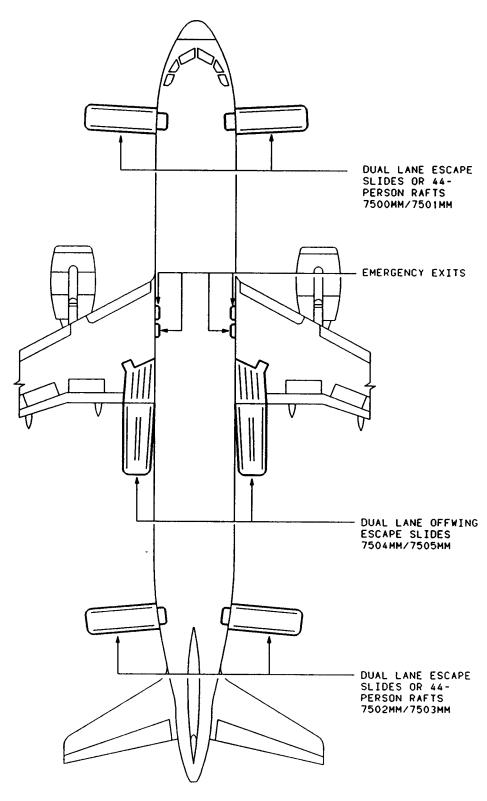
ESCAPE FACILITIES - CABIN - TASK SUPPORTING DATA

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Cabin Escape Facilities - Escape Slide and Slide/Raft Location Figure 301

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

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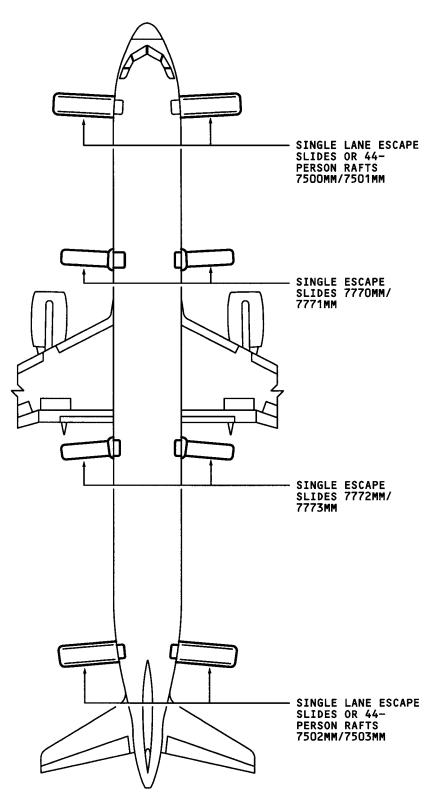
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Cabin Escape Facilities - Escape Slide and Slide/Raft Location Figure 301A

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

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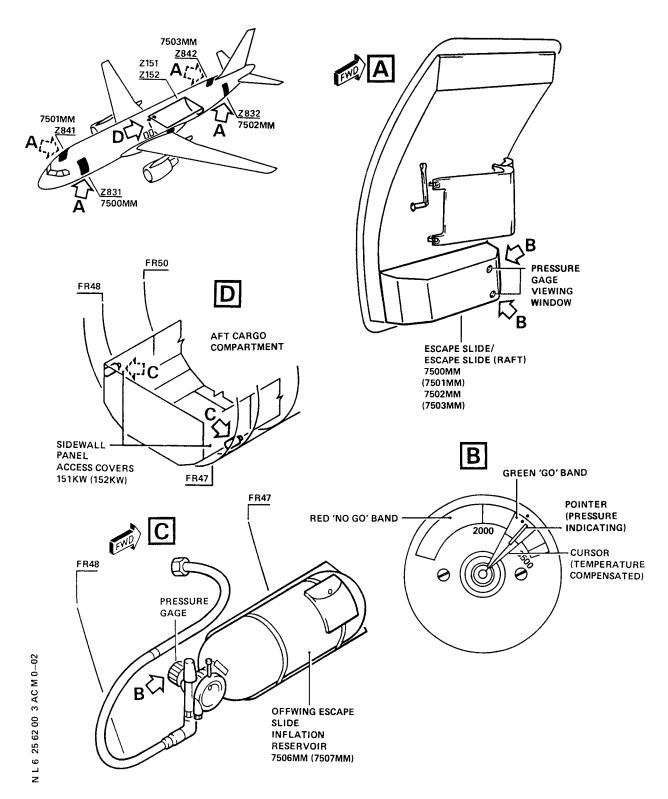
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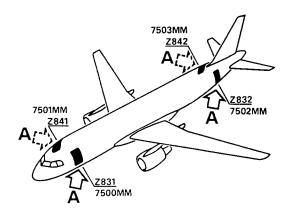
Inflation Reservoir Pressure-Gage - Location Figure 302

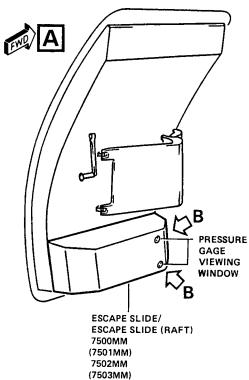
R EFF: 201-225, 227-227, 229-275, 426-475, 551-599, 701-749, SROS

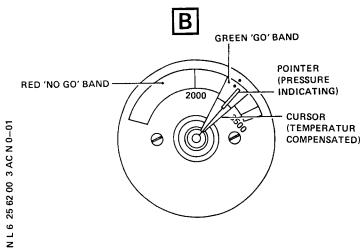
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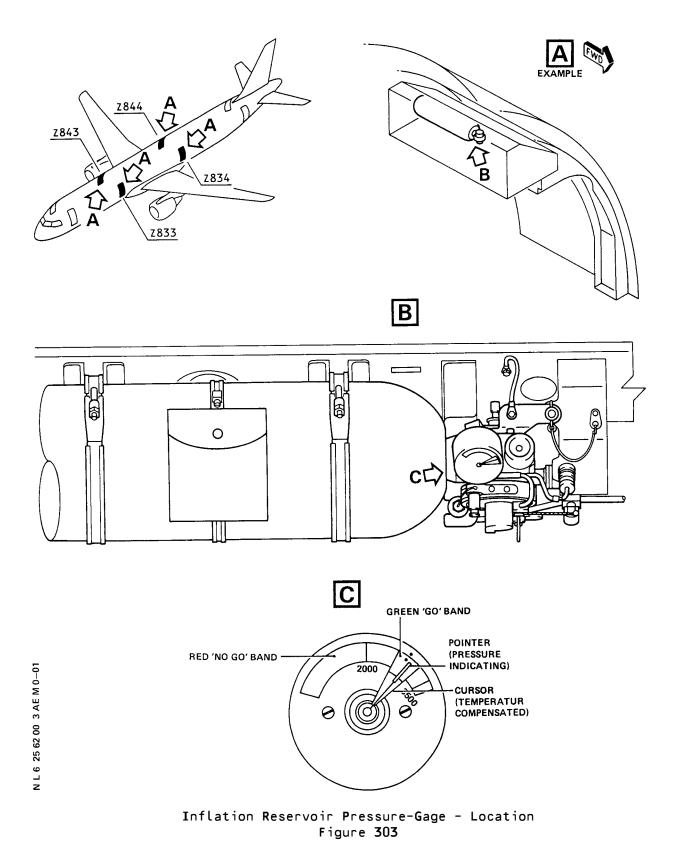


Inflation Reservoir Pressure-Gage - Location Figure 302A

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