TROUBLE SHOOTING MANUAL

HIGHLIGHTS

REVISION NO. 54 May 01/08

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

CH/SE/SU C PAGES	REASON FOR CHANGE	EFFECTIVITY
CHAPTER 32		
L.E.P. 1- 7	REVISED TO REFLECT THIS REVISION INDICATING NEW, REVISED, AND/OR DELETED PAGES REVISED TO REFLECT THIS REVISION	
3- 15 32-ECAM	MOD.20141P0107 INCORPORATED STANDARD PRACTICES - ENGINE - INSTALL	ALL
101-A127	CFM56-5-A1 ENGINE RATED AT 23500 BLS MOD.20141P0115 INCORPORATED POWER PLANT - ENGINE - INSTALL	ALL
	CFM 56-5A1 ENGINE RATED AT 25.000 LBS CORRECTION/ADDITION/AMPLIFICATION NO DEFINITION	ALL
	TASK CHANGED TO 32-31-00-810-880 FAULT LIST UPDATED	ALL
32-OBSV 101, 103, 108, 110- 116	FAULT LIST UPDATED	ALL
	CORRECTION/ADDITION/AMPLIFICATION NO DEFINITION REVISED FAULT SYMPTOM	201-225, 227-227, 229-245, 247-299, 426-499, 503-549, 551-551, 553-555, 557-599, 701-749,
32-00-00 201	CORRECTION/ADDITION/AMPLIFICATION CORRECTED TEXT TO DELETE CROSS REFERENCE TO PBLOCK 101.	ALL
32-31-00	EFFECTIVITY UPDATED	

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227-227, 229-231, 276-281,

ALL

ALL

ALL

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248- 249,

208, 211, CORRECTION/ADDITION/AMPLIFICATION

216, 223- REFERENCE TO SIL 32-067 ADDED 224, 226, LAYOUT IMPROVED/MATERIAL RELOCATED

229- 230, CIRCUIT BREAKER(S) DATA UPDATED

234- 241, WARNING/NOTE/REASON FOR THE JOB AMENDED

245- 246, EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)

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251- 252, 254- 255, 257- 264, 266- 267, 272- 273, 276- 281, 283- 287, 289, 292- 294, 297- 299, A201- A204, A215- A218, A223- A224, A227- A228, A230, A233-A234, A236, A239, A242, A245, A248, A251, A254, A257, A259-A261, A263-A264, A266, A268- B217		
	EFFECTIVITY UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	ALL
201- 229, 242- 243, 248- 249, 256- 266,	EFFECTIVITY UPDATED CORRECTION/ADDITION/AMPLIFICATION ADDED FAULT ISOLATION STEPS FOR FAULT CODES 160 AND 161. LAYOUT IMPROVED/MATERIAL RELOCATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299, 426-475, 503-549, 551-599, 701-749, ALL ALL
32-42-00	EFFECTIVITY UPDATED	-UICULICUTS Bago 2 of 7

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301- 302, 304- 306	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-299, 426-499, 503-549, 551-599, 701-749,
32-43-00 201, 203, 205, 207	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
	EFFECTIVITY UPDATED TFU324421002 REMOVED/REJECTED MAIN LANDING GEAR - GENERAL - BRAKE PRESSURE TRIPLE INDICATOR MALFUNCTION	ALL
	CORRECTION/ADDITION/AMPLIFICATION DELETED CMM CROSS REFERENCE CIRCUIT BREAKER(S) DATA UPDATED	ALL 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	ALL
	CORRECTION/ADDITION/AMPLIFICATION DELETED CMM CROSS REFERENCE.	ALL
-	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	ALL
32-47-00 202- 203, 205- 206, 208- 209, 211- 213, 215, 217, 219, 221, 223, 225	EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
220- 221, 224- 225,	EFFECTIVITY UPDATED CORRECTION/ADDITION/AMPLIFICATION CORRECTED CROSS REFERENCE TO PAGE BLOCK 101 LAYOUT IMPROVED/MATERIAL RELOCATED TITLE OF TASK(S) DATA UPDATED EFFECTIVITY UPDATED (THROUGHOUT THE TEXT)	ALL ALL ALL

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CHAPTER 32

LANDING GEAR

LIST OF EFFECTIVE PAGES

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

CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE	CH/SE/SU	С	PAGE	DATE
RECORD				32-ECAM	R	121	May01/08	32-ECAM	R	163	May01/08
OF TEMP.				32-ECAM	R		May01/08	32-ECAM	R		May01/08
REVISION				32-ECAM	R	123	-	32-ECAM	R	165	May01/08
KEVIOION				32-ECAM	R		May01/08	32-ECAM	R	166	May01/08
L.E.P.	R	1- 7	May01/08	32-ECAM	R	125	-	32-ECAM	R	167	May01/08
T. of C.	•	1	-	32-ECAM	R		May01/08	32-ECAM	R	168	May01/08
T. of C.		2	Aug01/07	32-ECAM	R	127	•	32-ECAM	R	169	May01/08
T. of C.	R	3	May01/08	32-ECAM	R		May01/08	32-ECAM	R	170	May01/08
T. of C.	R	4	May01/08	32-ECAM	R	129	-	32-ECAM	R	171	May01/08
T. of C.	R	5	May01/08	32-ECAM	R	130	-	32-ECAM	R	172	May01/08
T. of C.	R	6		32-ECAM	R	131	May01/08	32-ECAM	R	173	May01/08
T. of C.	R	7		32-ECAM	R	132	•	32-ECAM	R	174	May01/08
T. of C.	R	8	May01/08	32-ECAM	R	133	May01/08	32-ECAM	R	175	May01/08
T. of C.	R	9	May01/08	32-ECAM	R	134	May01/08	32-ECAM	R	176	May01/08
T. of C.	R	10	May01/08	32-ECAM	R	135	May01/08	32-ECAM	R	177	May01/08
T. of C.	R	11	May01/08	32-ECAM	R	136	May01/08	32-ECAM	R	178	May01/08
T. of C.	R	12	May01/08	32-ECAM	R	137	May01/08	32-ECAM	R	179	May01/08
T. of C.	R	13	May01/08	32-ECAM	R	138	May01/08	32-ECAM	R	180	May01/08
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T. of C.	R	15	May01/08	32-ECAM	R	140	May01/08	32-ECAM	R	182	May01/08
T. of C.	D	16		32-ECAM	R	141	May01/08	32-ECAM	R	183	May01/08
				32-ECAM	R	142	May01/08	32-ECAM	R	184	May01/08
32-ECAM	R	101	May01/08	32-ECAM	R	143	May01/08	32-ECAM	R	185	May01/08
32-ECAM	R	102	May01/08	32-ECAM	R	144	May01/08	32-ECAM	R	186	May01/08
32-ECAM	R	103	May01/08	32-ECAM	R	145	May01/08	32-ECAM	R	187	May01/08
32-ECAM	R	104	,	32-ECAM	R	146	May01/08	32-ECAM	R	188	May01/08
32-ECAM	R	105	May01/08	32-ECAM	R	147	,	32-ECAM	R	189	May01/08
32-ECAM	R	106	•	32-ECAM	R		May01/08	32-ECAM	R	190	May01/08
32-ECAM	R	107	May01/08	32-ECAM	R	149	,	32-ECAM	R	191	May01/08
32-ECAM	R	108	•	32-ECAM	R	150	May01/08	32-ECAM	R	192	May01/08
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32-ECAM	R		May01/08	32-ECAM	R		May01/08	32-ECAM	R		May01/08
32-ECAM	R		May01/08	32-ECAM	R		May01/08	32-ECAM	R	199	•
32-ECAM	R		May01/08	32-ECAM	R		May01/08	32-ECAM	R		May01/08
32-ECAM	R		May01/08	32-ECAM	R		May01/08	32-ECAM	R		May01/08
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32-ECAM			May01/08	32-0BSV			Aug01/07	32-31-00			Feb01/95
32-ECAM			May01/08	32-0BSV			Aug01/07	32-31-00			May01/04
32-ECAM			May01/08	32-0BSV	R		May01/08	32-31-00			May01/02
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32-ECAM			May01/08	32-0BSV	R	110	•	32-31-00			May01/03
32-ECAM			May01/08	32-0BSV	R	111	•	32-31-00	R		May01/08
32-ECAM			May01/08	32-0BSV	R		May01/08	32-31-00			Aug01/06
32-ECAM			May01/08	32-0BSV	R		May01/08	32-31-00			Aug01/06
32-ECAM			May01/08	32-0BSV	R		May01/08	32-31-00	R		May01/08
32-ECAM			May01/08	32-0BSV	R		May01/08	32-31-00			Aug01/06
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32-ECAM			May01/08		_			32-31-00			May01/05
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00	_		May01/05
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00	R		May01/08
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00			Nov01/06
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00			May01/05
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00			Feb01/07
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00			Feb01/07
32-ECAM			May01/08	32-CFDS	R	107	•	32-31-00			Feb01/07
32-ECAM			May01/08	32-CFDS	R		May01/08	32-31-00	_		May01/07
32-ECAM			May01/08	32-CFDS	R	109	May01/08	32-31-00	R		May01/08
32-ECAM			May01/08	32-CFDS	R	110	•	32-31-00	R		May01/08
32-ECAM			May01/08	32-CFDS	R	111	•	32-31-00	_		Aug01/07
32-ECAM		A 128		32-CFDS	R		May01/08	32-31-00	R		May01/08
32-ECAM		A129		32-CFDS	R		May01/08	32-31-00			Feb01/07
32-ECAM		A 130		32-CFDS	R		May01/08	32-31-00	_		Feb01/06
32-ECAM	D	A131		32-CFDS	R	115	May01/08	32-31-00	R	229	May01/08
32-ECAM	D	A 132		32-CFDS			Feb01/08	32-31-00	R		May01/08
32-ECAM	D	A 133		32-CFDS			Feb01/08	32-31-00			Feb01/06
32-ECAM		A 134		32-CFDS	_		Feb01/08	32-31-00			Feb01/06
32-ECAM	D	A 135		32-CFDS	R	119	May01/08	32-31-00	_		Aug01/07
32-ECAM		A 136		32-CFDS	R	120	May01/08	32-31-00	R		May01/08
32-ECAM	D	A 137		70 00 00	_	204	04/00	32-31-00	R		May01/08
32-ECAM		A 138		32-00-00	R	201	May01/08	32-31-00	R		May01/08
32-ECAM	D	A 139		70 40 00		204	04/04	32-31-00	R		May01/08
32-ECAM		A140		32-10-00		201	Nov01/01	32-31-00	R		May01/08
32-ECAM		A141		70 00 00		204	04/05	32-31-00	R		May01/08
32-ECAM	D	A142		32-20-00			Nov01/05	32-31-00	R		May01/08
70		404	- 104400	32-20-00			Nov01/05	32-31-00	R		May01/08
32-LOCAL			Feb01/08	32-20-00			Nov01/97	32-31-00			Feb01/06
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32-LOCAL			Feb01/06	32-20-00			Feb01/08	32-31-00	_		Feb01/07
32-LOCAL			Feb01/06	32-20-00			Feb01/08	32-31-00	R		May01/08
32-LOCAL			Feb01/03	32-20-00			Aug01/06	32-31-00	R		May01/08
32-LOCAL		106	May01/03	32-20-00			Aug01/06	32-31-00	_		Aug01/07
70	_	404	. 04:00	32-20-00			Aug01/06	32-31-00	R		May01/08
32-0BSV	R		May01/08	32-20-00			Feb01/08	32-31-00	R		May01/08
32-0BSV	_		Feb01/08	32-20-00		211	Feb01/08	32-31-00	_		Feb01/06
32-0BSV	R		May01/08	70 74 00		204	N = 04 (00	32-31-00	R		May01/08
32-0BSV			Aug01/07	32-31-00			Nov01/00	32-31-00	R		May01/08
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32-42-00			May01/08	32-43-00			Nov01/03	32-45-00	R		May01/08
32-42-00			Feb01/08	32-43-00		209	Feb01/08	32-45-00	R		May01/08
32-42-00	R		May01/08	32-43-00		210	Feb01/08	32-45-00			Feb01/06
32-42-00	R	A246	May01/08	32-43-00		211	Feb01/08	32-45-00	R	214	May01/08
32-42-00	R	A247	May01/08	32-43-00		212	Feb01/08	32-45-00	R	215	May01/08
32-42-00	R	A248	May01/08	32-43-00		213	Feb01/08	32-45-00		216	Feb01/06
32-42-00	R	A249	May01/08	32-43-00		214	May01/06	32-45-00		217	Feb01/06
32-42-00	R	A250	May01/08	32-43-00		215	May01/06	32-45-00		218	Feb01/06
32-42-00	R	A251	May01/08	32-43-00		216	Aug01/04	32-45-00		219	Feb01/06
32-42-00	R	A252	May01/08	32-43-00		217	Aug01/94	32-45-00		220	Feb01/06
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TROUBLE SHOOTING MANUAL

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MAIN GEAR AND DOORS FAULT ISOLATION PROCEDURES L/G - MLG Shock Absorber Hydraulic Leakage	32-10-00		201 201	ALL ALL
NOSE GEAR AND DOORS FAULT ISOLATION PROCEDURES Grinding Noise from the NLG during Taxiing or Towing (Trouble Shooting procedure with the lifting of the A/C at forward point)	32-20-00		201 201	ALL ALL
Grinding Noise from the NLG during Taxiing or Towing (Trouble Shooting procedure Weight on Wheels)			204	ALL
Vibrations Felt on the NLG during T/O and Lift Off Phases			206	ALL
Vibrations Felt during Climb because of Incorrect Clearance of the NLG Aft Doors			209	ALL
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Pressure Transducer (Wheel 3)			_0,	
Failure of the Normal Brake			207	ALL
Pressure Transducer (Wheel 4)				
Electrical or hydraulic failure of			209	ALL
the Normal Brake Servovalve 15GG.				
Electrical or hydraulic failure of			213	ALL
the Normal Brake Servovalve 17GG.			247	A1 1
Electrical or hydraulic failure of the Normal Brake Servovalve 16GG.			217	ALL
Electrical or hydraulic failure of			221	ALL
the Normal Brake Servovalve 18GG.				ALL
Electrical Failure of the Selector			225	ALL
Valve				
Failure of the Selector Valve			228	ALL
(closed)			_	
Loss of the Signal from the			230	ALL
Tachometer (Wheel 4) to the BSCU			274	A1 I
Failure of the Tachometer (Wheel			231	ALL

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SUBJECT 4)	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY
Loss of the Signal from the Tachometer (Wheel 1) to the BSCU			233	ALL
Failure of the Tachometer (Wheel 1)			234	ALL
Loss of the Signal from the Tachometer (Wheel 2) to the BSCU			236	ALL
Failure of the Tachometer (Wheel 2)			237	ALL
Loss of the Signal from the Tachometer (Wheel 3) to the BSCU			239	ALL
Failure of the Tachometer (Wheel 3)			240	ALL
Loss of the Signal from the Green Pressure Switch			242	ALL
Loss of the 115VAC Power Supply of the BSCU-SYS 1			244	ALL
Loss of the 115VAC Power Supply of the BSCU-SYS 2			246	ALL
Electrical failure of the Brake Pedal Transmitter-Unit			248	ALL
Loss of the 28VDC Supply of the BSCU SYS 1			250	ALL
Loss of the 28VDC Supply of the			253	ALL
BSCU SYS 2 Loss of the L Shock-Absorber			256	ALL
Compressed Signal from the LGCIU 2 to the BSCU			250	
Loss of the R Shock-Absorber Compressed Signal from the LGCIU 2			258	ALL
to the BSCU Loss of the R Shock-Absorber			260	ALL
Compressed Signal from the LGCIU 1 to the BSCU				
Brake Pedal-Transmitter-Unit Inoperative			262	ALL
No Braking of the Wheels during the Landing Gear Retraction			266	ALL
Loss of the Pin Programming Data of the BSCU			268	ALL
Vibration and Noise during Normal Braking			270	ALL
Braking not Symmetrical during Normal Braking because of Failure			272	ALL
of the Low Pressure-Control System Failure of the Brake Selector			274	ALL

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SUBJECT	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY
Valve (Jammed Open) Drift of the Normal Brake			276	ALL
Servovalve (Wheel 1)				
Drift of the Normal Brake Servovalve (Wheel 3)			278	ALL
Drift of the Normal Brake			280	ALL
Servovalve (Wheel 2)			202	
Drift of the Normal Brake Servovalve (Wheel 4)			282	ALL
Loss of Normal Braking on One			284	ALL
Wheel only (No Hydraulic Pressure) Failure of the Two Hydraulic Pipes			285	ALL
(Green System) on the Same Landing			200	ALL
Gear (Normal Brake System				
<pre>Inoperative) Loss of the RLG/GND1 Signal</pre>			286	ALL
Loss of the LLG/GND2 Signal			288	
Loss of the RLG/GND2 Signal			292	ALL
Loss of the NLG/DLK Signal			294	ALL
Loss of the BSCU BUS 3 SYS1 Input			298	ALL
Loss of the BSCU BUS 4 SYS2 Input			A200	ALL
Failure of the BSCU SYS1			A202	ALL
Identified by the SDAC1 or the				
SDAC2				
Failure of the BSCU SYS1			A203	ALL
Identified by the CFDIU				
Failure of the BSCU SYS2			A204	ALL
Identified by the CFDIU Failure of the BSCU SYS1			420E	A1.1
Identified by the AFS			A205	ALL
Failure of the BSCU SYS2			A206	ALL
Identified by the AFS			AZUU	ALL
Loss of the BSCU BUS 4 Output			A207	ALL
Detected by the CFDIU				
Loss of the BSCU BUS 2 Output			A209	ALL
<pre>Detected by the SDAC2 Loss of the BSCU BUS 2 Output</pre>			A210	ALL
Detected by the SDAC1			7.L.10	
Loss of the BSCU BUS 2 Output			A211	ALL
<pre>Detected by the CFDIU One Autobrake Mode Pushbutton</pre>			A213	ALL
Switch Inoperative			AL IJ	ALL
Brake Grabbing Felt at Pedal			A215	ALL
Operation Loss of the BSCU Channel 1 or 2 at			A218	ALI
Electrical Transient			AL IO	ALL
Ecool fout if allofolic				

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SUBJECT	CH/SE/SU	<u>c</u>	PAGE A219	EFFECTIVIT	<u>ΓΥ</u>
<pre>Disagree of the LO/DECEL Legend with the AUTO BRK/LO Pushbutton Switch not Selected ON</pre>			AZ 17	ALL	
Disagree of the MED/DECEL Legend			A220	ALL	
with the AUTO BRK/MED Pushbutton Switch not Selected ON			.004		
Disagree of the MAX/DECEL Legend with the AUTO BRK/MAX Pushbutton			A221	ALL	
Switch not Selected ON Loss of Normal Braking without			A222	ALL	
Warning Indication Difference of Temperature between			A225	ALL	
the two Brakes on a Same Gear Difference of Average Temperature			A230	ALL	
between the L and R Gears Brake Overheat with Fuse Plug			A233	ALL	
Melted Brake Overheat			A235	ALL	
Trapped pressure in a brake on NORM or ALTN braking system, or			A237	ALL	
brake dragging Loss of Normal Braking because of			A240	ALL	
<pre>Damaged Tachometer Drive(s) Loss of Normal Braking on the Left</pre>			A242	ALL	
MLG Loss of Normal Braking on the			A243	ALL	
Right MLG Failure of the BSCU			A244	ALL	
<pre>Disagree between BSCU COM and MON for wheel 1 70Kts signal</pre>			A251	ALL	
Disagree between BSCU COM and MON for wheel 3 70Kts signal			A253	ALL	
<pre>Incorrect Pin-Programming data of the BSCU</pre>			A255	ALL	
Failure of the normal brake servovalve relay (NSV1 + NSV3)			A257	ALL	
Failure of the normal brake servovalve relay (NSV2 + NSV4)			A258	ALL	
<pre>Pisagree between BSCU COM and MON for ground spoilers 1 & 2 signals</pre>			A259	205-205, 245-245, 451-475,	256-275
Diagram between BSCH COM and MON			A244	555-555,	564-599
<pre>Disagree between BSCU COM and MON for ground spoilers 1 & 3 signals</pre>			A261	245-245, 451-475,	256-275 553-553
				555-555,	564-599

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SUBJECT	CH/SE/SU	<u>c</u>		EFFECTIVITY
Disagree between BSCU COM and MON			A263	205-205, 232-232
for ground spoilers 2 & 3 signals				245-245, 256-275
				451-475, 553-553
				555-555, 564-599
Disagree between BSCU COM and MON			A265	
for ground spoilers 1 & 2 & 3				245-245, 256-275
signals				451-475, 553-553
				555-555, 564-599
Failure of the tachometer drives			A267	
on the left gear				245-245, 256-275
				451-475, 553-553
				555-555, 564-599
Failure of the tachometer drives			A269	
on the right gear				245-245, 256-275
				451-475, 553-553
				555-555, 564-599
Loss of the signals from the left			A271	205-205, 232-232
tachometers to the BSCU				245-245, 256-275
				451-475, 553-553
				555-555, 564-599
Loss of the signals from the right			A273	205-205, 232-232
tachometers to the BSCU				245-245, 256-275
				451-475, 553-553
				555-555, 564-599
Smoke and Dust on One Brake During			A275	ALL
Taxi with the Brakes not Operated				
Disagree between BSCU COM and MON			A277	201-225, 227-227
due to the L/G lever up signal				229-255, 276-299
during Landing Roll (phase 08)				426-450, 476-499
				503-549, 551-599
				701-749,
Electrical Failure of Multiple			A278	201-204, 206-225
Normal-Brake Servovalves				227-227, 229-231
				233-244, 247-299
				426-450, 476-499
				503-549, 551-551
				554-554, 557-563
				701-749,
				•
NORMAL BRAKING	32-42-00		704	A.L.I.
TASK SUPPORTING DATA			301	
TROUBLE SHOOTING DATA of the BSCU			301	201-225, 227-227
				229-255, 276-299
				426-450, 476-499
				503-549, 551-599
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SUBJECT	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY 701-749,
CFDS BSCU Messages decoding:			301	•
TROUBLE SHOOTING DATA of the BSCU			302	-
CFDS BSCU Messages decoding:			302	
ALTERNATE BRAKING WITH ANTI SKID	32-43-00			
FAULT ISOLATION PROCEDURES			201	ALL
Electrical failure of the			201	ALL
Alternate Brake Servovalve (41GG) Electrical failure of the			203	ALL
Alternate Brake Servovalve (43GG) Electrical failure of the			205	ALL
Alternate Brake Servovalve (40GG)				
Electrical failure of the			207	ALL
Alternate Brake Servovalve (42GG) Loss of the Pedal Artificial Feel			209	ALL
on the Two Sides (Auxiliary				
Low-Pressure System Failure) Loss of the Pedal Artificial Feel on the Right Side (Auxiliary			210	ALL
Low-Pressure System Failure) Loss of the Pedal Artificial Feel on the left Side (Auxiliary			212	ALL
Low-Pressure System Failure) Loss of Alternate Braking on All			214	ALL
the Brakes (Hydraulic Failure) Loss of Alternate Braking on the			216	ALL
Wheel 1 (Hydraulic Failure) Loss of Alternate Braking on the			218	ALL
Wheel 2 (Hydraulic Failure) Loss of Alternate Braking on the			220	ALL
Wheel 3 (Hydraulic Failure) Loss of Alternate Braking on the			222	ALL
Wheel 4 (Hydraulic Failure) Loss of Alternate Braking on one			224	ALL
Landing Gear (HYD Failure)				

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SUBJECT	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY
ALTERNATE BRAKING WITHOUT ANTI SKID FAULT ISOLATION PROCEDURES Loss of the Right Yellow Pressure Indication on the Triple Indicator (Electrical Failure)	32-44-00			ALL ALL
Loss of the Left Yellow Pressure Indication on the Triple Indicator (Electrical Failure)			203	ALL
Loss of the Yellow Pressure Indication on the Triple Indicator (Electrical Failure)			205	ALL
Loss of the Yellow Pressure Indication on the Triple Indicator (Electrical Failure)			207	ALL
Loss of the Accumulator Yellow-Pressure Indication on the Triple Indicator (Electrical Failure)			208	ALL
Loss of the Right Yellow-Pressure Indication on the Triple Indicator (Electrical Failure)			210	ALL
Loss of the Left Yellow Pressure Indication on the Triple Indicator (Electrical Failure)			211	ALL
Loss of the Brake-Accumulator Pressure with Parking Brake Set to off			212	ALL
Residual Brake Pressure Indication on the Right or Left Brake Yellow Pressure Triple Indicator			218	ALL
Pressure Peaks Shown on the Brake Yellow Pressure Indicator when the Brake Pedals are quickly Depressed			221	201-225, 227-227 229-254, 276-299 426-450, 476-499 503-549, 551-599 701-749,
PARKING/ULTIMATE EMERGENCY BRAKING FAULT ISOLATION PROCEDURES	32-45-00		201	ALL
Loss of the Brake-Accumulator Pressure with Parking Brake Set to On			201	
Loss of Parking Brake on One Landing Gear			208	ALL
Parking Brake Indicator Light Inoperative on the N/W Steering			209	ALL

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SUBJECT	CH/SE/SU	<u>C</u>	PAGE	EFFECTIVITY
Deactivation Electrical Box CONFIG PARK BRK ON Warning is not Shown on the Upper ECAM DU with the PARK BRK Control Switch at ON			211	ALL
CONFIG PARK BRK ON Warning is Shown on the Upper ECAM DU with the PARK BRK Control Switch at OFF			214	ALL
Failure of the parking brake system to set or release			217	ALL
One thermal fuse on Parking Brake			219	ALL
<pre>Control Valve is out. Desiccant cartridge color change to pink on Parking Brake Control Valve</pre>			220	ALL
Spurious Brake Pressure on Triple Indicator after release of the Parking Brake			221	ALL
BRAKE SYSTEM TEMPERATURE	32-47-00			
FAULT ISOLATION PROCEDURES			201	ALL
Loss of the Brake Temperature			201	ALL
Monitoring on the Wheel 1 Loss of the Brake Temperature Monitoring on the Wheel 2			204	ALL
Loss of the Brake Temperature			207	ALL
Monitoring on the Wheel 3 Loss of the Brake Temperature			210	ALL
Monitoring on the Wheel 4 Loss of the Brake Temperature			213	ALL
Monitoring on the Wheel 3 and 4 Loss of the Brake Temperature			215	ALL
Monitoring on the Wheel 1 and 2 Loss of the Brake Temperature			217	ALL
Monitoring on all the Wheels Incorrect Temperature Indication			219	ALL
of the Brake 1 Incorrect Temperature Indication			221	ALL
of the Brake 2 Incorrect Temperature Indication of the Brake 3			223	ALL
Incorrect Temperature Indication of the Brake 4			225	ALL
PRAVE COOLING	32-48-00			
BRAKE COOLING FAULT ISOLATION PROCEDURES	32-40-UU		201	ALL
Brake Fan Inoperative on One Brake			_	ALL

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SUBJECT Brake Fans Inoperative on the Wheel 1 & 2	CH/SE/SU	<u>c</u>		EFFECTIVITY ALL
Brake Fans Inoperative on the Wheel 3 & 4			206	ALL
Brake Fans Inoperative on All the Wheels			209	ALL
STEERING	32-51-00			
FAULT ISOLATION PROCEDURES Loss of the IR OUTPUT BUS 2 Signal from the ADIRU 3			201 201	ALL ALL
Loss of the IR OUTPUT BUS 2 Signal from the ADIRU 1			203	ALL
CAPT Nosewheel-Steering Handwheel Inoperative			205	ALL
F/O Nosewheel-Steering Handwheel Inoperative			208	ALL
Pushbutton of the CAPT Nosewheel-Steering Handwheel Inoperative			211	ALL
Pushbutton of the F/O Nosewheel-Steering Handwheel Inoperative			213	ALL
Loss of the Signal from the ELAC 1 to the BSCU (Identified by the BSCU-A)			215	201-225, 227-227 229-255, 276-299 426-450, 476-499 503-549, 551-599 701-749,
Loss of the Signal from the ELAC 1 to the BSCU (Identified by the BSCU-B)			216	201-225, 227-227 229-255, 276-299 426-450, 476-499 503-549, 551-599 701-749,
Loss of the Signal from the ELAC 2 to the BSCU (Identified by the BSCU-A)			217	
Loss of the Signal from the ELAC 2 to the BSCU (Identified by the BSCU-B)			218	•
Failure of the Nosewheel Steering Feedback Sensor (Control Channel)			219	
Failure of the Nosewheel Steering			223	ALL

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SUBJECT Feedback Sensor (Monitoring	CH/SE/SU	<u>c</u>	<u>PAGE</u>	EFFECTIVITY
Channel) Nosewheel Steering Deactivation			227	ALL
Inoperative Failure of the Selector V alve			229	ALL
Nosewheel Steering Order Disagree				ALL
Loss of the Signal from the ELAC1				ALL
<pre>& 2 to the BSCU (Identified by the SYS1)</pre>				
Loss of the Signal from the ELAC1			237	ALL
<pre>& 2 to the BSCU (Identified by the SYS2)</pre>				
Nosewheel Steering Position Order Disagree			239	ALL
Steering Deviation During Taxi			242	ALL
Hydraulic or Mechanical Failure of			A234	ALL
the Nose Wheel Steering System				
Jerky Steering			A236	ALL
Failure of the Nose Wheel Steering			A238	ALL
Servo-Control or Incorrect				
Ajustment of the Nose Wheel				
Steering Gearbox				
Loss of the IR OUTPUT BUS 3 Signal			A246	ALL
from the ADIRU2 (Identified by the BSCU SYS 2)				
Loss of the IR OUTPUT BUS 3 Signal			A248	ALL
from the ADIRU2 (Identified by the BSCU SYS 1)				
Loss of the ADIRU Buses to the BSCU			A250	ALL
Nose Wheel Steering Activation Inoperative			A252	ALL
Failure of the Nose Wheel Steering Servo-Control (6GC)			A255	ALL
Loss of the Steering Control at			A257	ALL
Landing with the Wheels Turned 90				
Degrees				
Sudden Steering Swerve			A260	ALL
Loss of the Signal from the ELAC 1			A262	•
to the BSCU (Identified by the SYS				245-245, 256-275
1)				451-475, 553-553
				555-555, 564-599
Loss of the Signal from the ELAC 1			A264	•
to the BSCU (Identified by the SYS				245-245, 256-275
2)				451-475, 553-553
				555-555, 564-599

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SUBJECT	CH/SE/SU	С	PAGE	EFFECTIVITY
Loss of the Signal from the ELAC 2		_	A266	205-205, 232-232
to the BSCU (Identified by the SYS				245-245, 256-275
1)				451-475, 553-553
				555-555, 564-599
Loss of the Signal from the ELAC 2			A268	205-205, 232-232
to the BSCU (Identified by the SYS				245-245, 256-275
2)				451-475, 553-553
				555-555, 564-599
Loss of the Nose Wheel Steering			A270	ALL
due to a Failure of the Proximity				
Sensors of the Landing Gears				
Failure of the Nose Wheel Steering			A272	ALL
Servo-Control or Incorrect				
Ajustment of the Nose Wheel				
Steering Gearbox				

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LANDING GEAR - FAULT SYMPTOMS

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES					
WARNINGS/ MALI UNCTIONS	SOURCE	SOURCE MESSAGE ATA C				

Upper ECAM DU Warnings

R R	BRAKES	A/SKID	NWS	FAULT	BSCU 1	A-SKID MONITORING	324200	1	324200 PA240 T 810 926
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
					IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1 610 727
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929
					IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1 010 727
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU(10GG) AC SPLY 1XP	240000	1	324200 P 244 T 810 824
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU(10GG) DC SPLY 1PP	240000	1	324200 P 250 T 810 828
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	CHECK BSCU AC1XP CIRCUIT	242000	1	324200 P 244 T 810 824
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	CHECK BSCU DC1PP CIRCUIT	243000	1	324200 P 250 T 810 828
	BRAKES	A/SKID	NWS	FAULT	BSCU 1	POWER SUPPLY INTERRUPT	240000	1	324200 P 244 T 810 824

EFF: ALL

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
	WARNINGS/MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 PA271 T 810 942
		BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER 20GG OR BSCU associated with	324557	1	324200 PA273 T 810 943
		BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER1(19GG) DRIVE MECHANISM associated with	324257	1	324200 PA267 T 810 940
		BSCU 1	TACHOMETER2(21GG) DRIVE MECHANISM	324257	1	
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 PA271 T 810 942
		BSCU 1	associated with TACHOMETER2(21GG)/BSCU (10GG)	324257	1	
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER3(20GG) DRIVE MECHANISM	324257	1	324200 PA269 T 810 941
		BSCU 1	associated with TACHOMETER4(22GG) DRIVE MECHANISM	324257	1	
R	BRAKES A/SKID NWS FAULT	BSCU 1	TACHOMETER3(20GG)/BSCU	324257	1	324200 PA273 T 810 943
		BSCU 1	associated with TACHOMETER4(22GG)/BSCU (10GG)	324257	1	
	BRAKES A/SKID NWS FAULT	BSCU 1	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840
R R	BRAKES A/SKID NWS FAULT	BSCU 2	A-SKID MONITORING	324200	1	324200 PA240 T 810 926
	BRAKES A/SKID NWS FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929
		IDENT: A	AFS, CFDS, ECAM 1, ECAM 2			1 010 727
	BRAKES A/SKID NWS FAULT	BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929
		IDENT: AFS, CFDS, ECAM 1, ECAM 2				. 010 /2/

EFF :	ALL		
SROS			

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HADNINGS (MALIFILMS TIONS		FAULT		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	- ISOLATION C PROCEDURE
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU(10GG) AC SPLY 2XP	240000	1 324200 P 246 T 810 825
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU(10GG) DC SPLY 2PP	240000	1 324200 P 253 T 810 829
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1 324200 P 268 T 810 840
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU: INCORRECT PIN-PROGRAMMING	324234	1 324200 PA255 T 810 932
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU:LEFT BRK LOSS	324234	1 324200 PA242 T 810 927
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU:RIGHT BRK LOSS	324234	1 324200 PA243 T 810 928
BRAKES A/SKID NWS FAULT	BSCU 2	BSCU:TOTAL BRK LOSS 2	324234	1 324200 PA240 T 810 926
BRAKES A/SKID NWS FAULT	BSCU 2	CHECK BSCU AC2XP CIRCUIT	242000	1 324200 P 246 T 810 825
BRAKES A/SKID NWS FAULT	BSCU 2	CHECK BSCU DC2PP CIRCUIT	243000	1 324200 P 253 T 810 829
BRAKES A/SKID NWS FAULT	BSCU 2	POWER SUPPLY INTERRUPT	240000	1 324200 P 246 T 810 825
BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1 324200 PA271 T 810 942
	BSCU 2		324257	
BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER 20GG OR BSCU associated with	324257	1 324200 PA273 T 810 943
 	BSCU 2	TACHOMETER 22GG OR BSCU	324257	!
BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER1(19GG) DRIVE MECHANISM associated with	324257	1 324200 PA267 T 810 940
	BSCU 2	TACHOMETER2(21GG) DRIVE MECHANISM	324257	1

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU	324257	1	324200 PA271 T 810 942	
		BSCU 2	associated with TACHOMETER2(21GG)/BSCU (10GG)	324257	1		
R	BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER3(20GG) DRIVE MECHANISM associated with	324257	1	324200 PA269 T 810 941	
		BSCU 2	TACHOMETER4(22GG) DRIVE	324257	1		
R	BRAKES A/SKID NWS FAULT	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 PA273 T 810 943	
		BSCU 2	TACHOMETER4(22GG)/BSCU	324257	1		
	BRAKES A/SKID NWS FAULT	BSCU 2	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840	
	BRAKES ALTN BRK FAULT associated with WHEEL N/W STRG FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
	BRAKES ALTN BRK FAULT associated with WHEEL N/W STRG FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
	BRAKES ANTI SKID/NWS OFF					320000 P 201 T 810 801	
	BRAKES AUTO BRK FAULT	BSCU 1	ADIRU1+2+3(1FP1+2+3)/ BSCU(10GG)	341234	1	325100 PA250 T 810 832	
	BRAKES AUTO BRK FAULT	BSCU 1	BRAKE PEDAL XMTR 9GG	324247	1	324200 P 262 T 810 833	
	BRAKES AUTO BRK FAULT	BSCU 1	BRAKE SELECTOR VALVE (23GG)	324211	1	324200 P 228 T 810 814	
	BRAKES AUTO BRK FAULT	BSCU 1	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1	324200 P 225 T 810 813	

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/ FIAL FUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	BRAKES AUTO BRK FAULT	BSCU 1	BRAKE SELECTOR VALVE 23GG OR BSCU associated with	324211	1	324200 PA277 T 810 947	
		BSCU 1		323111	3		
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805	
R	BRAKES AUTO BRK FAULT		BRK NORM SERVOVALVE 15GG associated with	İ		т 810 933	
		BSCU 1	BRK NORM SERVOVALVE 16GG	324248 	1 		
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807	
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806	
R	BRAKES AUTO BRK FAULT		BRK NORM SERVOVALVE 17GG associated with	İ		т 810 934	
		BSCU 1	BRK NORM SERVOVALVE 18GG	324248 	1 		
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808	
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV1(15GG)	324248	1	324200 P 209 T 810 805	
R	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV1(15GG) associated with	324248	1	324200 PA257 T 810 933	
		BSCU 1	BRK NORM SERVOVLV3(16GG)	324248	1		
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV2(17GG)	324248	1	324200 P 213 T 810 806	
R	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV2(17GG) associated with	324248	1	324200 PA258 T 810 934	
		BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	1	1 010 734	
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV3(16GG)	324248	1	324200 P 217 T 810 807	
	BRAKES AUTO BRK FAULT	BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	1	324200 P 221 T 810 808	

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
	BRAKES AUTO BRK FAULT	BSCU 1	BRK PEDAL XMTR(9GG)	324247	1	324200 P 262 T 810 833
	BRAKES AUTO BRK FAULT	BSCU 1	BRK PEDAL XMTR(9GG)/ BSCU(10GG)	324247	1	324200 P 248 T 810 827
	BRAKES AUTO BRK FAULT	BSCU 1	BRK SELECTOR VALVE(23GG)	324211	1	324200 P 228 T 810 814
	BRAKES AUTO BRK FAULT	BSCU 1	BRK SELECTOR VALVE(23GG) / BSCU(10GG)	324211	1	324200 P 225 T 810 813
R	BRAKES AUTO BRK FAULT	BSCU 1	BRK SELECTOR VALVE(23GG) / BSCU(10GG) associated with	324211	1	324200 PA277 T 810 947
		BSCU 1	L/G NORM CTL LEVER(6GA)/ BSCU(10GG)	323111	3	
	BRAKES AUTO BRK FAULT	BSCU 1	BRK SELECTOR VALVE(23GG) // LG HYDRAULIC PIPE	324211	1	324200 P 285 T 810 849
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
		IDENT: /	AFS, CFDS, ECAM 1, ECAM 2			
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929
		IDENT: /	AFS, CFDS, ECAM 1, ECAM 2			L
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU OR PEDAL XMTR	324234	1	324200 P 248 T 810 827
	BRAKES AUTO BRK FAULT	BSCU 1	BSCU: ADIRU 1,2,3	341234	1	325100 PA250 T 810 832
	BRAKES AUTO BRK FAULT	BSCU 1	CHECK L/G HYDR. PIPE		1	324200 P 285 T 810 849
	BRAKES AUTO BRK FAULT	BSCU 1	ELAC1+2(2CE1+2)/ BSCU(10GG)	279334	1	325100 P 235 T 810 816

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S		FAULT		
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С			
	BRAKES AUTO BRK FAULT	BSCU 1	GREEN SYSTEM 1151GN PRESS SWITCH	293212	1	324200 P 242 T 810 823		
R R	BRAKES AUTO BRK FAULT	BSCU 1	MULT NORM BRK SERVO- VALVE (GG)	324248	1	324200 PA278 T 810 949		
R	BRAKES AUTO BRK FAULT	BSCU 1	SEC1(1CE1)/BSCU(1OGG) associated with			324200 PA259 T 810 936		
		BSCU 1 	SEC2(1CE2)/BSCU(10GG) 	279434	1 	 		
R	BRAKES AUTO BRK FAULT	BSCU 1	SEC1(1CE1)/BSCU(10GG) associated with			324200 PA261 T 810 937		
		BSCU 1	SEC3(1CE3)/BSCU(10GG)	279434	1	L		
R	BRAKES AUTO BRK FAULT	BSCU 1	SEC1(1CE1)/BSCU(10GG) associated with	279434	1	324200 PA265 T 810 939		
		BSCU 1	SEC2(1CE2)/BSCU(10GG) and	279434	1			
		BSCU 1	SEC3(1CE3)/BSCU(10GG)	279434	1			
R	BRAKES AUTO BRK FAULT	BSCU 1	SEC2(1CE2)/BSCU(10GG) associated with	279434	1	324200 PA263 T 810 938		
		BSCU 1	SEC3(1CE3)/BSCU(10GG)	279434	1	!!!!		
	BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817		
	BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818		
	STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2			
		IDENT: I	IDENT: EFCS 2					
	BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818		
	STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2			
		IDENT: I	EFCS 2	'				

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HADNINGS / MALEUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE	
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 1			<u></u>	
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 239 T 810 821	
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 240 T 810 822	
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 2				
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 20GG OR BSCU associated with	324557	1	324200 P 240 T 810 822	
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2	0.0 022	
	IDENT:	EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819	
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER 21GG OR BSCU associated with	324257	1	324200 P 237 T 810 820	
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2		
	IDENT:	EFCS 2			<u> </u>	

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LIADNINGS /MALEUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	!!!
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 1			
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434	İ	324200 P 231 T 810 816
	IDENT:	EFCS 2	<u></u>		
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434	İ	324200 P 231 T 810 816
	IDENT:	EFCS 1]
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER1(19GG) DRIVE	324257	1	324200 P 234 T 810 818
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 P 233 T 810 817

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LIADNINGS / MALEUNGITONS	CFDS FAULT MESSAGES				FAULT
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
IDENT: EFCS 2					
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:				
BRAKES AUTO BRK FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: EFCS 1				
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 2	associated with SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER2(21GG) DRIVE MECHANISM	324257	1	324200 P 237 T 810 820
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	324200 P 236 T 810 819
BRAKES AUTO BRK FAULT associated with	BSCU 1	TACHOMETER2(21GG)/BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 1	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: EFCS 2				

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT	
	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG) associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:				
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER3(20GG) DRIVE	324257	1	324200 P 240 T 810 822
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822
	IDENT: EFCS 2				
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822
	IDENT: EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER4(22GG) DRIVE MECHANISM	324257	1	324200 P 231 T 810 816
BRAKES AUTO BRK FAULT	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
IDENT: EFCS 2					

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	CFDS FAULT MESSAGES				
WARNINGS/MALFORCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE		
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER4(22GG)/BSCU (10GG) associated with SEC2 OR INPUT OF WHEEL	324257 279434	 	324200 P 231 T 810 816		
	TRENT -	TACHOMETER		<u> </u> L			
	IDENT:	EFUS Z 			<u> </u>		
BRAKES AUTO BRK FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816		
STS-Ma Intellance F/CTL	EFCS 2	1	279434	2			
	IDENT:	EFCS 1					
BRAKES AUTO BRK FAULT associated with	BSCU 1	(10GG)	324257	1	324200 P 231 T 810 816		
STS-Maintenance F/CTL	EFCS 2	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2			
	IDENT:	EFCS 1	<u></u>				
BRAKES AUTO BRK FAULT	BSCU 2	ADIRU1+2+3(1FP1+2+3)/ BSCU(10GG)	341234	1	325100 PA250 T 810 832		
BRAKES AUTO BRK FAULT	BSCU 2	BRAKE PEDAL XMTR 9GG	324247	1	324200 P 262 T 810 833		
BRAKES AUTO BRK FAULT	BSCU 2	BRAKE SELECTOR VALVE (23GG)	324211	1	324200 P 228 T 810 814		
BRAKES AUTO BRK FAULT	BSCU 2	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1	324200 P 225 T 810 813		
BRAKES AUTO BRK FAULT	BSCU 2	BRAKE SELECTOR VALVE 23GG OR BSCU associated with	324211	1	324200 PA277 T 810 947		
	BSCU 2	L/G LEVER	323111	3			
BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805		

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/ MALI ONC 110NS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG associated with	324248	1	324200 PA257 T 810 933	
		BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1		
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806	
R	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG associated with	324248	1	324200 PA258 T 810 934	
		BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1		
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV1(15GG)	324248	1	324200 P 209 T 810 805	
R	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV1(15GG) associated with	324248	1	324200 PA257 T 810 933	
		BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	1		
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV2(17GG)	324248	1	324200 P 213 T 810 806	
R	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV2(17GG) associated with	324248	1	324200 PA258 T 810 934	
		BSCU 2	BRK NORM SERVOVLV4(18GG)	324248	1		
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	1	324200 P 217 T 810 807	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK NORM SERVOVLV4(18GG)	324248	1	324200 P 221 T 810 808	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK PEDAL XMTR(9GG)	324247	1	324200 P 262 T 810 833	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK PEDAL XMTR(9GG)/ BSCU(10GG)	324247	1	324200 P 248 T 810 827	
	BRAKES AUTO BRK FAULT	BSCU 2	BRK SELECTOR VALVE(23GG)	324211	1	324200 P 228 T 810 814	

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	WARNINGS/MALFUNCTIO	INC.	CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
	WARNINGS/MALFUNCTIC	SOURCE	MESSAGE	АТА	С	!!	
	BRAKES AUTO BRK FAUL	T BSCU 2	BRK SELECTOR VALVE(23GG) / BSCU(10GG)	324211	1	324200 P 225 T 810 813	
R	BRAKES AUTO BRK FAUL	T BSCU 2	BRK SELECTOR VALVE(23GG) / BSCU(10GG) associated with	324211	1	324200 PA277 T 810 947	
		BSCU 2	L/G NORM CTL LEVER(6GA)/ BSCU(10GG)	323111	3		
	BRAKES AUTO BRK FAUL	T BSCU 2	BRK SELECTOR VALVE(23GG) / LG HYDRAULIC PIPE	324211	1	324200 P 285 T 810 849	
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2	_			
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
	-	IDENT:	AFS, CFDS, ECAM 1, ECAM 2				
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU OR PEDAL XMTR	324234	1	324200 P 248 T 810 827	
	BRAKES AUTO BRK FAUL	T BSCU 2	BSCU: ADIRU 1,2,3	341234	1	325100 PA250 T 810 832	
	BRAKES AUTO BRK FAUL	T BSCU 2	CHECK L/G HYDR. PIPE		1	324200 P 285 T 810 849	
	BRAKES AUTO BRK FAUL	T BSCU 2	ELAC1+2(2CE1+2)/ BSCU(10GG)	279334	1	325100 P 237 T 810 817	
	BRAKES AUTO BRK FAUL	T BSCU 2	GREEN SYSTEM 1151GN PRESS SWITCH	293212	1	324200 P 242 T 810 823	
R R	BRAKES AUTO BRK FAUL	T BSCU 2	MULT NORM BRK SERVO- VALVE (GG)	324248	1	324200 PA278 T 810 949	

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	BRAKES AUTO BRK FAULT	BSCU 2	SEC1(1CE1)/BSCU(1OGG)	279434	1	324200 PA259 T 810 936	
		BSCU 2	SEC2(1CE2)/BSCU(10GG)	279434	1	!	
R	BRAKES AUTO BRK FAULT	BSCU 2	SEC1(1CE1)/BSCU(1OGG)	279434	1	324200 PA261 T 810 937	
		BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	!	
R	BRAKES AUTO BRK FAULT	BSCU 2	SEC1(1CE1)/BSCU(10GG)	279434	1	324200 PA265 T 810 939	
		BSCU 2	SEC2(1CE2)/BSCU(10GG)	279434	1	!	
		BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	<u></u>	
R	BRAKES AUTO BRK FAULT	BSCU 2	 SEC2(1CE2)/BSCU(10GG) associated_with	279434	1	324200 PA263 T 810 938	
		BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	!	
	BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
	BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
	STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2	!	
		IDENT:	EFCS 2				
	BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
	STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2	!	
		IDENT:	EFCS 2] 	
	BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818	
	STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2		
		IDENT:	EFCS 1				

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 239 T 810 821	
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822	
	IDENT:	EFCS 2				
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822	
	IDENT:	EFCS 1				
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819	
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820	
	IDENT:	EFCS 2	<u> </u>			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER	324257 279434		324200 P 237 T 810 820	
<u></u>	IDENT:	EFCS 1 T	г		 	
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	<u></u>		
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER1(19GG) DRIVE	324257	1	324200 P 234 T 810 818
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 P 233 T 810 817
BRAKES AUTO BRK FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818
	IDENT:	EFCS 2]

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WARNINGS/MALFUN			CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFON		SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES AUTO BRK associated with STS-Maintenance F/CTL	FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with SEC3 OR INPUT OF WHEEL	324257 279434		324200 P 234 T 810 818
		 	TACHOMETER		<u> </u> L	
 			r	r		
BRAKES AUTO BRK associated with STS-Maintenance	FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL		EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2	
<u></u>		IDENT:	EFCS 1			
BRAKES AUTO BRK associated with STS-Maintenance	FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL		EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
<u></u>		IDENT:	EFCS 1			
BRAKES AUTO BRK	FAULT	BSCU 2	TACHOMETER2(21GG) DRIVE MECHANISM	324257	1	324200 P 237 T 810 820
BRAKES AUTO BRK	FAULT	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	324200 P 236 T 810 819
BRAKES AUTO BRK associated with	FAULT	BSCU 2	TACHOMETER2(21GG)/BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL		EFCS 1	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
		 IDENT:	EFCS 2		L	
BRAKES AUTO BRK associated with	FAULT	BSCU 2	TACHOMETER2(21GG)/BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL		EFCS 2	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
<u> </u> 		IDENT:	EFCS 1			<u> </u>

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER3(20GG) DRIVE MECHANISM	324257	1	324200 P 240 T 810 822
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821
BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER3(20GG)/BSCU	324257	1	324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 1	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	·	L	
BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER3(20GG)/BSCU	324257	1	324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 2	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1	-	L	
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER4(22GG) DRIVE MECHANISM	324257	1	324200 P 231 T 810 816
BRAKES AUTO BRK FAULT	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815
BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER4(22GG)/BSCU	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	associated with SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	-	-	
BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER4(22GG)/BSCU	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			

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HARNINGS (MALIFINGTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES AUTO BRK FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
STS-Ma III CEITAILCE F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES AUTO BRK FAULT associated with	BSCU 2	TACHOMETER4(22GG)/BSCU	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 2	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1	L		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVLV1(15GG)	324248	1	324200 P 209 T 810 805
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVLV2(17GG)	324248	1	324200 P 213 T 810 806
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVLV3(16GG)	324248	1	324200 P 217 T 810 807
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	1	324200 P 221 T 810 808
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	- ISOLATION C PROCEDURE		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVALVE 15GG	324248	1 324200 P 209 T 810 805		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1 324200 P 217 T 810 807		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVALVE 17GG	324248	1 324200 P 213 T 810 806		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1 324200 P 221 T 810 808		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVLV1(15GG)	324248	1 324200 P 209 T 810 805		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVLV2(17GG)	324248	1 324200 P 213 T 810 806		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	1 324200 P 217 T 810 807		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BRK NORM SERVOVLV4(18GG)	324248	1 324200 P 221 T 810 808		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BSCU	324234	1 324200 PA244 T 810 929		
BRAKES AUTO BRK FAULT BRAKE RELEASED	BSCU 2	BSCU (10GG)	324234	1 324200 PA244 T 810 929		
BRAKES BSCU CH1 FAULT				324200 PA218 T 810 913		
BRAKES BSCU CH1 FAULT	AFS	AFS: BSCU1	324234	1 324200 PA205 - T 810 863		
	IDENT:	IDENT: CFDS, ECAM 1, ECAM 2				
BRAKES BSCU CH1 FAULT	BSCU 1	A-SKID MONITORING	324200	1 324200 PA240 T 810 926		
BRAKES BSCU CH1 FAULT	BSCU 1	BRAKE PEDAL XMTR 9GG	324247	1 324200 P 262 T 810 833		
BRAKES BSCU CH1 FAULT	BSCU 1	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1 324200 P 225 T 810 813		

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	WARNINGS/MALFUNCTIONS	FAULT ISOLATION			
	WARNINGS/ FIALL ONCITONS	SOURCE	MESSAGE	ATA	C PROCEDURE
	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 15GG	324248	1 324200 P 209 T 810 805
R	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 15GG associated with	324248	1 324200 PA257 T 810 933
		BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1
	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1 324200 P 217 T 810 807
	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 17GG	324248	1 324200 P 213 T 810 806
R	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 17GG associated with	324248	1 324200 PA258 T 810 934
		BSCU 1	BRK NORM SERVOVALVE 18GG	324248	
	BRAKES BSCU CH1 FAULT	BSCU 1	BRK NORM SERVOVALVE 18GG	324248	1 324200 P 221 T 810 808
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU	324234	1 324200 PA244 T 810 929
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU	324234	1 324200 PA244 - T 810 929
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2		
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU OR PEDAL XMTR	324234	1 324200 P 248 T 810 827
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU OR STEERING FEEDBACK SENSOR	324234	1 325100 P 239 T 810 818
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU OR TACHOMETER 19GG	324234	1 324200 PA251 T 810 930
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU OR TACHOMETER 20GG	324234	1 324200 PA253 T 810 931
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU(10GG) DC SPLY 1PP	240000	1 324200 P 250 T 810 828
	BRAKES BSCU CH1 FAULT	BSCU 1	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1 324200 P 268 T 810 840

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WARNINGS/MALFUNCTIONS	T	CFDS FAULT MESSAGES				
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES BSCU CH1 FAULT	BSCU 1	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932	
BRAKES BSCU CH1 FAULT	BSCU 1	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927	
BRAKES BSCU CH1 FAULT	BSCU 1	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES BSCU CH1 FAULT	BSCU 1	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	
BRAKES BSCU CH1 FAULT	BSCU 1	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803	
BRAKES BSCU CH1 FAULT	BSCU 1	CHECK BSCU AC1XP CIRCUIT	242000	1	324200 P 244 T 810 824	
BRAKES BSCU CH1 FAULT	BSCU 1	CHECK BSCU DC1PP CIRCUIT	243000	1	324200 P 250 T 810 828	
BRAKES BSCU CH1 FAULT	BSCU 1	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
BRAKES BSCU CH1 FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
BRAKES BSCU CH1 FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	
BRAKES BSCU CH1 FAULT	BSCU 1	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815	
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU associated with TACHOMETER 21GG OR BSCU	324257 324257		324200 PA271 T 810 942	
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 21GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER		1	324200 P 234 T 810 818	
	IDENT:	IDENT: EFCS 2				

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HARNINGS (MAL FUNCTIONS	T	CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 2				
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 19GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 1	L			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance	BSCU 1 EFCS 2	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL	324257 279434		324200 Р 234 Т 810 818	
F/CTL	 	TACHOMETER 				
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 239 T 810 821	
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU associated with TACHOMETER 22GG OR BSCU	324557 324257		324200 PA273 T 810 943	
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324557 279434		324200 P 240 T 810 822	
	IDENT:	L	<u> </u>			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL	324557 279434		324200 P 240 T 810 822	
F/CTL	 IDENT:	TACHOMETER EFCS 1	<u> </u>			
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	: :
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 2	L	L <u>.</u>	
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 1	-	L	
BRAKES BSCU CH1 FAULT	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL		TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	L	L	
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1]

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WARNINGS/MALFUNCTIONS	L	CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES BSCU CH1 FAULT	BSCU 2	A-SKID MONITORING	324200	1	324200 PA240 T 810 926	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES BSCU CH1 FAULT	BSCU 2	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	
BRAKES BSCU CH1 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 2				
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2		
	IDENT:	EFCS 2				

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HARNINGS / MALEUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2		
	IDENT:	EFCS 1				
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	 324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2		
	IDENT:	EFCS 1				
BRAKES BSCU CH1 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 239 T 810 821	
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 20GG OR BSCU associated with	324257	1	324200 P 240 T 810 822	
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	010 022	
	IDENT:	EFCS 2				
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 240 T 810 822	
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2	010 022	
	IDENT:	EFCS 1				
BRAKES BSCU CH1 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819	
BRAKES BSCU CH1 FAULT associated with	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 237 T 810 820	
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	010 020	
	IDENT:	EFCS 2			<u> </u> 	

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LIADNINGS /MALEUNGTIONS	T	CFDS FAULT MESSAGE	 S		FAULT
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 1			
BRAKES BSCU CH1 FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES BSCU CH1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	associated with	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES BSCU CH1 FAULT	CFDS	NO BSCU 1 DATA	324234		324200 PA203 T 810 861
	IDENT:				
BRAKES BSCU CH1 FAULT	ECAM 1	SDAC1 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859
	IDENT:	AFS, CFDS, ECAM 2			

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HADNITHCS (MAI	FUNCTIONS	<u> </u>	CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MAL	FUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
BRAKES BSCU C	H1 FAULT	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859	
		IDENT:	AFS, CFDS				
BRAKES BSCU C	H1 FAULT	ECAM 2	SDAC1 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859	
		IDENT: /	AFS, CFDS				
BRAKES BSCU C	H1 FAULT	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324224	2	324200 PA202 T 810 859	
		IDENT:	AFS, CFDS, ECAM 1				
BRAKES BSCU C	H2 FAULT					324200 PA218 T 810 913	
BRAKES BSCU C	H2 FAULT	AFS	AFS: BSCU2	324234	1	324200 PA206 T 810 864	
		IDENT: (CFDS, ECAM 1, ECAM 2				
BRAKES BSCU C	H2 FAULT	BSCU 1	A-SKID MONITORING	324200	1	324200 PA240 T 810 926	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES BSCU C	H2 FAULT	BSCU 1	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
BRAKES BSCU CH2 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2		
	IDENT: I	EFCS 2				
BRAKES BSCU CH2 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2		
	IDENT: I	EFCS 2				
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2		
	IDENT: I	EFCS 1				
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818	
STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	010 010	
	IDENT: I	EFCS 1				
BRAKES BSCU CH2 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 239 T 810 821	
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 20GG OR BSCU associated with	324557	1	324200 P 240 T 810 822	
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	010 022	
	IDENT: I	EFCS 2				

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	CFDS FAULT MESSAGES				
WARNINGS/MALFORCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE		
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324557 279434		324200 P 240 T 810 822		
	IDENT:	EFCS 1					
BRAKES BSCU CH2 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	324200 Р 236 Т 810 819		
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 21GG OR BSCU associated with	324257	1	324200 P 237 T 810 820		
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2			
	IDENT:	EFCS 2					
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820		
	IDENT:	EFCS 1	-				
BRAKES BSCU CH2 FAULT	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815		
BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816		
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2			
	IDENT:	EFCS 2					
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816		
	IDENT:	EFCS 2			<u> </u> 		

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/ MALI ONC I TONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
	BRAKES BSCU CH2 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL	324257 279434		324200 P 231 T 810 816	
	F/CTL	 	TACHOMETER	217434	- 		
		IDENT: E	EFCS 1				
	BRAKES BSCU CH2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816	
	STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2		
		IDENT:	EFCS 1				
R R	BRAKES BSCU CH2 FAULT	BSCU 2	A-SKID MONITORING	324200	1	324200 PA240 T 810 926	
	BRAKES BSCU CH2 FAULT	BSCU 2	BRAKE PEDAL XMTR 9GG	324247	1	324200 P 262 T 810 833	
	BRAKES BSCU CH2 FAULT	BSCU 2	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1	324200 P 225 T 810 813	
	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805	
R	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG associated with			т 810 933	
		BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1 	 	
	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807	
	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806	
R	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG associated with	324248	1	324200 PA258 T 810 934	
		BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1		
	BRAKES BSCU CH2 FAULT	BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808	
	BRAKES BSCU CH2 FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	

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CFDS FAULT MESSAGES WARNINGS/MALFUNCTIONS					FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
	IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU OR PEDAL XMTR	324234	1	324200 P 248 T 810 827	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES BSCU CH2 FAULT	BSCU 2	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	
BRAKES BSCU CH2 FAULT	BSCU 2	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803	
BRAKES BSCU CH2 FAULT	BSCU 2	CHECK BSCU AC2XP CIRCUIT	242000	1	324200 P 246 T 810 825	
BRAKES BSCU CH2 FAULT	BSCU 2	CHECK BSCU DC2PP CIRCUIT	243000	1	324200 P 253 T 810 829	
BRAKES BSCU CH2 FAULT	BSCU 2	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
BRAKES BSCU CH2 FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!	
BRAKES BSCU CH2 FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	
BRAKES BSCU CH2 FAULT	BSCU 2	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815	
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU associated with TACHOMETER 21GG OR BSCU	324257 324257		324200 PA271 T 810 942	
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 19GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	 IDENT:	LEFCS 2	L j	Ĺ <u></u>		
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 2	.			
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 19GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 1	<u> </u>			
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	İ	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 1			<u> </u>	
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 239 T 810 821	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	s		FAULT ISOLATION
WARNINGS/ MALI ONC TIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU associated with	324257	1	 324200 PA273 T 810 943
	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	
BRAKES BSCU CH2 FAULT associated with	BSCU 2	TACHOMETER 20GG OR BSCU associated with	324257	1	324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			
BRAKES BSCU CH2 FAULT associated with	BSCU 2	TACHOMETER 20GG OR BSCU associated with	324257	1	324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			<u></u>
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	010 020
	IDENT:	EFCS 2	·		
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	010 020
	IDENT:	EFCS 1			
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES BSCU CH2 FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	1 0 10 0 10
	IDENT:	EFCS 2			

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WARNINGS/MALFUNCTIONS	 	CFDS FAULT MESSAGES		FAULT ISOLATION	
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES BSCU CH2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	<u> </u>		
BRAKES BSCU CH2 FAULT associated with	BSCU 2	TACHOMETER 22GG OR BSCU associated with			324200 P 231 T 810 816
<u>STS-Maintenance</u> F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES BSCU CH2 FAULT	CFDS	NO BSCU 2 DATA	324234	1	324200 PA204 T 810 862
	IDENT:	AFS, ECAM 1, ECAM 2			
BRAKES HOT associated with Lower ECAM DU Flags- WHEEL BRAKE Difference of the temperature between two brakes on a same gear					324200 PA225 T 810 921
BRAKES HOT associated with BRAKE - Brake overheat with fuse plug melted					324200 PA233 T 810 923
BRAKES HOT associated with BRAKE - Brake overheat					324200 PA235 T 810 924
BRAKES HOT	BSCU 1	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	324700 P 223 T 810 818

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CFDS FAULT MESSAGES WARNINGS/MALFUNCTIONS					FAULT ISOLATION	
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
BRAKES HOT	BSCU 1	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	324700 P 219 T 810 816	
BRAKES HOT	BSCU 1	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	324700 P 225 T 810 819	
BRAKES HOT	BSCU 1	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW	324715	1	324700 P 221 T 810 817	
BRAKES HOT	BSCU 1	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	324700 P 219 T 810 816	
BRAKES HOT	BSCU 1	BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	324700 P 221 T 810 817	
BRAKES HOT	BSCU 1	BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	324700 P 223 T 810 818	
BRAKES HOT	BSCU 1	BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 225 T 810 819	
BRAKES HOT	BSCU 2	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	324700 P 223 T 810 818	
BRAKES HOT	BSCU 2	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	324700 P 219 T 810 816	
BRAKES HOT	BSCU 2	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	324700 P 225 T 810 819	
BRAKES HOT	BSCU 2	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW	324715	1	324700 P 221 T 810 817	
BRAKES HOT	BSCU 2	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	324700 P 219 T 810 816	
BRAKES HOT	BSCU 2	BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	324700 P 221 T 810 817	
BRAKES HOT	BSCU 2	BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	324700 P 223 T 810 818	
BRAKES HOT	BSCU 2	BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 225 T 810 819	

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	HADNINGS / MALEUNGITONS	<u> </u> 	CFDS FAULT MESSAGES				
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE	
	BRAKES SYS 1 FAULT				 	324200 PA218 T 810 913	
	BRAKES SYS 1 FAULT	AFS	AFS: BSCU1	324234	1	324200 PA205 T 810 863	
		IDENT: (CFDS, ECAM 1, ECAM 2			L	
R R	BRAKES SYS 1 FAULT	BSCU 1	A-SKID MONITORING	324200	1	324200 PA240 T 810 926	
	BRAKES SYS 1 FAULT	BSCU 1	BRAKE PEDAL XMTR 9GG	324247	1	324200 P 262 T 810 833	
	BRAKES SYS 1 FAULT	BSCU 1	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1	324200 P 225 T 810 813	
	BRAKES SYS 1 FAULT	BSCU 1	BRK ALTN SERVOVLV (40GG)	324327	1	324300 P 205 T 810 803	
	BRAKES SYS 1 FAULT	BSCU 1	BRK ALTN SERVOVLV (41GG)	324327	1	324300 P 201 T 810 801	
	BRAKES SYS 1 FAULT	BSCU 1	BRK ALTN SERVOVLV (42GG)	324327	1	324300 P 207 T 810 804	
	BRAKES SYS 1 FAULT	BSCU 1	BRK ALTN SERVOVLV (43GG)	324327	1	324300 P 203 T 810 802	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805	
R	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 15GG associated with	324248	1	324200 PA257 T 810 933	
		BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1	!!	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806	
R	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 17GG associated with		İ	T 810 934	
	<u> </u>	BSCU 1	BRK NORM SERVOVALVE 18GG	324248	1 		

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С		
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV1(15GG)	324248	1	324200 P 209 T 810 805	
R	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV1(15GG) associated with BRK NORM SERVOVLV3(16GG)			т 810 933	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV2(17GG)	 	 		
R	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV2(17GG) associated with	324248	1	324200 PA258 T 810 934	
		BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	1		
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV3(16GG)	324248	1	324200 Р 217 Т 810 807	
	BRAKES SYS 1 FAULT	BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	1	324200 P 221 T 810 808	
	BRAKES SYS 1 FAULT	BSCU 1	BRK PEDAL XMTR(9GG)	324247	1	324200 P 262 T 810 833	
	BRAKES SYS 1 FAULT	BSCU 1	BRK PEDAL XMTR(9GG)/ BSCU(10GG)	324247	1	324200 P 248 T 810 827	
	BRAKES SYS 1 FAULT	BSCU 1	BRK SELECTOR VALVE(23GG) / BSCU(10GG)	324211	1	324200 P 225 T 810 813	
	BRAKES SYS 1 FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929	
	BRAKES SYS 1 FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929	
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2				
	BRAKES SYS 1 FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
	BRAKES SYS 1 FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2				

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CFDS FAULT MESSAGES					FAULT - ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
BRAKES SYS 1 FAULT	BSCU 1	BSCU (10GG)/STEERING HANDWHEELS(1GC/2GC)SPLY	324234	1	325100 P 232 T 810 815	
BRAKES SYS 1 FAULT	BSCU 1	BSCU OR PEDAL XMTR	324234	1	324200 P 248 T 810 827	
BRAKES SYS 1 FAULT	BSCU 1	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818	
BRAKES SYS 1 FAULT	BSCU 1	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930	
BRAKES SYS 1 FAULT	BSCU 1	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931	
BRAKES SYS 1 FAULT	BSCU 1	BSCU(10GG) AC SPLY 1XP	240000	1	324200 P 244 T 810 824	
BRAKES SYS 1 FAULT	BSCU 1	BSCU(10GG) DC SPLY 1PP	240000	1	324200 P 250 T 810 828	
BRAKES SYS 1 FAULT	BSCU 1	BSCU(10GG)/STEERING FDKSENSORS(3GC/4GC)	324234	1	325100 P 239 T 810 818	
BRAKES SYS 1 FAULT	BSCU 1	BSCU(10GG)/STEERING HANDWHEELS(1GC/2GC)	324234	1	325100 P 232 T 810 815	
BRAKES SYS 1 FAULT	BSCU 1	BSCU-A/C PIN-PROGRAMMING	324234	1	324200 P 268 T 810 840	
BRAKES SYS 1 FAULT	BSCU 1	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932	
BRAKES SYS 1 FAULT	BSCU 1	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927	
BRAKES SYS 1 FAULT	BSCU 1	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES SYS 1 FAULT	BSCU 1	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	
BRAKES SYS 1 FAULT	BSCU 1	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803	

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	 WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
	WARNINGS/MALFONCTIONS	SOURCE	MESSAGE	ATA	С	!!	
	BRAKES SYS 1 FAULT	BSCU 1	CAPT STEERING HDWHL(1GC) /BSCU(10GG)	325111	1	325100 P 205 T 810 803	
	BRAKES SYS 1 FAULT	BSCU 1	CHECK BSCU AC1XP CIRCUIT	242000	1	324200 P 244 T 810 824	
	BRAKES SYS 1 FAULT	BSCU 1	CHECK BSCU DC1PP CIRCUIT	243000	1	324200 P 250 T 810 828	
	BRAKES SYS 1 FAULT	BSCU 1	ELAC1+2(2CE1+2)/ BSCU(10GG)	279334	1	325100 P 235 T 810 816	
	BRAKES SYS 1 FAULT	BSCU 1	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	1	325100 P 208 T 810 804	
	BRAKES SYS 1 FAULT	BSCU 1	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
	BRAKES SYS 1 FAULT	BSCU 1	POWER SUPPLY INTERRUPT	240000	1	324200 P 244 T 810 824	
R	BRAKES SYS 1 FAULT	BSCU 1	SEC1(1CE1)/BSCU(10GG) associated with SEC2(1CE2)/BSCU(10GG)	279434 279434	1	324200 PA259 T 810 936	
R	BRAKES SYS 1 FAULT	BSCU 1	SEC1(1CE1)/BSCU(10GG) associated with SEC3(1CE3)/BSCU(10GG)	279434 279434	1	324200 PA261 T 810 937	
R	BRAKES SYS 1 FAULT	BSCU 1 BSCU 1	SEC1(1CE1)/BSCU(10GG) associated with SEC2(1CE2)/BSCU(10GG) and SEC3(1CE3)/BSCU(10GG)	279434 279434 279434	1		
R	BRAKES SYS 1 FAULT	BSCU 1	SEC2(1CE2)/BSCU(10GG) associated with SEC3(1CE3)/BSCU(10GG)	279434 279434		324200 PA263 T 810 938	
	BRAKES SYS 1 FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
	BRAKES SYS 1 FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S		FAULT ISOLATION
WARNINGS/ MALFORETIONS	SOURCE	MESSAGE	ATA	С	
BRAKES SYS 1 FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE(6GC)/BSCU(10GG)	325151	1	325100 P 229 T 810 814
BRAKES SYS 1 FAULT	BSCU 1	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 PA271 T 810 942
	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	1 0 10 7 4 2
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2	010 010
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 239 T 810 821

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S		FAULT ISOLATION
WARNINGS/ FIALL ONC LIONS	SOURCE	MESSAGE	ATA	С	
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	 324200 PA273 T 810 943
	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	
BRAKES SYS 1 FAULT associated with	BSCU 1	TACHOMETER 20GG OR BSCU associated with	324557	1	324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: I	EFCS 2			<u></u>
BRAKES SYS 1 FAULT associated with	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	 324200 P 240 T 810 822
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2	
	IDENT: I	EFCS 1			<u></u>
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU associated with	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	010 020
	IDENT: I	EFCS 2			
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU associated with	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2	010 020
	IDENT: I	EFCS 1	<u>'</u>		
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	010 010
	IDENT: I	EFCS 2			

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			FAULT ISOLATION
WARNINGS/ MALI UNCTIONS	SOURCE	MESSAGE	ATA	С	!
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	L	L	
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	<u> </u>		
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER1(19GG) DRIVE MECHANISM associated with			324200 PA267 T 810 940
	BSCU 1	TACHOMETER2(21GG) DRIVE	324257	1 	
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 233 T 810 817
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 PA271 T 810 942
	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			

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CFDS FAULT MESSAGES					FAULT ISOLATION
WARNINGS/ MALITONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257		324200 P 234 T 810 818
F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER 	279434	Z 	
<u></u>	IDENT:	EFCS 2 			<u> </u>
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	 1 	324200 P 234 T 810 818
F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
STS-Matricellance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	324200 P 236 T 810 819
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 T 810 820
F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 T 810 820
F/CTL	EFCS 2	<u> </u>	279434	2	
	IDENT:	EFCS 1			

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	HADNINGS /MALTHNOITONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!	
R	BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER3(20GG) DRIVE MECHANISM associated with	324257	1	324200 PA269 T 810 941	
		BSCU 1	TACHOMETER4(22GG) DRIVE	324257	1		
	BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821	
R	BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 PA273 T 810 943	
		BSCU 1	TACHOMETER4(22GG)/BSCU	324257	 1 		
	BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822	
	F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2		
		IDENT: I	EFCS 2				
	BRAKES SYS 1 FAULT associated with	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822	
	STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2		
		IDENT: I	EFCS 1	-			
	BRAKES SYS 1 FAULT	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815	
	BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816	
	F/CTL	EFCS 1		279434	2		
		IDENT: I	EFCS 2				

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			<u></u>
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT	BSCU 1	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840
BRAKES SYS 1 FAULT	BSCU 2	A-SKID MONITORING	324200	1	324200 PA240 T 810 926
BRAKES SYS 1 FAULT	BSCU 2	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930
BRAKES SYS 1 FAULT	BSCU 2	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931
BRAKES SYS 1 FAULT	BSCU 2	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840
BRAKES SYS 1 FAULT	BSCU 2	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932
BRAKES SYS 1 FAULT	BSCU 2	BSCU:LEFT BRK LOSS	324234	 1 	324200 PA242 T 810 927

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HADNINGS /MALEUNGTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES SYS 1 FAULT	BSCU 2	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928	
BRAKES SYS 1 FAULT	BSCU 2	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926	
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817	
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 19GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 2	L	L		
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 2	<u></u>			
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 19GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818	
	IDENT:	EFCS 1	·			
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL		TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER			т 810 818	
	IDENT:					
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 239 T 810 821	
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822	
	IDENT:	EFCS 2] 	

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819
BRAKES SYS 1 FAULT associated with	BSCU 2	TACHOMETER 21GG OR BSCU associated with	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 1	L	-	
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES SYS 1 FAULT associated with	BSCU 2	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:				
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434	İ	324200 P 231 T 810 816
	IDENT:	EFCS 2]

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1			
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 P 233 T 810 817
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	-		
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 2	<u> </u>	279434	2	
	IDENT:	EFCS 1			<u> </u>

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HADNINGS /MALEUNGTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818	
F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2		
<u></u>	IDENT:	EFCS 1				
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG)	324257	1 1 	324200 P 236 T 810 819	
BRAKES SYS 1 FAULT associated with	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 Т 810 820	
<u>STS-Maintenance</u> F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 2	·•	L		
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 T 810 820	
F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL	279434	2		
	IDENT:	EFCS 1	· -			
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821	
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822	
F/CTL	EFCS 1		279434	2		
	IDENT:	IDENT: EFCS 2				
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822	
F/CTL	EFCS 2	!	279434	2		
	IDENT:	EFCS 1				

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LIADNINGS /MALEUNGTIONS		CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
BRAKES SYS 1 FAULT	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815	
BRAKES SYS 1 FAULT associated with STS-Maintenance F/CTL	BSCU 2	(10GG) associated with	324257 279434		324200 P 231 T 810 816	
	IDENT:	EFCS 2	L	L		
BRAKES SYS 1 FAULT associated with	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816	
STS-Maintenance F/CTL	EFCS 1	!	279434	2		
	IDENT:	EFCS 2] 	
BRAKES SYS 1 FAULT associated with	BSCU 2	(10GG)	324257	1	324200 P 231 T 810 816	
STS-Maintenance F/CTL	EFCS 2	associated with SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2		
	IDENT:	EFCS 1	•			
BRAKES SYS 1 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816	
F/CTL	EFCS 2	1	279434	2		
	IDENT:	EFCS 1				
BRAKES SYS 1 FAULT	BSCU 2	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840	
BRAKES SYS 1 FAULT	CFDS	NO BSCU 1 DATA	324234	1	324200 PA203 T 810 861	
	IDENT:					
BRAKES SYS 1 FAULT	ECAM 1	SDAC1 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859	
	IDENT:	AFS, CFDS, ECAM 2				

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	CFDS FAULT MESSAGES				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE		
BRAKES SYS 1 FAULT	ECAM 1	SDAC1 : NO DATA FROM BSCU1	324234	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS, ECAM 2					
BRAKES SYS 1 FAULT	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS					
BRAKES SYS 1 FAULT	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324234	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS					
BRAKES SYS 1 FAULT	ECAM 2	SDAC1 : NO DATA FROM BSCU1	324224	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS					
BRAKES SYS 1 FAULT	ECAM 2	SDAC1 : NO DATA FROM BSCU1	324234	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS					
BRAKES SYS 1 FAULT	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324224	2	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS, ECAM 1					
BRAKES SYS 1 FAULT	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324234	1	324200 PA202 T 810 859		
	IDENT:	AFS, CFDS, ECAM 1					
BRAKES SYS 2 FAULT					324200 PA218 T 810 913		
BRAKES SYS 2 FAULT	AFS	AFS: BSCU2	324234	1	324200 PA206 T 810 864		
	IDENT:		1 0 10 00 4 				
BRAKES SYS 2 FAULT	BSCU 1	A-SKID MONITORING	324200	1	324200 PA240 T 810 926		

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> EFF: ALL SROS

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WARNINGS/MALFUNCTIONS	 	CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
BRAKES SYS 2 FAULT	BSCU 1	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930
BRAKES SYS 2 FAULT	BSCU 1	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931
BRAKES SYS 2 FAULT	BSCU 1	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840
BRAKES SYS 2 FAULT	BSCU 1	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932
BRAKES SYS 2 FAULT	BSCU 1	BSCU:LEFT BRK LOSS	324234	1 	324200 PA242 T 810 927
BRAKES SYS 2 FAULT	BSCU 1	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928
BRAKES SYS 2 FAULT	BSCU 1	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU	324257	1	 324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: I	EFCS 2			L
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1		279434	2	
	IDENT: I	EFCS 2			
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL	279434	2	
	IDENT: I	EFCS 1			<u> </u>

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 19GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818
	IDENT:	EFCS 1	<u></u>		
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER 20GG OR BSCU	324557	1	324200 P 239 T 810 821
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324557 279434		324200 P 240 T 810 822
	IDENT:	EFCS 2			
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324557 279434		324200 P 240 T 810 822
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 1	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 2	<u> </u>		
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1 EFCS 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
<u> </u>	IDENT:	EFCS 1	<u></u>		
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU associated with			324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1 	SEC2 OR INPUT OF WHEEL TACHOMETER 	279434	2	
<u></u>	IDENT:	EFCS 2			<u></u>
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER 22GG OR BSCU associated with	324257	1	324200 P 231 T 810 816
STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 P 233 T 810 817
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	·		
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	associated with SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2			

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 234 T 810 818
	IDENT:	L	<u>i</u>	<u></u>	
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 2	!	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	324200 Р 236 Т 810 819
BRAKES SYS 2 FAULT associated with	BSCU 1	(10GG)	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 1	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	4		
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER2(21GG)/BSCU	324257	1	324200 P 237 T 810 820
STS-Maintenance F/CTL	EFCS 2	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1	4		
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER3(20GG)/BSCU	324257	1	324200 P 240 T 810 822
<u>STS-Maintenance</u> F/CTL	EFCS 1	associated with SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 2	•		1

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE		
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 1	TACHOMETER3(20GG)/BSCU (10GG) associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822		
	IDENT:	LEFCS 1	<u>i</u>	<u>L</u>			
BRAKES SYS 2 FAULT	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815		
BRAKES SYS 2 FAULT associated with	BSCU 1	TACHOMETER4(22GG)/BSCU	324257	1	324200 P 231 T 810 816		
STS-Maintenance F/CTL	EFCS 1	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2			
	IDENT:	EFCS 2	•	L			
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816		
F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL	279434	2			
	IDENT:	EFCS 2					
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816		
F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2			
	IDENT:	EFCS 1					
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 1	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816		
F/CTL	EFCS 2	!	279434	2			
	IDENT:	IDENT: EFCS 1					
BRAKES SYS 2 FAULT	BSCU 1	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840		

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	WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	l
R R	BRAKES SYS 2 FAULT	BSCU 2	A-SKID MONITORING	324200	1	324200 PA240 T 810 926
	BRAKES SYS 2 FAULT	BSCU 2	BRAKE PEDAL XMTR 9GG	324247	1	324200 P 262 T 810 833
	BRAKES SYS 2 FAULT	BSCU 2	BRAKE SELECTOR VALVE 23GG OR BSCU	324211	1	324200 P 225 T 810 813
	BRAKES SYS 2 FAULT	BSCU 2	BRK ALTN SERVOVLV (40GG)	324327	1	324300 P 205 T 810 803
	BRAKES SYS 2 FAULT	BSCU 2	BRK ALTN SERVOVLV (41GG)	324327	1	324300 P 201 T 810 801
	BRAKES SYS 2 FAULT	BSCU 2	BRK ALTN SERVOVLV (42GG)	324327	1	324300 P 207 T 810 804
	BRAKES SYS 2 FAULT	BSCU 2	BRK ALTN SERVOVLV (43GG)	324327	1	324300 P 203 T 810 802
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG	324248	1	324200 P 209 T 810 805
R	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 15GG associated with BRK NORM SERVOVALVE 16GG			324200 PA257 T 810 933
		<u> </u>	 	 		
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 16GG	324248	1	324200 P 217 T 810 807
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG	324248	1	324200 P 213 T 810 806
R	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 17GG associated with BRK NORM SERVOVALVE 18GG	İ		324200 PA258 T 810 934
		B300 2 	BR NORFI SERVOVALVE 1000		<u>'</u>	
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVALVE 18GG	324248	1	324200 P 221 T 810 808
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV1(15GG)	324248	1	324200 P 209 T 810 805

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/MALFORCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV1(15GG) associated with	324248	1	324200 PA257 T 810 933	
İ		BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	1		
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV2(17GG)	324248	1	324200 P 213 T 810 806	
R	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV2(17GG)	324248	1	!	
		BSCU 2	associated with BRK NORM SERVOVLV4(18GG)	324248	1	T 810 934	
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	1	324200 P 217 T 810 807	
	BRAKES SYS 2 FAULT	BSCU 2	BRK NORM SERVOVLV4(18GG)	324248	1	324200 P 221 T 810 808	
	BRAKES SYS 2 FAULT	BSCU 2	BRK PEDAL XMTR(9GG)	324247	1	324200 P 262 T 810 833	
	BRAKES SYS 2 FAULT	BSCU 2	BRK PEDAL XMTR(9GG)/ BSCU(10GG)	324247	1	324200 P 248 T 810 827	
	BRAKES SYS 2 FAULT	BSCU 2	BRK SELECTOR VALVE(23GG) / BSCU(10GG)	324211	1	324200 P 225 T 810 813	
	BRAKES SYS 2 FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
	BRAKES SYS 2 FAULT	BSCU 2	BSCU	324234	1	324200 PA244	
		IDENT: /	AFS, CFDS, ECAM 1, ECAM 2	-		Т 810 929	
	BRAKES SYS 2 FAULT	BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
	BRAKES SYS 2 FAULT	BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
		IDENT: /	AFS, CFDS, ECAM 1, ECAM 2				
 	BRAKES SYS 2 FAULT	BSCU 2	BSCU (10GG)/STEERING HANDWHEELS(1GC/2GC)SPLY	324234	1	325100 P 232 T 810 815	
	BRAKES SYS 2 FAULT	BSCU 2	BSCU OR PEDAL XMTR	324234	1	324200 P 248 T 810 827	

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HADNINGS /MALEUNGTIONS	<u> </u>		FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 2 FAULT	BSCU 2	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818
BRAKES SYS 2 FAULT	BSCU 2	BSCU OR TACHOMETER 19GG	324234	1	324200 PA251 T 810 930
BRAKES SYS 2 FAULT	BSCU 2	BSCU OR TACHOMETER 20GG	324234	1	324200 PA253 T 810 931
BRAKES SYS 2 FAULT	BSCU 2	BSCU(10GG) AC SPLY 2XP	240000	1	324200 P 246 T 810 825
BRAKES SYS 2 FAULT	BSCU 2	BSCU(10GG) DC SPLY 2PP	240000	1	324200 P 253 T 810 829
BRAKES SYS 2 FAULT	BSCU 2	BSCU(10GG)/STEERING FDBKSENSORS(3GC/4GC)	324234	1	325100 P 239 T 810 818
BRAKES SYS 2 FAULT	BSCU 2	BSCU(10GG)/STEERING HANDWHEELS(1GC/2GC)	324234	1	325100 P 232 T 810 815
BRAKES SYS 2 FAULT	BSCU 2	BSCU-A/C PIN-PROGRAMMING DISAGREE	324234	1	324200 P 268 T 810 840
BRAKES SYS 2 FAULT	BSCU 2	BSCU: INCORRECT PIN-PROGRAMMING	324234	1	324200 PA255 T 810 932
BRAKES SYS 2 FAULT	BSCU 2	BSCU:LEFT BRK LOSS	324234	1	324200 PA242 T 810 927
BRAKES SYS 2 FAULT	BSCU 2	BSCU:RIGHT BRK LOSS	324234	1	324200 PA243 T 810 928
BRAKES SYS 2 FAULT	BSCU 2	BSCU:TOTAL BRK LOSS 2	324234	1	324200 PA240 T 810 926
BRAKES SYS 2 FAULT	BSCU 2	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803
BRAKES SYS 2 FAULT	BSCU 2	CAPT STEERING HDWL(1GC)/ BSCU(10GG)	325111	1	325100 P 205 T 810 803
BRAKES SYS 2 FAULT	BSCU 2	CHECK BSCU AC2XP CIRCUIT	242000	1	324200 P 246 T 810 825

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!	
	BRAKES SYS 2 FAULT	BSCU 2	CHECK BSCU DC2PP CIRCUIT	243000	1	324200 P 253 T 810 829	
	BRAKES SYS 2 FAULT	BSCU 2	ELAC1+2(2CE1+2)/ BSCU(10GG)	279334	1	325100 P 237 T 810 817	
	BRAKES SYS 2 FAULT	BSCU 2	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	1	325100 P 208 T 810 804	
	BRAKES SYS 2 FAULT	BSCU 2	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
	BRAKES SYS 2 FAULT	BSCU 2	POWER SUPPLY INTERRUPT	240000	1	324200 P 246 T 810 825	
R	BRAKES SYS 2 FAULT	BSCU 2	SEC1(1CE1)/BSCU(10GG) associated with	279434	1	324200 PA259 T 810 936	
		BSCU 2	SEC2(1CE2)/BSCU(10GG)	279434	1	!!!	
R	BRAKES SYS 2 FAULT	BSCU 2	SEC1(1CE1)/BSCU(10GG) associated with	279434	1	324200 PA261 T 810 937	
		BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	!!	
R	BRAKES SYS 2 FAULT	BSCU 2	SEC1(1CE1)/BSCU(10GG) associated with	279434	1	324200 PA265 T 810 939	
		BSCU 2	SEC2(1CE2)/BSCU(10GG) and	279434	1	!!	
		BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	 	
R	BRAKES SYS 2 FAULT	BSCU 2	SEC2(1CE2)/BSCU(10GG) associated with	279434	1	324200 PA263 T 810 938	
	-	BSCU 2	SEC3(1CE3)/BSCU(10GG)	279434	1	 	
	BRAKES SYS 2 FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
	BRAKES SYS 2 FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	
	BRAKES SYS 2 FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE(6GC)/BSCU(10GG)	325151	1	325100 P 229 T 810 814	
	BRAKES SYS 2 FAULT	BSCU 2	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815	

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	 WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S		FAULT ISOLATION
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	!!
	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 233 T 810 817
R	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 PA271 T 810 942
		BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	
	BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	 324200 P 234 T 810 818
	STS-Maintenance F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2	!!
		IDENT: E	EFCS 2			
	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 19GG OR BSCU	324257	1	324200 P 234 T 810 818
	STS-Maintenance F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
		IDENT: E	EFCS 2			
	BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818
	STS-Maintenance F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
		IDENT: E	EFCS 1	·		
	BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER 19GG OR BSCU associated with	324257	1	324200 P 234 T 810 818
	STS-Maintenance F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
		IDENT: E	EFCS 1			
	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 P 239 T 810 821
R	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 20GG OR BSCU	324257	1	324200 PA273 T 810 943
		BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	!!!

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S		FAULT ISOLATION
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822
	IDENT:	IDENT: EFCS 2			
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 20GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 240 T 810 822
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 21GG OR BSCU	324257	1	324200 P 236 T 810 819
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 2	<u></u>		1
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 21GG OR BSCU associated with SEC1 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 237 T 810 820
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER 22GG OR BSCU	324257	1	324200 P 230 T 810 815
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2			

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 1	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 2	<u></u>		
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2 EFCS 2	TACHOMETER 22GG OR BSCU associated with SEC3 OR INPUT OF WHEEL TACHOMETER	324257 279434	İ	324200 P 231 T 810 816
	IDENT:	L EFCS 1	L	L	
BRAKES SYS 2 FAULT associated with STS-Maintenance F/CTL	BSCU 2	TACHOMETER 22GG OR BSCU associated with SEC2 OR INPUT OF WHEEL TACHOMETER	324257 279434		324200 P 231 T 810 816
	IDENT:	EFCS 1	L	L	
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER1(19GG) DRIVE	324257	1	324200 PA267 T 810 940
	BSCU 2	associated with TACHOMETER2(21GG) DRIVE MECHANISM	324257	1	
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG)	324257	1	324200 P 233 T 810 817
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER1(19GG)/BSCU	324257	1	324200 PA271 T 810 942
	BSCU 2	associated with TACHOMETER2(21GG)/BSCU (10GG)	324257	1	
BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER1(19GG)/BSCU	324257	1	324200 P 234 T 810 818
STS-Maintenance F/CTL	EFCS 1	associated with SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
		EFCS 2	L	L	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	 :S		FAULT ISOLATION
WARNINGS/ MALI UNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 1	SEC3 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT: EFCS 2				<u></u>
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	 1 	324200 P 234 T 810 818
F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER1(19GG)/BSCU (10GG) associated with	324257	1	324200 P 234 T 810 818
F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG)	324257	1	324200 P 236 T 810 819
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 T 810 820
F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	
	IDENT:				
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER2(21GG)/BSCU (10GG) associated with	324257	1	324200 P 237 T 810 820
F/CTL	EFCS 2	<u> </u>	279434	2	
	IDENT:	EFCS 1			

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	
R	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER3(20GG) DRIVE MECHANISM associated with	324257	1	324200 PA269 T 810 941
		BSCU 2	TACHOMETER4(22GG) DRIVE	324257	1	
	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG)	324257	1	324200 P 239 T 810 821
R	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 PA273 T 810 943
		BSCU 2	TACHOMETER4(22GG)/BSCU	324257	1	
	BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822
	F/CTL	EFCS 1	SEC1 OR INPUT OF WHEEL	279434	2	
		IDENT: I	EFCS 2			
	BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER3(20GG)/BSCU (10GG) associated with	324257	1	324200 P 240 T 810 822
	STS-Maintenance F/CTL	EFCS 2	SEC1 OR INPUT OF WHEEL TACHOMETER	279434	2	
		IDENT: I	EFCS 1			
	BRAKES SYS 2 FAULT	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG)	324257	1	324200 P 230 T 810 815
	BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
	F/CTL	EFCS 1		279434	2	
		IDENT: I	EFCS 2			

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WARNINGS/MALFUNCTIONS	[CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	PROCEDURE
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
F/CTL	EFCS 1	SEC2 OR INPUT OF WHEEL	279434	2	
	IDENT:				
BRAKES SYS 2 FAULT associated with STS-Maintenance	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
F/CTL	EFCS 2	SEC3 OR INPUT OF WHEEL	279434	2	
	IDENT:	EFCS 1			
BRAKES SYS 2 FAULT associated with	BSCU 2	TACHOMETER4(22GG)/BSCU (10GG) associated with	324257	1	324200 P 231 T 810 816
<u>STS-Maintenance</u> F/CTL	EFCS 2	SEC2 OR INPUT OF WHEEL TACHOMETER	279434	2	
	IDENT:	EFCS 1	·		
BRAKES SYS 2 FAULT	BSCU 2	WRG PIN PROG/BSCU(10GG)	324234	1	324200 P 268 T 810 840
BRAKES SYS 2 FAULT	CFDS	NO BSCU 2 DATA	324234	1	324200 PA204 T 810 862
	IDENT:	AFS, ECAM 1, ECAM 2			
BRAKES-N/WS MINOR FAULT	BSCU 1	LGCIU1(5GA1) NLG DNLK SIGNAL/BSCU(10GG)	323171	1	324200 P 294 T 810 854
BRAKES-N/WS MINOR FAULT	BSCU 1	LGCIU1(5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	1	324200 P 286 T 810 851
BRAKES-N/WS MINOR FAULT	BSCU 1	LGCIU2(5GA2) LEFT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	1	324200 P 288 T 810 852
BRAKES-N/WS MINOR FAULT	BSCU 1	LGCIU2(5GA2) NLG DNLK SIGNAL/BSCU(10GG)	323171	1	324200 P 294 T 810 854
BRAKES-N/WS MINOR FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!
	BRAKES-N/WS MINOR FAULT	BSCU 2	BSCU	324234	3	324200 PA244 T 810 929
	BRAKES-N/WS MINOR FAULT	BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929
	BRAKES-N/WS MINOR FAULT	BSCU 2	BSCU (10GG)	324234	3	324200 PA244 T 810 929
	BRAKES-N/WS MINOR FAULT	BSCU 2	LGCIU1(5GA1) NLG DNLK SIGNAL/BSCU(10GG)	323171	1	324200 P 294 T 810 854
	BRAKES-N/WS MINOR FAULT	BSCU 2	LGCIU1(5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	1	324200 P 286 T 810 851
R	BRAKES-N/WS MINOR FAULT	BSCU 2	LGCIU2(5GA2) LEFT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	1	324200 P 288 T 810 852
	BRAKES-N/WS MINOR FAULT	BSCU 2	LGCIU2(5GA2) NLG DNLK SIGNAL/BSCU(10GG)	323172	1	324200 P 294 T 810 854
	CONFIG PARK BRK ON associated with PRK BRK - Parking brake switch in off position					324500 P 214 T 810 805
	L/G DOORS NOT CLOSED					323100 P 211 T 810 807
	L/G DOORS NOT CLOSED associated with L/G - EXT/RETRACTION - L/G doors will not cycle					323100 P 216 T 810 808
	L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED					323100 P 289 T 810 836
	L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED					323100 P 289 T 810 836

EFF :	ALL		
SROS		Printed in France	

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WARNINGS/MALFUNCTIONS	[CFDS FAULT MESSAGES				
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	

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HADNINGS (MALIFINISTIONS		CFDS FAULT MESSAGE	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	
L/G DOORS NOT CLOSED associated with STS-Inop System L/G DOOR and Upper ECAM DU Warnings L/G SYS DISAGREE and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С		
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846	
L/G DOORS NOT CLOSED associated with STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA215 T 810 848	

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G DOORS NOT CLOSED associated with L/G - EXT/RETRACTION - Landing gear doors open at 265 knots and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA225 T 810 853
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1	323100 P 297 T 810 841
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3	323100 P 297 T 810 841
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 P 253 T 810 823
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 PA226 T 810 854

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 1	L L/G DOOR CLOSED PROX SNSR 27GA TGT POS	323173	1	323100 P 291 T 810 837
L/G DOORS NOT CLOSED		L L/G DOOR CLOSED PROX SNSR 27GA TGT POS associated with L L/G DOOR CLOSED PROX SNSR 29GA TGT POS	323173 323173		323100 PA244 T 810 860
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED		L L/G DOOR OPEN PROX SNSR 33GA TGT POS associated with L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173 323173		323100 PA235 T 810 857
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber and L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 1	L L/G UPLK PROX SNSR 09GA TGT POS	323173	1	323100 P 291 T 810 837
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 Р 256 Т 810 824

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED		N L/G DOORS CLOSED PROX SNSR 30GA TGT POS associated with N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173 323173		323100 PA241 T 810 859	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 1	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 1	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED		N L/G L DOOR OPEN PROX SNSR 37GA TGT POS associated with N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173 323173		323100 PA232 T 810 856	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 1	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS	323173	1	323100 PA226 T 810 854	

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WARNINGS/MALFUNCTIONS	 	FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 1	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED		N L/G R DOOR OPEN PROX SNSR 36GA TGT POS associated with N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173 323173		323100 PA232 T 810 856
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber and L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G UPLK PROX SNSR 12GA TGT POS	323173	1	323100 P 291 T 810 837
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE		N L/G UPLK PROX SNSR 12GA TGT POS associated with N L/G UPLK PROX SNSR 13GA TGT POS	323173 323173		323100 PA259 T 810 865
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 P 250 T 810 822
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R XX shown in amber	LGCIU 1	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS	323173	1	323100 P 291 T 810 837

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	! :
L/G DOORS NOT CLOSED		R L/G DOOR CLOSED PROX SNSR 26GA TGT POS associated with R L/G DOOR CLOSED PROX SNSR 28GA TGT POS	323173 323173		323100 PA247 T 810 861
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA TGT POS	323173	1	323100 PA226 T 810 854
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED		R L/G DOOR OPEN PROX SNSR 32GA TGT POS associated with R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173 323173		323100 PA238 T 810 858
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber and L/G - EXTN/RETRN - MLG R XX shown in amber	LGCIU 1	R L/G UPLK PROX SNSR 08GA TGT POS	323173	1	323100 P 291 T 810 837
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 P 253 T 810 823
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 PA226 T 810 854

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HARNINGS (MALIFINISTIONS	CFDS FAULT MESSAGES				FAULT - ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	!	
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 2	L L/G DOOR CLOSED PROX SNSR 29GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber and L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 2	L L/G UPLK PROX SNSR 11GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 P 256 T 810 824	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 P 291 T 810 837	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber and L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G UPLK PROX SNSR 13GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWN and L/G SYS DISAGREE	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 P 250 T 810 822	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 PA226 T 810 854	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С		
L/G DOORS NOT CLOSED associated with Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R XX shown in amber	LGCIU 2	R L/G DOOR CLOSED PROX SNSR 28GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT UPLOCKED	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G GEAR NOT DOWNLOCKED	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G DOORS NOT CLOSED associated with L/G SYS DISAGREE and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber and L/G - EXTN/RETRN - MLG R XX shown in amber	LGCIU 2	R L/G UPLK PROX SNSR 10GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G GEAR NOT DOWN					323100 PB202 T 810 882	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 P 253 T 810 823	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 P 253 T 810 823	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 P 256 T 810 824	

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HARNINGS (MALIFILMS TIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173		323100 P 256 T 810 824	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173		323100 Р 250 Т 810 822	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173		323100 P 250 T 810 822	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173		323100 P 253 T 810 823	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173		323100 P 253 T 810 823	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173		323100 P 256 T 810 824	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173		323100 Р 256 Т 810 824	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173		323100 Р 250 Т 810 822	
L/G GEAR NOT DOWN associated with L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173		323100 Р 250 Т 810 822	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
L/G GEAR NOT DOWNLOCKED					323100 P 216 T 810 808
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED					323100 P 289 T 810 836
L/G GEAR NOT DOWNLOCKED	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS associated with	323173	1	323100 PA253 T 810 863
	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS associated with	323173	1	323100 PA250 T 810 862
	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 PA256 T 810 864
	LGCIU 2	associated with R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173	1	323100 PA226 T 810 854

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT DOWNLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED					323100 P 216 Т 810 808
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED					323100 P 289 T 810 836
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED		L L/G DOOR OPEN PROX SNSR 33GA TGT POS associated with L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173 323173		323100 PA235 T 810 857
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS	323173	1	323100 PA226 T 810 854

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LIADNINGS / MALEUNGITONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С		
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED		N L/G L DOOR OPEN PROX SNSR 37GA TGT POS associated with N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173 323173		323100 PA232 T 810 856	
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED		N L/G R DOOR OPEN PROX SNSR 36GA TGT POS associated with N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173 323173		323100 PA232 T 810 856	
L/G GEAR NOT UPLOCKED associated with L/G SYS DISAGREE		N L/G UPLK PROX SNSR 12GA TGT POS associated with N L/G UPLK PROX SNSR 13GA TGT POS	323173		323100 PA259 T 810 865	
<u>L/G</u> GEAR NOT UPLOCKED		N L/G UPLK PROX SNSR 12GA TGT POS associated with N L/G UPLK PROX SNSR 13GA TGT POS	323173 323173		323100 PA259 T 810 865	
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED		R L/G DOOR OPEN PROX SNSR 32GA TGT POS associated with R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173 323173		323100 PA238 T 810 858	
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173	1	323100 PA226 T 810 854	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G DOORS NOT CLOSED	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR NOT UPLOCKED associated with L/G when the L/G control lever is moved to the up position	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173	1	323100 PA226 T 810 854
L/G GEAR UPLOCK FAULT associated with STS-Inop System L/G RETRACT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the NLG					323100 PA271 T 810 875

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS	L	CFDS FAULT	MESSAGES	 3		FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE		ATA	С	!!
R	L/G GEAR UPLOCK FAULT associated with STS-Inop System L/G RETRACT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the L MLG						323100 PA271 T 810 875
R	L/G GEAR UPLOCK FAULT associated with STS-Inop System L/G RETRACT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the R MLG						323100 PA271 T 810 875
R	<u>L/G</u> GEAR UPLOCK FAULT		L L/G UPLK PROX 09GA TGT POS associated with L L/G UPLK PROX 11GA TGT POS		323173 323173		323100 PA271 T 810 875
R	<u>L/G</u> GEAR UPLOCK FAULT		N L/G UPLK PROX 12GA TGT POS associated with N L/G UPLK PROX 13GA TGT POS		323173 323173		323100 PA271 T 810 875
R	<u>L/G</u> GEAR UPLOCK FAULT		R L/G UPLK PROX 08GA TGT POS associated with R L/G UPLK PROX 10GA TGT POS		323173 323173		323100 PA271 T 810 875
	L/G LGCIU 1 FAULT associated with L/G - EXT/RETRACTION - Fault code H138 or H146 shown in T/S data						323100 PA221 T 810 850

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
	WARNINGS/ FIALF UNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
	<u>L/G</u> LGCIU 1 FAULT					323100 PA269 T 810 872
	<u>L/G</u> LGCIU 1 FAULT	CFDS	NO LGCIU1 DATA	323171	2	323100 P 204 T 810 802
R	L/G LGCIU 1 FAULT associated with STS-Maintenance F/CTL	EFCS 1	LGCIU1	323171	2	323100 PB200 T 810 881
R	L/G LGCIU 1 FAULT associated with STS-Maintenance F/CTL	EFCS 2	LGCIU1	323171	2	323100 PB200 T 810 881
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L FLP DISC PROX SNSR 37CV	275115	1	323100 P 268 T 810 828
	L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	L L/G DNLK PROX SNSR 15GA	323173	1	323100 P 253 T 810 823
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L L/G DOOR CLOSED PROX SNSR 27GA	323173	1	323100 P 244 T 810 820
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA	323173	1	323100 P 236 T 810 817
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L L/G EXT PROX SNSR 21GA	323173	1	323100 P 228 T 810 814
	L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	L L/G UPLK PROX SNSR 9GA	323173	1	323100 P 262 T 810 826
R R	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L/G CONTROL LEVER O6GA	323111	1	323100 P 220 T 810 809
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L/G DOORS SEL VALVE 41GA	323134	1	323100 P 211 T 810 807
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	L/G SEL VALVE 40GA	323112	1	323100 P 208 T 810 806

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
	WARNINGS/ FIALF UNCTIONS	SOURCE	MESSAGE	ATA	С	
	L/G LGCIU 1 FAULT associated with L/G - EXT/RETRACTION - After the selection of L/G to down	LGCIU 1	L/G SEL VALVE 40GA	323112	1	323100 P 208 T 810 806
	<u>L/G</u> LGCIU 1 FAULT associated with	LGCIU 1	LGCIU 1 05GA1	323171	1	323100 P 204 T 810 802
	STS-Inop System		ECAM 1, ECAM 2, EIS 1, EIS	5 2,		0.0000
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	LGCIU1 05GA1/ WRG: BUS 1 FEEDBACK	323171	1	323100 PA221 T 810 850
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	LGCIU1 05GA1/L/G DOORS SEL VALVE 41GA	323171	1	323100 P 211 T 810 807
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	LGCIU1 05GA1/L/G SEL VALVE 40GA	323171	1	323100 P 208 T 810 806
R	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	LGCIU1 05GA1/L/G VALVES 40GA/41GA	323171	1	323100 PB204 T 810 883
	L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	N L/G DNLK PROX SNSR 18GA	323173	1	323100 P 256 T 810 824
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	N L/G DOOR OPEN PROX SNSR 36GA	323173	1	323100 P 239 T 810 818
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	N L/G DOOR OPEN PROX SNSR 37GA	323173	1	323100 P 239 T 810 818
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA	323173	1	323100 P 247 T 810 821
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	N L/G EXT PROX SNSR 24GA	323173	1	323100 P 231 T 810 815
	L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	N L/G UPLK PROX SNSR 12GA	323173	1	323100 P 265 T 810 827
	<u>L/G</u> LGCIU 1 FAULT	LGCIU 1	R FLP DISC PROX SNSR 38CV	275115	1	323100 P 270 T 810 829

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WARNINGS/MALFUNCTIONS	 	CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!	
L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	R L/G DNLK PROX SNSR 14GA	323173	1	323100 P 250 T 810 822	
L/G LGCIU 1 FAULT	LGCIU 1	R L/G DOOR CLOSED PROX SNSR 26GA	323173	1	323100 P 242 T 810 819	
L/G LGCIU 1 FAULT	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA	323173	1	323100 P 233 T 810 816	
L/G LGCIU 1 FAULT	LGCIU 1	R L/G EXT PROX SNSR 20GA	323173	1	323100 P 225 T 810 813	
L/G LGCIU 1 FAULT associated with L/G SYS DISAGREE	LGCIU 1	R L/G UPLK PROX SNSR 8GA	323173	1	323100 P 259 T 810 825	
L/G LGCIU 1 FAULT	LGCIU 2	LGCIU1 05GA1	323171	1	323100 P 206	
associated with L/G LGCIU 2 FAULT	LGCIU 1	associated with LGCIU 2 05GA2	323171	1	T 810 804	
	IDENT: I	ECAM 1, EIS 1, EIS 3, SFCC	C 1	L		
L/G LGCIU 2 FAULT associated with L/G - EXT/RETRACTION - Fault code H138 or H146 shown in T/S data					323100 PA221 T 810 850	
L/G LGCIU 2 FAULT					323100 PA269 T 810 872	
L/G LGCIU 2 FAULT	CFDS	NO LGCIU2 DATA	323171	2	323100 P 204 T 810 802	
L/G LGCIU 2 FAULT associated with STS-Maintenance F/CTL	EFCS 1	LGCIU2	323171	2	323100 PB200 T 810 881	
L/G LGCIU 2 FAULT associated with STS-Maintenance F/CTL	EFCS 2	LGCIU2	323171	2	323100 PB200 T 810 881	

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	LIADNINGS /MALEUNGTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS 	SOURCE	MESSAGE	ATA	С	!!	
	<u>L/G</u> LGCIU 2 FAULT associated with	LGCIU 1	LGCIU 2 05GA2	323171	1	323100 P 204 T 810 802	
	STS-Inop System LGCIU 2		ECAM 1, ECAM 2, EIS 1, EIS EIS 3, SFCC 2	S 2,			
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L FLP DISC PROX SNSR 39CV	275115	1	323100 P 268 Т 810 828	
	L/G LGCIU 2 FAULT associated with L/G SYS DISAGREE	LGCIU 2	L L/G DNLK PROX SNSR 17GA	323173	1	323100 P 253 T 810 823	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L L/G DOOR CLOSED PROX SNSR 29GA	323173	1	323100 P 244 T 810 820	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA	323173	1	323100 P 236 T 810 817	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L L/G EXT PROX SNSR 23GA	323173	1	323100 P 228 T 810 814	
	L/G LGCIU 2 FAULT associated with L/G SYS DISAGREE	LGCIU 2	L L/G UPLK PROX SNSR 11GA	323173	1	323100 P 262 T 810 826	
R R	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L/G CONTROL LEVER O6GA	323111	1	323100 P 220 T 810 809	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L/G DOORS SEL VALVE 41GA	323134	1	323100 P 211 T 810 807	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	L/G SEL VALVE 40GA	323112		323100 P 208 T 810 806	
	L/G LGCIU 2 FAULT associated with L/G - EXT/RETRACTION - After the selection of L/G to down	LGCIU 2	L/G SEL VALVE 40GA	323112	1	323100 P 208 T 810 806	
	L/G LGCIU 2 FAULT	LGCIU 2	LGCIU 2 05GA2	323171	1	323100 P 204 T 810 802	
		!	ECAM 1, ECAM 2, EIS 1, EIS EIS 3, SFCC 2	s 2, 		. 0.0 002	

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/ MALFORCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
	L/G LGCIU 2 FAULT associated with	LGCIU 2	LGCIU1 05GA1 associated with	323171	1	323100 P 206 T 810 804	
	L/G LGCIU 1 FAULT	LGCIU 1	LGCIU 2 05GA2	323171 L	1 		
		IDENT: E	ECAM 1, EIS 1, EIS 3, SFC	C 1	r		
	L/G LGCIU 2 FAULT	LGCIU 2	LGCIU2 05GA2/ WRG: BUS 1 FEEDBACK	323171	1	323100 PA221 T 810 850	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	LGCIU2 O5GA2/L/G DOORS SEL VALVE 41GA	323171	1	323100 P 211 T 810 807	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	LGCIU2 05GA2/L/G SEL VALVE 40GA	323171	1	323100 P 208 T 810 806	
R	L/G LGCIU 2 FAULT	LGCIU 2	LGCIU2 05GA2/L/G VALVES 40GA/41GA	323171	1	323100 PB204 T 810 883	
	<u>L/G</u> LGCIU 2 FAULT associated with	LGCIU 2	N L/G DNLK PROX SNSR 19GA	323173	1	323100 P 256 T 810 824	
	L <u>/G</u> SYS DISAGREE	BSCU 1	associated with CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1		
	L/G LGCIU 2 FAULT associated with	LGCIU 2	N L/G DNLK PROX SNSR 19GA	323173	1	323100 P 256 T 810 824	
	L <u>/G</u> SYS DISAGREE	BSCU 1	associated with CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3		
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	N L/G DOORS CLOSED PROX SNSR 31GA	323173	1	323100 P 247 T 810 821	
	L/G LGCIU 2 FAULT	LGCIU 2	N L/G EXT PROX SNSR 25GA	323173	1	323100 P 231 T 810 815	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA	323173	1	323100 P 239 T 810 818	
	<u>L/G</u> LGCIU 2 FAULT	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA	323173	1	323100 P 239 T 810 818	
	L/G LGCIU 2 FAULT associated with L/G SYS DISAGREE	LGCIU 2	N L/G UPLK PROX SNSR 13GA	323173	1	323100 P 265 T 810 827	

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	!	
L/G LGCIU 2 FAULT	LGCIU 2	R FLP DISC PROX SNSR 40CV	275115	1	323100 P 270 T 810 829	
L/G LGCIU 2 FAULT associated with L/G SYS DISAGREE	LGCIU 2	R L/G DNLK PROX SNSR 16GA	323173	1	323100 P 250 T 810 822	
L/G LGCIU 2 FAULT	LGCIU 2	R L/G DOOR CLOSED PROX SNSR 28GA	323173	1	323100 P 242 T 810 819	
L/G LGCIU 2 FAULT	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA	323173	1	323100 P 233 T 810 816	
L/G LGCIU 2 FAULT	LGCIU 2	R L/G EXT PROX SNSR 22GA	323173	1	323100 P 225 T 810 813	
L/G LGCIU 2 FAULT associated with L/G SYS DISAGREE	LGCIU 2	R L/G UPLK PROX SNSR 10GA	323173	1	323100 P 259 T 810 825	
L/G SHOCK ABSORBER FAULT associated with STS-Inop System L/G RETRACT					323100 P 222 T 810 812	
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - NLG shock ABS extention thought to be incorrect					323100 PA272 T 810 876	
L/G SHOCK ABSORBER FAULT				 	323100 PA299 T 810 880	
L/G SHOCK ABSORBER FAULT associated with AUTO FLT A/THR OFF	AFS	AFS: LGCIU1-FAC1 CKT	323171	1	323100 PA223 T 810 851	
L/G SHOCK ABSORBER FAULT associated with AUTO FLT A/THR OFF	AFS	AFS: LGCIU2-FAC2 CKT	323171	1	323100 PA223 T 810 851	
L/G SHOCK ABSORBER FAULT	EIU1FAD	CHECK LGCIU1 L/G COMP SIGNALS (DISAGREE)	323171	1	323100 PA299 T 810 880	

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LIADNINGS / MALEUNGITONS		CFDS FAULT MESSAGES	FDS FAULT MESSAGES	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	- ISOLATION C PROCEDURE
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173	1 323100 PA200 T 810 842
L/G SHOCK ABSORBER FAULT		L L/G EXT PROX SNSR 21GA TGT POS associated with L L/G EXT PROX SNSR 23GA TGT POS		T 810 869
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173	1 323100 PA200 T 810 842
L/G SHOCK ABSORBER FAULT		N L/G EXT PROX SNSR 24GA TGT POS associated with N L/G EXT PROX SNSR 25GA TGT POS		Т 810 868
L/G SHOCK ABSORBER FAULT		N L/G SHOCK ABSORBER 2526GM associated with N L/G SHOCK ABSORBER 2526GM	322113 322113	1 323100 P 222 T 810 812
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173	1 323100 PA200 T 810 842
L/G SHOCK ABSORBER FAULT		R L/G EXT PROX SNSR 20GA TGT POS associated with R L/G EXT PROX SNSR 22GA TGT POS		т 810 870

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	s		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SHOCK ABSORBER FAULT associated with L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	

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TROUBLE SHOOTING MANUAL

HARNINGS (MALIFINISTIONS	<u> </u>	CFDS FAULT MESSAGES			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846

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WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARRENGO, HALL ONG LONG	SOURCE	MESSAGE	ATA	С	!
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	 				323100 PA211 T 810 846
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846

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	WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!
R	<u>L/G</u> SYS DISAGREE					323100 PB214 T 810 888
	L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1	323100 P 297 T 810 841
	L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3	323100 P 297 T 810 841
	L/G SYS DISAGREE associated with WHEEL N.W STEER FAULT	BSCU 1	STEERING ELECTRO Hydraulic module 6GC	325151	1	325100 PA270 T 810 843
	L/G SYS DISAGREE associated with WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA270 T 810 843
	L/G SYS DISAGREE associated with WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO-HYD Module(6GC)	325151	1	325100 PA270 T 810 843
	L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	L L/G DNLK PROX SNSR 15GA	323173	1	323100 P 253 T 810 823
	L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 P 253 T 810 823

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HADNINGS /MALEUNGTIONS	<u> </u>		FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 P 253 T 810 823
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	L L/G DNLK PROX SNSR 15GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	L L/G DOOR CLOSED PROX SNSR 27GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	L L/G DOOR OPEN PROX SNSR 33GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173	1	323100 PA200 T 810 842
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber and L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 1	L L/G UPLK PROX SNSR 09GA TGT POS	323173	1	323100 P 291 T 810 837
L/G SYS DISAGREE	LGCIU 1	L L/G UPLK PROX SNSR O9GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	L L/G UPLK PROX SNSR 9GA	323173	1	323100 P 262 T 810 826
L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	N L/G DNLK PROX SNSR 18GA	323173	1	323100 P 256 T 810 824

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HADNINGS /MALEUNGTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 P 256 T 810 824	
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 P 256 T 810 824	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 1	N L/G DNLK PROX SNSR 18GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G SYS DISAGREE	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SYS DISAGREE	LGCIU 1	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 1	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	N L/G UPLK PROX SNSR 12GA	323173	1	323100 P 265 T 810 827	

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WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	! !
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber and L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G UPLK PROX SNSR 12GA TGT POS	323173	1	323100 P 291 T 810 837
L/G SYS DISAGREE	LGCIU 1	N L/G UPLK PROX SNSR 12GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE associated with L/G GEAR NOT UPLOCKED		N L/G UPLK PROX SNSR 12GA TGT POS associated with N L/G UPLK PROX SNSR 13GA TGT POS	323173 323173		323100 PA259 T 810 865
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED		N L/G UPLK PROX SNSR 12GA TGT POS associated with N L/G UPLK PROX SNSR 13GA TGT POS	323173 323173		323100 PA259 T 810 865
L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	R L/G DNLK PROX SNSR 14GA	323173	1	323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	1	R L/G DNLK PROX SNSR 14GA TGT POS	323173		323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 PA226 T 810 854

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HADNINGS /MALEUNGTIONS	 		FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G SYS DISAGREE	LGCIU 1	R L/G DNLK PROX SNSR 14GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	R L/G DOOR OPEN PROX SNSR 32GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173	1	323100 PA200 T 810 842
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber and L/G - EXTN/RETRN - MLG R XX shown in amber		R L/G UPLK PROX SNSR O8GA TGT POS	323173	1	323100 P 291 T 810 837
L/G SYS DISAGREE	LGCIU 1	R L/G UPLK PROX SNSR 08GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE associated with L/G LGCIU 1 FAULT	LGCIU 1	R L/G UPLK PROX SNSR 8GA	323173	1	323100 P 259 T 810 825
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	!	L L/G DNLK PROX SNSR 17GA	323173	1	323100 P 253 T 810 823
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 P 253 T 810 823
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 P 253 T 810 823

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	L L/G DNLK PROX SNSR 17GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	L L/G DOOR CLOSED PROX SNSR 29GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	L L/G DOOR OPEN PROX SNSR 35GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2	L L/G UPLK PROX SNSR 11GA	323173	1	323100 P 262 T 810 826	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber and L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 2	L L/G UPLK PROX SNSR 11GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G SYS DISAGREE	LGCIU 2	L L/G UPLK PROX SNSR 11GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2 BSCU 1	N L/G DNLK PROX SNSR 19GA associated with CHECK LGCIU1 NOSE DN/LK SIGNAL			323100 P 256 T 810 824	
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2 BSCU 1	N L/G DNLK PROX SNSR 19GA associated with CHECK LGCIU1 NOSE DN/LK SIGNAL			323100 P 256 T 810 824	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!	
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 P 256 T 810 824	
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 P 256 T 810 824	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	N L/G DNLK PROX SNSR 19GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G SYS DISAGREE	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173	1	323100 PA200 T 810 842	
L/G SYS DISAGREE	LGCIU 2	N L/G L DOOR OPEN PROX SNSR 39GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE	LGCIU 2	N L/G R DOOR OPEN PROX SNSR 38GA TGT POS	323173	1	323100 PA226 T 810 854	
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2	N L/G UPLK PROX SNSR 13GA	323173	1	323100 P 265 T 810 827	

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	 	· · · · · · · · · · · · · · · · · · ·			FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber and L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G UPLK PROX SNSR 13GA TGT POS	323173	1	323100 P 291 T 810 837
L/G SYS DISAGREE	LGCIU 2	N L/G UPLK PROX SNSR 13GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2	R L/G DNLK PROX SNSR 16GA	323173	1	323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G GEAR NOT DOWN and L/G DOORS NOT CLOSED	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 P 250 T 810 822
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 2	R L/G DNLK PROX SNSR 16GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 2	R L/G DOOR CLOSED PROX SNSR 28GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 2	R L/G DOOR OPEN PROX SNSR 34GA TGT POS	323173	1	323100 PA226 T 810 854
L/G SYS DISAGREE	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173	1	323100 PA200 T 810 842

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HADNINGS /MALEUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G SYS DISAGREE associated with L/G LGCIU 2 FAULT	LGCIU 2	R L/G UPLK PROX SNSR 10GA	323173	1	323100 P 259 T 810 825	
L/G SYS DISAGREE associated with L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber and L/G - EXTN/RETRN - MLG R XX shown in amber		R L/G UPLK PROX SNSR 10GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G SYS DISAGREE	LGCIU 2	R L/G UPLK PROX SNSR 10GA TGT POS	323173	1	323100 PA226 T 810 854	
WHEEL HYD SEL FAULT	BSCU 1	BRAKE SELECTOR VALVE (23GG)	324211	1	324200 P 274 T 810 843	
WHEEL HYD SEL FAULT	BSCU 1	BRK SELECTOR VALVE(23GG)	324211	1	324200 P 274 T 810 843	
WHEEL HYD SEL FAULT	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA255 T 810 834	
WHEEL HYD SEL FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE(6GC)	325151	1	325100 PA255 T 810 834	
WHEEL HYD SEL FAULT	BSCU 2	BRAKE SELECTOR VALVE (23GG)	324211	1	324200 P 274 T 810 843	
WHEEL HYD SEL FAULT	BSCU 2	BRK SELECTOR VALVE(23GG)	324211	1	324200 P 274 T 810 843	
WHEEL HYD SEL FAULT	BSCU 2	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA255 T 810 834	
WHEEL HYD SEL FAULT	BSCU 2	STEERING ELECTRO-HYD Module(6GC)	325151	1	325100 PA255 T 810 834	
WHEEL N.W STEER FAULT					323100 PA272 T 810 876	

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EFF : ALL

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WARNINGS/MALFUNCTIONS	 	CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
WHEEL N.W STEER FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
	IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1 610 727
WHEEL N.W STEER FAULT	BSCU 1	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818
WHEEL N.W STEER FAULT	BSCU 1	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803
WHEEL N.W STEER FAULT	BSCU 1	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804
WHEEL N.W STEER FAULT	BSCU 1	STEERING ELC BOX 5GC	325112	1	325100 PA252 T 810 833
WHEEL N.W STEER FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833
WHEEL N.W STEER FAULT associated with Upper ECAM DU Flags NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833
WHEEL N.W STEER FAULT	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA238 T 810 826
WHEEL N.W STEER FAULT associated with L/G SYS DISAGREE	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA270 T 810 843
WHEEL N.W STEER FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814
WHEEL N.W STEER FAULT	BSCU 1	STEERING FEEDBACK CONTROL SENSOR 3GC	325119	1	325100 P 219 T 810 811
WHEEL N.W STEER FAULT	BSCU 1	STEERING FEEDBACK MONIT SENSOR 4GC	325119	1	325100 P 223 T 810 812
WHEEL N.W STEER FAULT	BSCU 1	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815

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WARNINGS/MALFUNCTIONS	 	CFDS FAULT MESSAGES	 S		FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
WHEEL N.W STEER FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
	IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1 610 727	
WHEEL N.W STEER FAULT	BSCU 2	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818	
WHEEL N.W STEER FAULT	BSCU 2	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803	
WHEEL N.W STEER FAULT	BSCU 2	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
WHEEL N.W STEER FAULT	BSCU 2	STEERING ELC BOX 5GC	325112	1	325100 PA252 T 810 833	
WHEEL N.W STEER FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
WHEEL N.W STEER FAULT associated with Upper ECAM DU Flags NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
WHEEL N.W STEER FAULT	BSCU 2	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA238 T 810 826	
WHEEL N.W STEER FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	
WHEEL N.W STEER FAULT	BSCU 2	STEERING FEEDBACK CONTROL SENSOR 3GC	325119	1	325100 P 219 T 810 811	
WHEEL N.W STEER FAULT	BSCU 2	STEERING FEEDBACK MONIT SENSOR 4GC	325119	1	325100 P 223 T 810 812	
WHEEL N.W STEER FAULT	BSCU 2	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815	
WHEEL N.W STEER FAULT	LGCIU 1	L L/G EXT PROX SNSR 21GA	323173	1	323100 P 225 T 810 813	
WHEEL N.W STEER FAULT	LGCIU 1	R L/G EXT PROX SNSR 20GA	323173	1	323100 P 225 T 810 813	

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TROUBLE SHOOTING MANUAL

	LIADNINGS (MAL FUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	
	WHEEL N.W STEER FAULT	LGCIU 2	L L/G EXT PROX SNSR 23GA	323173	1	323100 P 225 T 810 813
	WHEEL N.W STEER FAULT	LGCIU 2	R L/G EXT PROX SNSR 22GA	323173	1	323100 P 225 T 810 813
R	WHEEL N/W STRG FAULT					323100 PA272 T 810 876
	WHEEL N/W STRG FAULT	BSCU 1	BSCU	324234	1	324200 PA244 T 810 929
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2			
	WHEEL N/W STRG FAULT	BSCU 1	BSCU (10GG)	324234	1	324200 PA244 T 810 929
		IDENT:	AFS, CFDS, ECAM 1, ECAM 2			
	WHEEL N/W STRG FAULT	BSCU 1	BSCU (10GG)/STEERING HANDWHEELS(1GC/2GC)SPLY	324234	1	325100 P 232 T 810 815
	WHEEL N/W STRG FAULT	BSCU 1	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818
	WHEEL N/W STRG FAULT	BSCU 1	BSCU(10GG)/STEERING FDKSENSORS(3GC/4GC)	324234	1	325100 P 239 T 810 818
	WHEEL N/W STRG FAULT	BSCU 1	BSCU(10GG)/STEERING HANDWHEELS(1GC/2GC)	324234	1	325100 Р 232 Т 810 815
	WHEEL N/W STRG FAULT	BSCU 1	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803
	WHEEL N/W STRG FAULT	BSCU 1	CAPT STEERING HDWHL(1GC) /BSCU(10GG)	325111	1	325100 P 205 T 810 803
	WHEEL N/W STRG FAULT	BSCU 1	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	1	325100 P 208 T 810 804
	WHEEL N/W STRG FAULT	BSCU 1	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804
	WHEEL N/W STRG FAULT	BSCU 1	STEERING ELC BOX 5GC	325112	1	325100 PA252 T 810 833
	WHEEL N/W STRG FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833

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WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
WHEEL N/W STRG FAULT associated with BRAKES ALTN BRK FAULT	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833
WHEEL N/W STRG FAULT associated with Upper ECAM DU Flags NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 1	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833
WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA238 T 810 826
WHEEL N/W STRG FAULT associated with L/G SYS DISAGREE	BSCU 1	STEERING ELECTRO Hydraulic module 6GC	325151	1	325100 PA270 T 810 843
WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814
WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE(6GC)	325151	1	325100 PA238 T 810 826
WHEEL N/W STRG FAULT associated with L/G SYS DISAGREE	BSCU 1	STEERING ELECTRO-HYD Module(6GC)	325151	1	325100 PA270 T 810 843
WHEEL N/W STRG FAULT	BSCU 1	STEERING ELECTRO-HYD MODULE(6GC)/BSCU(10GG)	325151	1	325100 P 229 T 810 814
WHEEL N/W STRG FAULT	BSCU 1	STEERING FEEDBACK CONTROL SENSOR 3GC	325119	1	325100 P 219 T 810 811
WHEEL N/W STRG FAULT	BSCU 1	STEERING FEEDBACK CONTROL SENSOR(3GC)	325119	1	325100 P 219 T 810 811
WHEEL N/W STRG FAULT	BSCU 1	STEERING FEEDBACK MONITOR SENSOR(4GC)	325119	1	325100 P 223 T 810 812
WHEEL N/W STRG FAULT	BSCU 1	STEERING FEEDBACK MONIT SENSOR 4GC	325119	1	325100 P 223 T 810 812
WHEEL N/W STRG FAULT	BSCU 1	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE ATA C		С	1	
WHEEL N/W STRG FAULT	BSCU 2	BSCU	324234	1	324200 PA244 T 810 929	
	IDENT:	AFS, CFDS, ECAM 1, ECAM 2			1 010 727	
WHEEL N/W STRG FAULT	BSCU 2	BSCU (10GG)	324234	1	324200 PA244 T 810 929	
	IDENT:	DENT: AFS, CFDS, ECAM 1, ECAM 2				
WHEEL N/W STRG FAULT	BSCU 2	BSCU (10GG)/STEERING HANDWHEELS(1GC/2GC)SPLY	324234	1	325100 P 232 T 810 815	
WHEEL N/W STRG FAULT	BSCU 2	BSCU OR STEERING FEEDBACK SENSOR	324234	1	325100 P 239 T 810 818	
WHEEL N/W STRG FAULT	BSCU 2	BSCU(10GG)/STEERING FDBKSENSORS(3GC/4GC)	324234	1	325100 P 239 T 810 818	
WHEEL N/W STRG FAULT	BSCU 2	BSCU(10GG)/STEERING HANDWHEELS(1GC/2GC)	324234	1	325100 P 232 T 810 815	
WHEEL N/W STRG FAULT	BSCU 2	CAPT STEERING HANDWHEEL	325111	1	325100 P 205 T 810 803	
WHEEL N/W STRG FAULT	BSCU 2	CAPT STEERING HDWL(1GC)/ BSCU(10GG)	325111	1	325100 P 205 T 810 803	
WHEEL N/W STRG FAULT	BSCU 2	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	1	325100 P 208 T 810 804	
WHEEL N/W STRG FAULT	BSCU 2	FO STEERING HANDWHEEL	325111	1	325100 P 208 T 810 804	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELC BOX 5GC	325112	1	325100 PA252 T 810 833	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
WHEEL N/W STRG FAULT associated with BRAKES ALTN BRK FAULT	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
WHEEL N/W STRG FAULT associated with Upper ECAM DU Flags NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 2	STEERING ELEC BOX (5GC)	325112	1	325100 PA252 T 810 833	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	1	325100 PA238 T 810 826	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE 6GC OR BSCU	325151	1	325100 P 229 T 810 814	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELECTRO-HYD Module(6GC)	325151	1	325100 PA238 T 810 826	
WHEEL N/W STRG FAULT	BSCU 2	STEERING ELECTRO-HYD MODULE(6GC)/BSCU(10GG)	325151	1	325100 P 229 T 810 814	
WHEEL N/W STRG FAULT	BSCU 2	STEERING FEEDBACK CONTROL SENSOR 3GC	325119	1	325100 P 219 T 810 811	
WHEEL N/W STRG FAULT	BSCU 2	STEERING FEEDBACK CONTROL SENSOR(3GC)	325119	1	325100 P 219 T 810 811	
WHEEL N/W STRG FAULT	BSCU 2	STEERING FEEDBACK MONITOR SENSOR(4GC)	325119	1	325100 P 223 T 810 812	
WHEEL N/W STRG FAULT	BSCU 2	STEERING FEEDBACK MONIT SENSOR 4GC	325119	1	325100 P 223 T 810 812	
WHEEL N/W STRG FAULT	BSCU 2	STEERING HANDWHEEL OR BSCU	324234	1	325100 P 232 T 810 815	
WHEEL N/W STRG FAULT	LGCIU 1	L L/G EXT PROX SNSR 21GA	323173	1	323100 P 225 T 810 813	
WHEEL N/W STRG FAULT	LGCIU 1	R L/G EXT PROX SNSR 20GA	323173	1	323100 P 225 T 810 813	
WHEEL N/W STRG FAULT	LGCIU 2	L L/G EXT PROX SNSR 23GA	323173	1	323100 P 225 T 810 813	
WHEEL N/W STRG FAULT	LGCIU 2	R L/G EXT PROX SNSR 22GA	323173	1	323100 P 225 T 810 813	

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	5		FAULT ISOLATION
WARNINGS/ MALI ONC 110NS	SOURCE	MESSAGE	ATA	С	PROCEDURE

STS-Inop System

L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection		323100 PA211 T 810 846
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	!!!	323100 PA211 T 810 846
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection		323100 PA211 T 810 846

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LIADNINGS (MALEUNCTIONS	 	FAULT - ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C PROCEDURE
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection				323100 PA211 T 810 846
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection				323100 PA215 T 810 848
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1 323100 P 297 T 810 841
L/G DOOR associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3 323100 P 297 T 810 841

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	WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
	WARNINGS/MALFONCTIONS	SOURCE	MESSAGE	ATA	С	!
	L/G RETRACT associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT					323100 P 222 T 810 812
R	L/G RETRACT associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the NLG					323100 PA271 T 810 875
R	L/G RETRACT associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the L MLG					323100 PA271 T 810 875
R	L/G RETRACT associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and Lower ECAM DU Flags- WHEEL L/G - EXT/RETRACTION - UPLOCK shown in amber for the R MLG					323100 PA271 T 810 875

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WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	! !
LGCIU 1 associated with Lower ECAM DU Advisories WHEEL L/G - EXTN/RETRACTION - L/G KEEP DOWN shown and L/G NORM CTL LEVER (4VU) L/G - EXT/RETRACTION - RED ARROW DOWN	LGCIU 1	L/G CONTROL LEVER O6GA	323111	1	323100 P 220 T 810 809
LGCIU 1	LGCIU 1	LGCIU 1 05GA1	323171	1	323100 P 204 T 810 802
Upper ECAM DU Warnings L/G LGCIU 1 FAULT	IDENT: I				
LGCIU 1	LGCIU 1	LGCIU 1:NO DATA FROM CFDS	313234	1	323100 P 201 T 810 801
LGCIU 2 lassociated with	LGCIU 1	LGCIU 2 05GA2	323171	1	323100 P 204 T 810 802
Upper ECAM DU Warnings L/G LGCIU 2 FAULT		ECAM 1, ECAM 2, EIS 1, EIS EIS 3, SFCC 2		1 010 002	
LGCIU 2 associated with Lower ECAM DU Advisories WHEEL L/G - EXTN/RETRACTION - L/G KEEP DOWN shown and L/G NORM CTL LEVER (4VU) L/G - EXT/RETRACTION - RED ARROW DOWN	LGCIU 2	L/G CONTROL LEVER O6GA	323111	1	323100 P 220 T 810 809
LGCIU 2	LGCIU 2	LGCIU 2: NO DATA FROM CFDS	313234	1	323100 P 201 T 810 801

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFORETIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE

Upper ECAM DU Flags

NW/S - NW STRG DISC memo in amb er displayed in flight associated with Upper ECAM DU Warnings WHEEL N.W STEER FAULT	BSCU 1	STEERING EL	LEC BOX (5GC)	325112 1	325100 PA252 T 810 833
NW/S - NW STRG DISC memo in amb er displayed in flight associated with Upper ECAM DU Warnings WHEEL N/W STRG FAULT	BSCU 1	STEERING EL	LEC BOX (5GC)	325112 1	325100 PA252 T 810 833
NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 1	STEERING EL	LEC BOX 5GC	325112 1	325100 PA252 T 810 833
NW/S - NW STRG DISC memo in amb er displayed in flight associated with Upper ECAM DU Warnings WHEEL N.W STEER FAULT	BSCU 2	STEERING EL	LEC BOX (5GC)	325112 1	325100 PA252 T 810 833
NW/S - NW STRG DISC memo in amb er displayed in flight associated with Upper ECAM DU Warnings WHEEL N/W STRG FAULT	BSCU 2	STEERING EL	LEC BOX (5GC)	325112 1	325100 PA252 T 810 833
NW/S - NW STRG DISC memo in amb er displayed in flight	BSCU 2	STEERING EL	LEC BOX 5GC	325112 1	325100 PA252 T 810 833
NW/S- N/W STEER DISC memo not displayed in towing POS					325100 P 227 T 810 813

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	PROCEDURE
NW/S-DISC memo in amber with tow lever in NORM POS & engine(s) running					325100 PA252 T 810 833
NW/S-DISC memo in green with tow lever in NORM POS					325100 PA252 T 810 833

Lower ECAM DU Flags-WHEEL

BRAKE Difference of the average temperature between L and R gears									324200 PA230 T 810 922
BRAKE Difference of the temperature between two brakes on a same gear									324200 PA225 T 810 921
BRAKE Difference of the temperature between two brakes on a same gear associated with Upper ECAM DU Warnings BRAKES HOT									324200 PA225 T 810 921
BRAKE XX Indication comes on amber (all WHEELS)	BSCU	1	BRAKE TEMP MONIT UNIT associated	3GW	5GW	OR	324715	1	324700 P 217 T 810 807
	BSCU	1	BRAKE TEMP MONIT UNIT and		7GW	OR	324715	1	
	BSCU	1	BRAKE TEMP MONIT UNIT and		4GW	OR	324715	1	
	BSCU	1	BRAKE TEMP MONIT UNIT		6GW	OR	324715	1	

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKE XX Indication comes on amber (all WHEELS)	BSCU 1	BRK TEMP SENSOR1(5GW)/ BTMU(3GW) associated with	324715	1	324700 P 217 T 810 807
	BSCU 1	BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	
	BSCU 1		324715	1	
	BSCU 1		324715	1	
BRAKE XX Indication comes on amber (all WHEELS)	BSCU 1	BRK TEMP SENSOR1(5GW)/ BTMU(3GW) associated with	324715	1	324700 P 217 T 810 807
WILLEST	BSCU 1		324715	1	
	BSCU 1	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	
	BSCU 1	1	324715	1	
BRAKE XX Indication comes on amber (all WHEELS)	BSCU 2	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW associated with	324715	1	324700 P 217 T 810 807
***************************************	BSCU 2	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW	324715	1	
	BSCU 2	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW and	324715	1	
	BSCU 2	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
BRAKE XX Indication comes on amber (all	BSCU 2	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	324700 P 217 T 810 807
WHEELS) 	BSCU 2	associated with BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	
	BSCU 2	and BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	
	BSCU 2	and BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	
BRAKE XX Indication comes on amber (WHEEL 1 and 2)	BSCU 1	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW associated with	324715	1	324700 P 215 T 810 806
	BSCU 1	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	
BRAKE XX Indication comes on amber (WHEEL 1 and 2)	BSCU 1	BRK TEMP SENSOR2(7GW)/ BTMU(3GW) associated with	324715	1	324700 P 215 T 810 806
	BSCU 1	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	
BRAKE XX Indication comes on amber (WHEEL 1 and 2)	BSCU 2	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW associated with	324715	1	324700 P 215 T 810 806
	BSCU 2	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	
BRAKE XX Indication comes on amber (WHEEL 1 and 2)	BSCU 2	BRK TEMP SENSOR2(7GW)/ BTMU(3GW) associated with	324715	1	324700 P 215 T 810 806
	BSCU 2	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	
BRAKE XX Indication comes on amber (WHEEL 1)	BSCU 1	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	324700 P 201 T 810 801
BRAKE XX Indication comes on amber (WHEEL 1)	BSCU 1	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	324700 P 201 T 810 801
BRAKE XX Indication comes on amber (WHEEL 1)	BSCU 2	BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW	324715	1	324700 P 201 T 810 801

EFF: ALL

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/ MALI ONC 110NS	SOURCE	MESSAGE	ATA	С	
BRAKE XX Indication comes on amber (WHEEL 1)	BSCU 2	BRK TEMP SENSOR1(5GW)/ BTMU(3GW)	324715	1	324700 P 201 T 810 801
BRAKE XX Indication comes on amber (WHEEL 2)	BSCU 1	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW	324715	1	324700 P 204 T 810 802
BRAKE XX Indication comes on amber (WHEEL 2)	BSCU 1	BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	324700 P 204 T 810 802
BRAKE XX Indication comes on amber (WHEEL 2)	BSCU 2	BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW	324715	1	324700 P 204 T 810 802
BRAKE XX Indication comes on amber (WHEEL 2)	BSCU 2	BRK TEMP SENSOR2(7GW)/ BTMU(3GW)	324715	1	324700 P 204 T 810 802
BRAKE XX Indication comes on amber (WHEEL 3	BSCU 1	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	324700 P 213 T 810 805
and 4) 	BSCU 1	associated with BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	
BRAKE XX Indication comes on amber (WHEEL 3	BSCU 1	BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 213 T 810 805
and 4) 	BSCU 1	associated with BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	
BRAKE XX Indication comes on amber (WHEEL 3	BSCU 1	BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 213 T 810 805
and 4) 	BSCU 1	associated with BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	
BRAKE XX Indication comes on amber (WHEEL 3	BSCU 2	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	324700 P 213 T 810 805
and 4)	BSCU 2	associated with BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	
BRAKE XX Indication comes on amber (WHEEL 3	BSCU 2	BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	324700 P 213 T 810 805
and 4) 	BSCU 2	associated with BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	
BRAKE XX Indication comes on amber (WHEEL 3)	!	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	324700 P 207 T 810 803
BRAKE XX Indication comes on amber (WHEEL 3)		BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	324700 P 207 T 810 803
BRAKE XX Indication comes on amber (WHEEL 3)	!	BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW	324715	1	324700 P 207 T 810 803
BRAKE XX Indication comes on amber (WHEEL 3)	!	BRK TEMP SENSOR3(4GW)/ BTMU(2GW)	324715	1	324700 P 207 T 810 803
BRAKE XX Indication comes on amber (WHEEL 4)	BSCU 1	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	324700 P 210 T 810 804
BRAKE XX Indication comes on amber (WHEEL 4)		BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 210 T 810 804
BRAKE XX Indication comes on amber (WHEEL 4)	!	BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW	324715	1	324700 P 210 T 810 804
BRAKE XX Indication comes on amber (WHEEL 4)	!	BRK TEMP SENSOR4(6GW)/ BTMU(2GW)	324715	1	324700 P 210 T 810 804
L/G - EXT/RETRACTION - UPLOCK shown in amber for the L MLG associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and STS-Inop System L/G RETRACT					323100 PA271 T 810 875
L/G - EXT/RETRACTION - UPLOCK shown in amber for the NLG associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and STS-Inop System L/G RETRACT					323100 PA271 T 810 875

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
R	L/G - EXT/RETRACTION - UPLOCK shown in amber for the R MLG associated with Upper ECAM DU Warnings L/G GEAR UPLOCK FAULT and STS-Inop System L/G RETRACT					323100 PA271 T 810 875	
	L/G - EXTN/RETRN - MLG L UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 1	L L/G UPLK PROX SNSR O9GA TGT POS	323173	1	323100 P 291 Т 810 837	
	L/G - EXTN/RETRN - MLG L UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L XX shown in amber	LGCIU 2	L L/G UPLK PROX SNSR 11GA TGT POS	323173	1	323100 P 291 T 810 837	
	L/G - EXTN/RETRN - MLG L XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 1	L L/G DOOR CLOSED PROX SNSR 27GA TGT POS	323173	1	323100 P 291 T 810 837	

FF :	ALL		
SROS			

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	S FAULT MESSAGES		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
L/G - EXTN/RETRN - MLG L XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber	LGCIU 1	L L/G UPLK PROX SNSR 09GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - MLG L XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 2	L L/G DOOR CLOSED PROX SNSR 29GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - MLG L XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG L UPLOCK shown in amber	LGCIU 2	L L/G UPLK PROX SNSR 11GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - MLG R UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R XX shown in amber		R L/G UPLK PROX SNSR O8GA TGT POS	323173	1	323100 P 291 T 810 837

EFF: ALL SROS **32-ECAM**

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
L/G - EXTN/RETRN - MLG R UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R XX shown in amber	LGCIU 2	R L/G UPLK PROX SNSR 10GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G - EXTN/RETRN - MLG R XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 1	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G - EXTN/RETRN - MLG R XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber		R L/G UPLK PROX SNSR O8GA TGT POS	323173	1	323100 P 291 T 810 837	
L/G - EXTN/RETRN - MLG R XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 2	R L/G DOOR CLOSED PROX SNSR 28GA TGT POS	323173	1	323100 P 291 T 810 837	

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G - EXTN/RETRN - MLG R XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - MLG R UPLOCK shown in amber	LGCIU 2	R L/G UPLK PROX SNSR 10GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 1	N L/G UPLK PROX SNSR 12GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG UPLOCK shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG XX shown in amber	LGCIU 2	N L/G UPLK PROX SNSR 13GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1	323100 P 291 T 810 837

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	PROCEDURE
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 1	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS	323173	1 1 	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber	LGCIU 1	N L/G UPLK PROX SNSR 12GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED	LGCIU 2	N L/G DOOR CLOSED PROX SNSR 31GA TGT POS	323173	1	323100 P 291 T 810 837
L/G - EXTN/RETRN - NLG XX shown in amber associated with Upper ECAM DU Warnings L/G SYS DISAGREE and L/G DOORS NOT CLOSED and Lower ECAM DU Flags- WHEEL L/G - EXTN/RETRN - NLG UPLOCK shown in amber	LGCIU 2	N L/G UPLK PROX SNSR 13GA TGT POS	323173	1	323100 P 291 T 810 837

EFF: ALL

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
	SOURCE	MESSAGE	ATA	C	ISOLATION PROCEDURE	
WHEEL Brake 1 detected cold in norm braking					324200 P 284 T 810 848	
WHEEL Brake 2 detected cold in norm braking					324200 P 284 T 810 848	
WHEEL Brake 3 detected cold in norm braking					324200 P 284 T 810 848	
WHEEL Brake 4 detected cold in norm braking					324200 P 284 T 810 848	

Lower ECAM DU Advisories WHEEL

L/G - EXTN/RETRACTION - L/G KEEP DOWN shown associated with STS-Inop System LGCIU 1 and L/G NORM CTL LEVER (4VU) L/G - EXT/RETRACTION - RED ARROW DOWN	LGCIU 1	L/G	CONTROL	LEVER	06GA	323111	1	323100 P 220 T 810 809
L/G - EXTN/RETRACTION - L/G KEEP DOWN shown associated with STS-Inop System LGCIU 2 and L/G NORM CTL LEVER (4VU) L/G - EXT/RETRACTION - RED ARROW DOWN	LGCIU 2	L/G	CONTROL	LEVER	06GA	323111	1	323100 P 220 T 810 809

EFF: ALL SROS **32-ECAM**

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TROUBLE SHOOTING MANUAL

LANDING GEAR - FAULT SYMPTOMS

LIADNINGS / MAI FUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
WARNINGS/MALFUNCTIONS 	SOURCE	MESSAGE	ATA	С	PROCEDURE

L/G CTL IND Pnl (402VU)

R	AUTO BRK LO DECEL IND- False indication		324200 PA219 T 810 915
R	AUTO BRK MAX DECEL IND- False indication		324200 PA221 T 810 917
R	AUTO BRK MED DECEL IND- False indication		324200 PA220 T 810 916
	L/G - EXT/RETRACTION - NLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection		323100 P 297 T 810 841
	L/G - EXT/RETRACTION - NLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection		323100 PA211 T 810 846

EFF :	ALL		
SROS			

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES	 S		FAULT ISOLATION
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	!!
R	L/G - EXT/RETRACTION - L MLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841
R	L/G - EXT/RETRACTION - L MLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846
R	L/G - EXT/RETRACTION - R MLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G - EXT/RETRACTION - One indicator shows red two show green and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841

EFF :	ALL		
SROS			

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TROUBLE SHOOTING MANUAL

	WARNINGS/MALFUNCTIONS		FAULT			
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
R	L/G - EXT/RETRACTION - R MLG indicator shows UNLK associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA211 T 810 846

L/G NORM CTL LEVER (4VU)

L/G - EXT/RETRACTION - RED ARROW DOWN associated with STS-Inop System LGCIU 1 and Lower ECAM DU Advisories WHEEL L/G - EXTN/RETRACTION - L/G KEEP DOWN shown	LGCIU 1	L/G	CONTROL	LEVER	06GA	323111	1	323100 P 220 T 810 809
L/G - EXT/RETRACTION - RED ARROW DOWN associated with STS-Inop System LGCIU 2 and Lower ECAM DU Advisories WHEEL L/G - EXTN/RETRACTION - L/G KEEP DOWN shown	LGCIU 2	L/G	CONTROL	LEVER	06GA	323111	1	323100 P 220 T 810 809

EFF :	ALL	
SROS		

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TROUBLE SHOOTING MANUAL

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

NLG ELEC BOX (Z 711)

N/W STRG deactivation ELEC box - No IND PRK		!	324500 P 209 T 810 803
BRK light		ĺ	

R CTR INST Pnl (400VU)

Accu press drops very quickly (Parking brake OFF					324400 P 212 T 810 808
Accu press drops very quickly (parking brake ON)					324500 P 201 T 810 801
BRK Y PRESS TRIPLE IND No left pressure indication					324400 P 211 T 810 807
BRK Y PRESS TRIPLE IND No left pressure indication	ECAM 1	SDAC1: LH Y BRK PRES XDCR 63GG associated with SDAC2: LH Y BRK PRES XDCR 63GG			324400 P 203 T 810 802
	IDENT:	ECAM 2			
BRK Y PRESS TRIPLE IND No left pressure indication	ECAM 2	SDAC1 : LH Y BRK PRES XDCR 63GG associated with	S 324418	1	324400 P 203 T 810 802
	ECAM 2	SDAC2 : LH Y BRK PRES	S 324418	1	
BRK Y PRESS TRIPLE IND No right pressure indication					324400 P 210 T 810 806

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGE	:S	FAULT - ISOLATION
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA C	PROCEDURE
BRK Y PRESS TRIPLE IND No right pressure indication	ECAM 1	SDAC1 : RH Y BRK PRESS XDCR 62GG associated with	324418 1	324400 P 201 T 810 801
	ECAM 1	l	324418 1	
	IDENT:	ECAM 2		
BRK Y PRESS TRIPLE IND No right pressure indication	ECAM 2	SDAC1 : RH Y BRK PRESS XDCR 62GG associated with	324418 1	324400 P 201 T 810 801
	ECAM 2	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418 1	
BRK Y PRESS TRIPLE IND No Y pressure indication				324400 P 207 T 810 804
BRK Y PRESS TRIPLE IND No Y pressure indication	ECAM 1	SDAC1 : RH Y BRK PRESS XDCR 62GG associated with	324418	324400 P 205 T 810 803
	ECAM 1	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	
	ECAM 1	SDAC1 : LH Y BRK PRESS XDCR 63GG	324418	
	ECAM 1	SDAC2 : LH Y BRK PRESS XDCR 63GG	324418	
	IDENT:	ECAM 2		
BRK Y PRESS TRIPLE IND No Y pressure indication	ECAM 2	SDAC1 : RH Y BRK PRESS XDCR 62GG associated with	324418 1	324400 P 205 T 810 803
	ECAM 2	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418 1	
	ECAM 2	SDAC1 : LH Y BRK PRESS XDCR 63GG	324418	
	ECAM 2	and SDAC2 : LH Y BRK PRESS XDCR 63GG	324418	
BRK Y PRESS TRIPLE IND- NO ACCU pressure indication				324400 P 208 T 810 805

EFF: ALL

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TROUBLE SHOOTING MANUAL

			FAULT ISOLATION			
	WARNINGS/ FIALL UNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
R	BRK Y PRESS TRIPLE IND- Right or left residual pressure indication					324400 P 218 T 810 809

EFF: ALL

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TROUBLE SHOOTING MANUAL

LANDING GEAR - FAULT SYMPTOMS

HADNINGS (MALIFINISTIONS	 	CFDS FAULT MESSAG	ES		FAULT
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
ALT BRK - Loss of the pedal artificial feel on the left side					324300 P 212 T 810 807
ALT BRK - Loss of the pedal artificial feel on the right side					324300 P 210 T 810 806
ALT BRK - Loss of the pedal artificial feel on the two sides					324300 P 209 T 810 805
ALT BRK - No braking with yellow hydraulic pressure supply					324300 P 214 T 810 808
ALT BRK - No braking on left LDG gear with yellow hyd press supply					324300 P 224 T 810 813
ALT BRK - No braking on right LDG gear with yellow hyd press supply					324300 P 224 T 810 813
ALT BRK - No braking on wheel 1 with yellow hydraulic press supply					324300 P 216 T 810 809
ALT BRK - No braking on wheel 2 with yellow hydraulic press supply					324300 P 218 T 810 810
ALT BRK - No braking on wheel 3 with yellow hydraulic press supply					324300 P 220 T 810 811
ALT BRK - No braking on wheel 4 with yellow hydraulic press supply					324300 P 222 T 810 812
ALTN-BRK-Pressure peaks detected on brake PRESS Y triple indicator					324400 P 221 T 810 810

EFF: ALL SROS

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	HADNINGS /MAL FUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
R	BRAKE - Brake overheat					324200 PA235 T 810 924
R	BRAKE - Brake overheat associated with Upper ECAM DU Warnings BRAKES HOT					324200 PA235 T 810 924
R	BRAKE - Brake overheat with fuse plug melted					324200 PA233 T 810 923
R	BRAKE - Brake overheat with fuse plug melted associated with Upper ECAM DU Warnings BRAKES HOT					324200 PA233 T 810 923
R	BRAKE - Diffilculty to move the A/C after PRK brake action or braking					324200 PA237 T 810 925
R	BRAKE - Temperature increase without brake action					324200 PA237 T 810 925
	BRAKE All brake fans inoperative					324800 P 209 T 810 804
	BRAKE Brake fan on the wheel 1 inoperative					324800 P 201 T 810 801
	BRAKE Brake fan on the wheel 2 inoperative					324800 P 201 T 810 801
	BRAKE Brake fan on the wheel 3 inoperative					324800 P 201 T 810 801
	BRAKE Brake fan on the wheel 4 inoperative					324800 P 201 T 810 801
	BRAKE Brake fans on the wheel 1 & 2 inoperative					324800 P 203 T 810 802
	BRAKE Brake fans on the wheel 3 & 4 inoperative					324800 P 206 T 810 803

EFF:	ALL	
SROS		
		Printed in France

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TROUBLE SHOOTING MANUAL

HADNINGS /MALTHNOTTONS			FAULT		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	ISOLATION PROCEDURE
BRAKE- Smoke/dust on brk with ECAM brk temp & wear pin in norm ranges					324200 PA275 T 810 946
BRAKE-Tire bursting during taxi in or just after pushback					324200 PA237 T 810 925
BRAKING - BRAKE GRABBING FELT AT PEDAL OPERATION					324200 PA215 T 810 912
BRAKING - Sudden braking felt at pedal OPERATION					324200 PA215 T 810 912
BSCU - BSCU will not access menu mode (interactive mode)					324200 PA204 T 810 862
Incorrect clearance of the NLG Aft Doors					322000 P 211 T 810 805
L/G - EXT/RETRACTION - After the selection of L/G to down associated with Upper ECAM DU Warnings L/G LGCIU 1 FAULT	LGCIU 1	L/G SEL VALVE 40GA	323112	1	323100 P 208 T 810 806
L/G - EXT/RETRACTION - After the selection of L/G to down associated with Upper ECAM DU Warnings L/G LGCIU 2 FAULT	LGCIU 2	L/G SEL VALVE 40GA	323112	1	323100 P 208 T 810 806
L/G - EXT/RETRACTION - CFDS messages shown during LGCIU BITE test					323100 P 295 Т 810 839
L/G - EXT/RETRACTION - Fault code H138 or H146 shown in T/S data					323100 PA221 T 810 850

EFF :	ALL
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WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G - EXT/RETRACTION - Fault code H138 or H146 shown in T/S data associated with Upper ECAM DU Warnings L/G LGCIU 1 FAULT					323100 PA221 T 810 850
L/G - EXT/RETRACTION - Fault code H138 or H146 shown in T/S data associated with Upper ECAM DU Warnings L/G LGCIU 2 FAULT					323100 PA221 T 810 850
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green					323100 P 297 T 810 841

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green					323100 P 297 T 810 841
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - One indicator shows red two show green					323100 P 297 T 810 841
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR and Upper ECAM DU Warnings L/G SYS DISAGREE					323100 PA211 T 810 846

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK					323100 PA211 T 810 846
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK					323100 PA211 T 810 846

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WARNINGS/MALFUNCTIONS	[FAULT ISOLATION			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK					323100 PA211 T 810 846
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and STS-Inop System L/G DOOR					323100 PA215 T 810 848
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G - EXT/RETRACTION - Landing gear doors open at 265 knots					323100 PA225 T 810 853

EFF: ALL | | SROS **32-OBSV**

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	L	FAULT ISOLATION			
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	! :
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1	323100 P 297 T 810 841
L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and STS-Inop System L/G DOOR	BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3	323100 P 297 T 810 841
L/G - EXT/RETRACTION - L/G doors will not cycle associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED					323100 P 216 T 810 808
L/G - EXT/RETRACTION - L/G lever will not move to the up position					323100 PB207 T 810 885
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173	1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173	1	323100 PA200 T 810 842

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS		FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA C	!!
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173 1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173 1	323100 PA200 T 810 842

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS			FAULT ISOLATION		
WARNINGS/ MALFONCTIONS	SOURCE	OURCE MESSAGE			PROCEDURE
L/G - EXT/RETRACTION - L/G lever will not move to the up position associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173	1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - L/G lever will not move to the up position	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173	1	323100 PA200 T 810 842
L/G - EXT/RETRACTION - Landing gear doors open at 265 knots associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 PA225 T 810 853
L/G - EXT/RETRACTION - Lubrication, MLG FWD pintle bearing difficult					323100 PA231 T 810 855
L/G - EXT/RETRACTION - NLG shock ABS extention thought to be incorrect associated with Upper ECAM DU Warnings L/G SHOCK ABSORBER FAULT					323100 PA272 T 810 876
L/G - EXT/RETRACTION - No access to LGCIU interactive mode					323100 P 295 T 810 839

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT	
	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE	
L/G - EXT/RETRACTION - One indicator shows red two show green associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - NLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	
L/G - EXT/RETRACTION - One indicator shows red two show green associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - L MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	

EFF: ALL SROS **32-OBSV**

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	PROCEDURE	
L/G - EXT/RETRACTION - One indicator shows red two show green associated with Upper ECAM DU Warnings L/G DOORS NOT CLOSED and L/G SYS DISAGREE and L/G CTL IND Pnl (402VU) L/G - EXT/RETRACTION - R MLG indicator shows UNLK and L/G - EXT/RETRACTION - L/G and doors operate OK after re-selection					323100 P 297 T 810 841	
L/G - EXT/RETRACTION - One indicator shows red two show green					323100 PA211 T 810 846	
L/G - EXT/RETRACTION - Safety valve fails power interrupt test					323100 PA219 T 810 849	
L/G - EXT/RETRACTION - Vibration/noise during MLG EXT/RETRACTION test					323100 PA231 T 810 855	
L/G - MLG Shock absorber hydraulic leakage					321000 P 201 T 810 801	
L/G DOORS - L/G Doors will not close when opened for maintenance					323100 P 211 T 810 807	
L/G DOORS - MLG (LH) not leasy to open with the GND handle					323100 PA235 T 810 857	
L/G DOORS - MLG (RH) not leasy to open with the GND handle					323100 PA238 T 810 858	

EFF :	ALL		
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WARNINGS/MALFUNCTIONS	[CFDS FAULT MESSAGES			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA C	ISOLATION PROCEDURE	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 1	L L/G EXT PROX SNSR 21GA TGT POS	323173 1	323100 PA226 T 810 854	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 1	N L/G EXT PROX SNSR 24GA TGT POS	323173 1	323100 PA226 T 810 854	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 1	R L/G EXT PROX SNSR 20GA TGT POS	323173 1	323100 PA226 T 810 854	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 2	L L/G EXT PROX SNSR 23GA TGT POS	323173 1	323100 PA226 T 810 854	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 2	N L/G EXT PROX SNSR 25GA TGT POS	323173 1	323100 PA226 T 810 854	
L/G when the L/G control lever is moved to the up position associated with Upper ECAM DU Warnings L/G GEAR NOT UPLOCKED	LGCIU 2	R L/G EXT PROX SNSR 22GA TGT POS	323173 1	323100 PA226 T 810 854	
N/WS - Aircraft landing with the nose wheels turned 90 degrees				325100 PA257 T 810 835	

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	L	FAULT			
! !	SOURCE	MESSAGE	ATA	C	ISOLATION PROCEDURE
N/WS - Aircraft tendancy to veer slighly without any steering order				T	325100 P 242 T 810 823
N/WS - Impossibility to disconnect the steering for towing				†	325100 P 227 T 810 813
N/WS Jerky steering				†	325100 PA236 T 810 825
N/WS Nose wheel is free castor				T	325100 PA234 T 810 824
N/WS Sudden Steering Swerve				 	325100 PA260 T 810 836
NLG - Shock absorber leakage				T	322000 P 210 T 810 804
NLG - Grinding noise of the NLG during taxiing or towing					322000 P 201 T 810 801 322000 P 204 T 810 801 01
NORM BRAKING - A/C tendancy to veer on one side				†	324200 P 272 T 810 842
NORM BRAKING - Auto brake inoperative with P/BSW in LO position				†	324200 PA213 T 810 889
NORM BRAKING - Auto brake inoperative with P/BSW in MAX position				†	324200 PA213 T 810 889
NORM BRAKING - Auto brake inoperative with P/BSW in MED position				†	324200 PA213 T 810 889
NORM BRAKING - Loss of NORM BRAKING without warning indication				†	324200 PA222 T 810 919

EFF :	ALL		
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WARNINGS/MALFUNCTIONS	[FAULT ISOLATION			
WARRINGS, FIRE FORGITORS	SOURCE	MESSAGE	АТА	C	!!
NORM BRAKING - Vibration and noise during normal braking					324200 P 270 T 810 841
PRK BRK - Desiccant cartridge color change to pink on PRK BRK CTL V					324500 P 220 T 810 808
PRK BRK - No pressure with parking brake set to ON					324500 P 217 T 810 806
PRK BRK - No release of parking brake hydraulic pressure					324500 P 217 T 810 806
PRK BRK - One thermal fuse on Parking Brake Control Valve is out.					324500 P 219 T 810 807
PRK BRK - Parking brake on one landing gear inoperative					324500 P 208 T 810 802
PRK BRK - Parking brake switch in off position associated with Upper ECAM DU Warnings CONFIG PARK BRK ON					324500 P 214 T 810 805
PRK BRK - Prk brk switch ON without "CONFIG PRK BRK ON " warning					324500 P 211 T 810 804
PRK BRK - Slow application of the parking brake					324500 P 217 T 810 806
PRK BRK - Spurious brake press on triple indic after prk brk off					324500 P 221 T 810 810
VIBRATIONS - NLG vibrations during T/O and lift off phases					322000 P 206 T 810 802

EFF: ALL SROS **32-OBSV**

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WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	C	ISOLATION PROCEDURE
VIBRATIONS - NLG doors vibrations during climb					322000 P 209 T 810 803
WHEEL Vibrations during take off					324100 P 201 T 810 801

EFF: ALL

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LANDING GEAR - FAULT SYMPTOMS

LIADNINGS (MALIFUNGTIONS		CFDS FAULT MESSAGES			
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
	AEVC	CHECK LGCIU-AEVC INTFC	323171	3	212600 P 255 T 810 821
	AFS	AFS: BSCU1	324234	1	228300 P 276 T 810 848
	AFS	AFS: BSCU1 RTOK	324234	1	220000 P 202 T 810 803
	AFS	AFS: BSCU2	324234	1	228300 P 278 T 810 849
	AFS	AFS: BSCU2 RTOK	324234	1	220000 P 202 T 810 803
	AFS	AFS: FAC1-SFCC1 CKT	323171	1	226600 P 269 T 810 854
	AFS	AFS: FAC2-SFCC2 CKT	323171	1	226600 P 271 T 810 855
	AFS	AFS: LGCIU1	323171	1	226600 P 235 T 810 833
	AFS	AFS: LGCIU1	323171	1	323100 PA207 T 810 844
	IDENT: ECAM 1, EIS 1, EIS 3, SFCC 1				
	AFS	AFS: LGCIU2	323171	1	226600 P 237 T 810 834
	AFS	AFS: LGCIU2	323171	1	323100 PA207 T 810 844
<u> </u>	IDENT:				
	AMU	LGCIU(5GA1)/AMU(1RN)	323171	1	235100 PA202 T 810 850
	ATC 1	LGCIU1(5GA1)/ ATC1(1SH1)	323171	3	345200 P 242 T 810 827
	ATC 1	LGCIU2(5GA2)/ ATC1(1SH1)	323171	3	345200 P 244 T 810 828

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	WARNINGS/MALFUNCTIONS		FAULT ISOLATION		
	WARNINGS/ MALFORE TIONS	SOURCE	MESSAGE	ATA C	!
		ATC 2	LGCIU1(5GA1)/ ATC2(1SH2)	323171 3	345200 P 246 T 810 829
		ATC 2	LGCIU2(5GA2)/ ATC2(1SH2)	323171 3	345200 P 248 T 810 830
		BCL 1	CHECK LGCIU1/BCL1 CIRCUIT	326200 3	243800 P 235 T 810 828
		BCL 2	CHECK LGCIU1/BCL2 CIRCUIT	326200 3	243800 P 236 T 810 829
R R		BSCU 1	A-SKID MONITORING	324200 3	324200 PA240 T 810 926
		BSCU 1	BRK ALTN SERVOVALVE 40GG	324327 3	324300 P 205 T 810 803
		BSCU 1	BRK ALTN SERVOVALVE 41GG	324327 3	324300 P 201 T 810 801
		BSCU 1	BRK ALTN SERVOVALVE 42GG	324327 3	324300 P 207 T 810 804
		BSCU 1	BRK ALTN SERVOVALVE 43GG	324327 3	324300 P 203 T 810 802
		BSCU 1	BRK NORM SERVOVALVE 15GG	324248 3	324200 P 276 T 810 844
		BSCU 1	BRK NORM SERVOVALVE 16GG	324248 3	324200 P 278 T 810 845
		BSCU 1	BRK NORM SERVOVALVE 17GG	324248 3	324200 P 280 T 810 846
		BSCU 1	BRK NORM SERVOVALVE 18GG	324248 3	324200 P 282 T 810 847
		BSCU 1	BRK NORM SERVOVLV2(17GG)	324248 3	324200 P 280 T 810 846
		BSCU 1	BRK NORM SERVOVLV3(16GG)	324248 3	324200 P 278 T 810 845

EFF: ALL

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TROUBLE SHOOTING MANUAL

WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT
WARRINGS/ HALF UNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
	BSCU 1	BRK NORM SERVOVLV4(18GG)	324248	3	324200 P 282 T 810 847
	BSCU 1	BRK PRESS TRANSDUCER 11GG	324221	3	324200 P 201 T 810 801
	BSCU 1	BRK PRESS TRANSDUCER 12GG	324221	3	324200 P 205 T 810 803
	BSCU 1	BRK PRESS TRANSDUCER 13GG	324221	3	324200 P 203 T 810 802
	BSCU 1	BRK PRESS TRANSDUCER 14GG	324221	3	324200 P 207 T 810 804
	BSCU 1	BRK PRESS XDCR1(11GG)	324221	3	324200 P 201 T 810 801
	BSCU 1	BRK PRESS XDCR2(13GG)	324221	3	324200 P 203 T 810 802
	BSCU 1	BRK PRESS XDCR3(12GG)	324221	3	324200 P 205 T 810 803
	BSCU 1	BRK PRESS XDCR4(14GG)	324221	3	324200 P 207 T 810 804
	BSCU 1	BSCU	324234	3	324200 PA244 T 810 929
	BSCU 1	BSCU (10GG)	324234	3	324200 PA244 T 810 929
	BSCU 1	BSCU:TOTAL BRK LOSS 1	324234	3	324200 PA240 T 810 926
	BSCU 1	BSCU:TOTAL BRK LOSS 3	324234	3	324200 PA240 T 810 926
	BSCU 1	CAPT STEERING HANDWHEEL	324234	3	325100 P 211 T 810 805
	BSCU 1	CAPT STEERING HANDWHEEL OR BSCU	325111	3	325100 P 211 T 810 805

EFF: ALL SROS **32-CFDS**

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	HADNINGS /MALTHNOITONS	CFDS FAULT MESSAGES			FAULT	
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
		BSCU 1	CAPT STEERING HDWL(1GC)/ BSCU(10GG)	325111	3	325100 P 211 T 810 805
R R		BSCU 1	CHECK LGCIU 1/2 NOSE DN / LK SIGNAL	323171	3	324200 P 294 T 810 854
		BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1	324200 P 294 T 810 854
		BSCU 1	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	3	324200 P 294 T 810 854
		BSCU 1	CHECK LGCIU1 R SHOCK ABSORBER SIGNAL	32XXXX	3	324200 P 260 T 810 832
		BSCU 1	CHECK LGCIU1 R SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 286 T 810 851
		BSCU 1	CHECK LGCIU1 R SHOCK ABS SIGNAL OR L/G LEVER	323171	3	324200 P 286 T 810 851
		BSCU 1	CHECK LGCIU2 L SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 288 T 810 852
		BSCU 1	CHECK LGCIU2 L SHOCK ABS SIGNAL OR L/G LEVER	323171	3	324200 P 288 T 810 852
		BSCU 1	CHECK LGCIU2 L SHOCK L ABSORBER SIGNAL	32XXXX	3	324200 P 256 T 810 830
		BSCU 1	CHECK LGCIU2 R SHOCK ABSORBER SIGNAL	32XXXX	3	324200 P 258 T 810 831
		BSCU 1	CHECK LGCIU2 R SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 292 T 810 853
		BSCU 1	CHECK LGCIU2 R SHOCK ABS SIGNAL OR L/G LEVER	323171	3	324200 P 292 T 810 853
		BSCU 1	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	3	325100 P 213 T 810 806
		BSCU 1	FO STEERING HANDWHEEL	324234	3	325100 P 213 T 810 806

EFF: ALL

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HADNINGS / MALEUNGTIONS	CFDS FAULT MESSAGES				FAULT
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE
	BSCU 1	FO STEERING HANDWHEEL OR BSCU	325111	3	325100 P 213 T 810 806
	BSCU 1	L/G LEVER	323111	3	324200 P 266 T 810 839
	BSCU 1	L/G NORM CTL LEVER(6GA)/ BSCU(10GG)	323111	3	324200 P 266 T 810 839
	BSCU 1	LGCIU1(5GA1) NLG DNLK SIGNAL/BSCU(10GG)	323171	3	324200 P 294 T 810 854
	BSCU 1	LGCIU1(5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)		3	324200 P 260 T 810 832
	BSCU 1	LGCIU2(5GA2) LEFT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	3	324200 P 256 T 810 830
	BSCU 1	LGCIU2(5GA2) NLG DNLK SIGNAL/BSCU(10GG)	323171	3	324200 P 294 T 810 854
	BSCU 1	LGCIU2(5GA2) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)	!	3	324200 P 258 T 810 831
	BSCU 1	REF SPEED ADJUST	324200	3	324200 PA240 T 810 926
	BSCU 1	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	3	325100 PA272 T 810 844
	BSCU 1	STEERING ELECTRO-HYD MODULE(6GC)	325151	3	325100 PA272 T 810 844
	BSCU 1	TACHOMETER1(19GG) DRIVE MECHANISM	324257	3	324200 P 234 T 810 818
	BSCU 1	TACHOMETER2(21GG) DRIVE MECHANISM	324257	3	324200 P 237 T 810 820
	BSCU 1	TACHOMETER3(20GG) DRIVE MECHANISM	324257	3	324200 P 240 T 810 822
	BSCU 1	TACHOMETER4(22GG) DRIVE MECHANISM	324257	3	324200 P 231 T 810 816

EFF: ALL

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	LIADNINGS / MAI FUNCTIONS	CFDS FAULT MESSAGES			FAULT ISOLATION
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA (PROCEDURE
R R		BSCU 2	A-SKID MONITORING	324200	324200 PA240 T 810 926
		BSCU 2	BRK ALTN SERVOVALVE 40GG	324327	3 324300 P 205 T 810 803
		BSCU 2	BRK ALTN SERVOVALVE 41GG	324327	3 324300 P 201 T 810 801
		BSCU 2	BRK ALTN SERVOVALVE 42GG	324327	3 324300 P 207 T 810 804
		BSCU 2	BRK ALTN SERVOVALVE 43GG	324327	3 324300 P 203 T 810 802
		BSCU 2	BRK NORM SERVOVALVE 15GG	324248	3 324200 P 276 T 810 844
		BSCU 2	BRK NORM SERVOVALVE 16GG	324248	3 324200 P 278 T 810 845
		BSCU 2	BRK NORM SERVOVALVE 17GG	324248	324200 P 280 T 810 846
		BSCU 2	BRK NORM SERVOVALVE 18GG	324248	3 324200 P 282 T 810 847
		BSCU 2	BRK NORM SERVOVLV1(15GG)	324248	3 324200 P 276 T 810 844
		BSCU 2	BRK NORM SERVOVLV2(17GG)	324248	3 324200 P 280 T 810 846
		BSCU 2	BRK NORM SERVOVLV3(16GG)	324248	3 324200 P 278 T 810 845
		BSCU 2	BRK NORM SERVOVLV4(18GG)	324248	324200 P 282 T 810 847
		BSCU 2	BRK PRESS TRANSDUCER 11GG	324221	324200 P 201 T 810 801
		BSCU 2	BRK PRESS TRANSDUCER 12GG	324221	324200 P 205 T 810 803

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES					
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE		
	BSCU 2	BRK PRESS TRANSDUCER 13GG	324221	3	324200 P 203 T 810 802		
	BSCU 2	BRK PRESS TRANSDUCER 14GG	324221	3	324200 P 207 T 810 804		
	BSCU 2	BRK PRESS XDCR1(11GG)	324221	3	324200 P 201 T 810 801		
	BSCU 2	BRK PRESS XDCR2(13GG)	324221	3	324200 P 203 T 810 802		
	BSCU 2	BRK PRESS XDCR3(12GG)	324221	3	324200 P 205 T 810 803		
	BSCU 2	BRK PRESS XDCR4(14GG)	324221	3	324200 P 207 T 810 804		
	BSCU 2	BSCU	324234	3	324200 PA244 T 810 929		
	BSCU 2	BSCU (10GG)	324234	3	324200 PA244 T 810 929		
	BSCU 2	BSCU:TOTAL BRK LOSS 1	324234	3	324200 PA240 T 810 926		
	BSCU 2	BSCU:TOTAL BRK LOSS 3	324234	3	324200 PA240 T 810 926		
	BSCU 2	CAPT STEERING HANDWHEEL	324234	3	325100 P 211 T 810 805		
	BSCU 2	CAPT STEERING HANDWHEEL OR BSCU	325111	3	325100 P 211 T 810 805		
	BSCU 2	CAPT STEERING HDWL(1GC)/ BSCU(10GG)	325111	3	325100 P 211 T 810 805		
	BSCU 2	CHECK LGCIU 1/2 NOSE DN / LK SIGNAL	323171	3	324200 P 294 T 810 854		
	BSCU 2	CHECK LGCIU1 NOSE DN/LK SIGNAL	323171	1	324200 P 294 T 810 854		

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
		BSCU 2	CHECK LGCIU1 R SHOCK ABSORBER SIGNAL	32XXXX	3	324200 P 260 T 810 832
		BSCU 2	CHECK LGCIU1 R SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 286 T 810 851
		BSCU 2	CHECK LGCIU2 L SHOCK ABSORBER SIGNAL	32XXXX	3	324200 P 256 T 810 830
R		BSCU 2	CHECK LGCIU2 L SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 288 T 810 852
		BSCU 2	CHECK LGCIU2 R SHOCK ABSORBER SIGNAL	32XXXX	3	324200 P 258 T 810 831
		BSCU 2	CHECK LGCIU2 R SHOCK ABS SIGNAL OR L/G LEVER	323171	1	324200 P 292 T 810 853
		BSCU 2	F/O STEERING HDWL(2GC)/ BSCU(10GG)	325111	3	325100 P 213 T 810 806
		BSCU 2	FO STEERING HANDWHEEL	324234	3	325100 P 213 T 810 806
		BSCU 2	FO STEERING HANDWHEEL OR BSCU	325111	3	325100 P 213 T 810 806
		BSCU 2	L/G LEVER	323111	3	324200 P 266 T 810 839
		BSCU 2	L/G NORM CTL LEVER(6GA)/ BSCU(10GG)	323111	3	324200 P 266 T 810 839
		BSCU 2	LGCIU1(5GA1) NLG DNLK SIGNAL/BSCU(10GG)	323171	3	324200 P 294 T 810 854
[BSCU 2	LGCIU1(5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	3	324200 P 260 T 810 832
		BSCU 2	LGCIU2(5GA2) LEFT SHOCK ABSORB SIGNAL/BSCU(10GG)	323171	3	324200 P 256 T 810 830
		BSCU 2	LGCIU2(5GA2) NLG DNLK SIGNAL/BSCU(10GG)	323171	3	324200 P 294 T 810 854

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	WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES			
	WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
		BSCU 2	LGCIU2(5GA2) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG)	322171	3	324200 P 258 T 810 831
R R		BSCU 2	REF SPEED ADJUST	324200	3	324200 PA240 T 810 926
R R		BSCU 2	STEERING ELECTRO HYDRAULIC MODULE 6GC	325151	3	325100 PA272 T 810 844
R R		BSCU 2	STEERING ELECTRO-HYD Module(6GC)	325151	3	325100 PA272 T 810 844
		BSCU 2	TACHOMETER1(19GG) DRIVE MECHANISM	324257	3	324200 P 234 T 810 818
		BSCU 2	TACHOMETER2(21GG) DRIVE MECHANISM	324257	3	324200 P 237 T 810 820
		BSCU 2	TACHOMETER3(20GG) DRIVE MECHANISM	324257	3	324200 P 240 T 810 822
		BSCU 2	TACHOMETER4(22GG) DRIVE MECHANISM	324257	3	324200 P 231 T 810 816
		CFDS	NO BSCU 1 DATA	324234	1	313200 PA264 T 810 913
		CFDS	NO BSCU 1 DATA	324234	1	324200 PA211 T 810 870
		IDENT: I	ECAM 2		,	
		CFDS	NO BSCU 2 DATA	324234	1	313200 PA266 T 810 914
		CFDS	NO BSCU 2 DATA	324234	1	324200 PA207 T 810 867
ļ		IDENT: I	ECAM 2	r	г	
		CFDS	NO LGCIU1 DATA	323171	2	313200 PA217 T 810 886
		CFDS	NO LGCIU2 DATA	323171	2	313200 PA219 T 810 887
		CFDS	NO TPIS DATA	324934	1	313200 PA263 T 810 912

EFF: ALL

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
	CPC 1	LGCIU SIGNAL REPLACED	323171	3	213100 P 244 T 810 817	
	CPC 2	LGCIU SIGNAL REPLACED	323171	3	213100 P 244 T 810 817	
	DMU	BSCU1 (10GG) / DMU (1TV)	324234	3	313600 P 251 T 810 890	
	DMU	BSCU1 (10GG) / FDIMU (10TV)	324234	3	313600 PA206 T 810 919	
	DMU	BSCU2 (10GG) / DMU (1TV)	324234	3	313600 P 251 T 810 890	
	DMU	BSCU2 (10GG) / FDIMU (10TV)	324234	3	313600 PA206 T 810 919	
	DMU	LGCIU1 (5GA1) / DMU (1TV)	323171	3	313600 P 210 T 810 818	
	DMU	LGCIU1 (5GA1) / FDIMU (10TV)	323171	3	313600 P 260 T 810 896	
	DMU	LGCIU2 (5GA2) / DMU (1TV)	327171	3	313600 P 210 T 810 818	
	DMU	LGCIU2 (5GA2) / FDIMU (10TV)	323171	3	313600 P 260 T 810 896	
	ECAM 1	FWC1 : NO DATA FROM LGCIU1	323171	1	315300 P 234 T 810 826	
	ECAM 1	FWC1 : NO DATA FROM LGCIU1	323171	1	323100 PA207 T 810 844	
	IDENT:					
	ECAM 1	FWC1 : NO DATA FROM LGCIU2	323171	1	315300 P 236 T 810 828	
	ECAM 1	FWC1 : NO DATA FROM LGCIU2	323171	1	323100 PA207 T 810 844	
	IDENT:	ECAM 2, EIS 2, EIS 3, SFC	2		<u></u>	

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HARNINGS (MALIFINGTIONS	T	CFDS FAULT MESSAGES					
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	АТА	С	ISOLATION PROCEDURE		
	ECAM 1	FWC2 : NO DATA FROM LGCIU1	323171	1	315300 P 235 T 810 827		
	ECAM 1	FWC2 : NO DATA FROM LGCIU2	323171	1	315300 P 237 T 810 829		
	ECAM 1	SDAC1 : LH Y BRK PRESS XDCR 63GG	324418	1	315400 P 209 T 810 817		
	IDENT:	ECAM 2					
	ECAM 1	SDAC1 : LH Y BRK PRESS XDCR 63GG associated with	324418	1	315400 P 211 T 810 819		
	ECAM 1	SDAC2: LH Y BRK PRESS XDCR 63GG	324418	1			
	IDENT:	ECAM 2					
	ECAM 1	SDAC1 : NO DATA FROM BSCU1	324224	1	315400 P 297 T 810 895		
	IDENT:	ECAM 2					
	ECAM 1	SDAC1 : NO DATA FROM BSCU1	324234	1	315400 P 297 T 810 895		
	IDENT:	ECAM 2	<u></u>				
	ECAM 1	SDAC1 : NO DATA FROM BSCU1+2	324224	1	315400 PA259 T 810 940		
	IDENT:	IDENT: ECAM 2					
	ECAM 1	SDAC1 : NO DATA FROM BSCU1+2	324234	1	315400 PA259 T 810 940		
	IDENT:						
	ECAM 1	SDAC1 : NO DATA FROM BSCU2	324234	3	315400 P 299 T 810 897		
	ECAM 1	SDAC1 : NO DATA FROM TPIU	324934	1	315400 P 289 T 810 887		
	IDENT:	ECAM 2] 		

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WARNINGS/MALFUNCTIONS		FAULT ISOLATION		
WARNINGS/ MALFUNCTIONS	SOURCE	MESSAGE	ATA	PROCEDURE
	ECAM 1	SDAC1 : RH Y BRK PRESS XDCR 62GG	324418	315400 P 212 T 810 820
	IDENT:	ECAM 2		
	ECAM 1	SDAC1: RH Y BRK PRESS XDCR 62GG	324418	315400 P 214 T 810 822
	ECAM 1	associated with SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	1
	IDENT:	ECAM 2		
	ECAM 1	SDAC2 : LH Y BRK PRESS XDCR 63GG	324418	315400 P 210 T 810 818
	IDENT:	ECAM 2	·•	
	ECAM 1	SDAC2 : LH Y BRK PRESS XDCR 63GG associated with	324418	315400 P 211 T 810 819
	ECAM 1	SDAC1: LH Y BRK PRESS	324418	1
	IDENT:	ECAM 2		
	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324224	315400 P 298 T 810 896
	IDENT:	ECAM 2		
	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324224	324200 PA210 T 810 869
	IDENT:			
	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324234	315400 P 298 T 810 896
	IDENT:			
	ECAM 1	SDAC2 : NO DATA FROM BSCU1	324234	324200 PA210 T 810 869
	IDENT:	CFDS		

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES					
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE		
	ECAM 1	SDAC2 : NO DATA FROM BSCU1+2	324224	1	315400 PA260 T 810 941		
	IDENT:	ECAM 2					
	ECAM 1	SDAC2 : NO DATA FROM BSCU1+2	324234	1	315400 PA260 T 810 941		
	IDENT:	ECAM 2					
	ECAM 1	SDAC2 : NO DATA FROM BSCU2	324234	3	315400 PA200 T 810 898		
	ECAM 1	SDAC2 : NO DATA FROM	324934	2	315400 P 290 T 810 888		
	IDENT:	ECAM 2					
	ECAM 1	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	1	315400 P 213 T 810 821		
	IDENT:	ECAM 2					
	ECAM 1	SDAC2: RH Y BRK PRESS XDCR 62GG	324418	1	315400 P 214 T 810 822		
	ECAM 1	associated with SDAC1 : RH Y BRK PRESS XDCR 62GG	324418	1			
	IDENT:	ECAM 2	-	-			
	ECAM 2	FWC1 : NO DATA FROM LGCIU1	323171	1	315300 P 234 T 810 826		
	ECAM 2	FWC1 : NO DATA FROM LGCIU2	323171	1	315300 P 236 T 810 828		
	ECAM 2	FWC2 : NO DATA FROM LGCIU1	323171	1	315300 P 235 T 810 827		
	ECAM 2	FWC2 : NO DATA FROM LGCIU1	323171	1	323100 PA207 T 810 844		
	<u> </u> 						

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WARNINGS/MALFUNCTIONS		CFDS FAULT MESSAGES				
WARNINGS/ MALFONCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE	
	ECAM 2	FWC2 : NO DATA FROM LGCIU2	323171	1	315300 P 237 T 810 829	
	ECAM 2	FWC2 : NO DATA FROM LGCIU2	323171	1	323100 PA207 T 810 844	
	IDENT:	ECAM 2, EIS 2, EIS 3, SFC	C 2			
	ECAM 2	SDAC1 : LH Y BRK PRESS XDCR 63GG	324418	1	315400 P 209 T 810 817	
	ECAM 2	SDAC1 : LH Y BRK PRESS	324418	1	315400 P 211 T 810 819	
	ECAM 2	associated with SDAC2 : LH Y BRK PRESS XDCR 63GG	324418	1		
	ECAM 2	SDAC1 : NO DATA FROM BSCU1	324224	1	315400 P 297 T 810 895	
	IDENT:	ECAM 1	<u> </u>			
	ECAM 2	SDAC1 : NO DATA FROM BSCU1	324234	1	315400 P 297 T 810 895	
	IDENT:	ECAM 1	<u> </u>			
	ECAM 2	SDAC1 : NO DATA FROM BSCU1+2	324224	1	315400 PA259 T 810 940	
	ECAM 2	SDAC1 : NO DATA FROM BSCU1+2	324224	1	315400 PA259 T 810 940	
	IDENT:					
	ECAM 2	SDAC1 : NO DATA FROM BSCU1+2	324234	1	315400 PA259 T 810 940	
	ECAM 2	SDAC1 : NO DATA FROM BSCU1+2	324234	1	315400 PA259 T 810 940	
	IDENT:					
	ECAM 2	SDAC1 : NO DATA FROM BSCU2	324234	3	315400 P 299 T 810 897	

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LIADNINGS (MALFUNCTIONS		CFDS FAULT MESSAGES					
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE		
	ECAM 2	SDAC1 : NO DATA FROM	324934	2	315400 P 289 T 810 887		
	ECAM 2	SDAC1 : RH Y BRK PRESS XDCR 62GG	324418	1	315400 P 212 T 810 820		
	ECAM 2	SDAC1 : RH Y BRK PRESS	324418	1	315400 P 214 T 810 822		
	ECAM 2	associated with SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	1			
	IDENT:	ECAM 2					
	ECAM 2	SDAC2 : LH Y BRK PRESS XDCR 63GG	324418	1	315400 P 210 T 810 818		
	ECAM 2	SDAC2 : LH Y BRK PRESS XDCR 63GG associated with	324418	1	315400 P 211 T 810 819		
	ECAM 2	SDAC1: LH Y BRK PRESS XDCR 63GG	324418	1			
	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324224	2	315400 P 298 T 810 896		
	IDENT:	ECAM 1					
	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324224	2	324200 PA209 T 810 868		
	IDENT:	IDENT: CFDS					
	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324234	1	315400 P 298 T 810 896		
	IDENT:						
	ECAM 2	SDAC2 : NO DATA FROM BSCU1	324234	1	324200 PA209 T 810 868		
	IDENT:	CFDS					
	ECAM 2	SDAC2 : NO DATA FROM BSCU1+2	324224	1	315400 PA260 T 810 941		

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LIADNINGS / MALEUNCTIONS			FAULT ISOLATION		
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!
	ECAM 2	SDAC2 : NO DATA FROM BSCU1+2	324224	1	315400 PA260 T 810 941
	IDENT:	ECAM 1			
	ECAM 2	SDAC2 : NO DATA FROM BSCU1+2	324234	1	315400 PA260 T 810 941
	ECAM 2	SDAC2 : NO DATA FROM BSCU1+2	324234	1	315400 PA260 T 810 941
	IDENT:	ECAM 1			
	ECAM 2	SDAC2 : NO DATA FROM BSCU2	324234	3	315400 PA200 T 810 898
	ECAM 2	SDAC2 : NO DATA FROM TPIU	324934	1	315400 P 290 Т 810 888
	ECAM 2	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	1	315400 P 213 T 810 821
	ECAM 2	SDAC2 : RH Y BRK PRESS XDCR 62GG	324418	1	315400 P 214 T 810 822
	ECAM 2	associated with SDAC1 : RH Y BRK PRESS XDCR 62GG	324418	1	
	IDENT:	ECAM 2	L		
	EFCS 1	LGCIU1	323171	2	323100 PA207 T 810 844
	EFCS 1	LGCIU1-BUS 2	323171	2	323100 PA205 T 810 843
	EFCS 1	LGCIU2	323171	2	323100 PA207 T 810 844
	EFCS 1	LGCIU2-BUS 2	323171	2	323100 PA209 T 810 845
	EFCS 2	LGCIU1	323171	2	323100 PA207 T 810 844

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LIADNINGS (MALIFUNGTIONS		FAULT ISOLATION				
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	:	
	EFCS 2	LGCIU1 BUS 2	323171	2	323100 PA205 T 810 843	
	EFCS 2	LGCIU2	323171	2	323100 PA207 T 810 844	
	EFCS 2	LGCIU2 BUS 2	323171	2	323100 PA209 T 810 845	
	EIS 1	DMC1 : NO LGCIU1 DATA	323171	1	316300 PA272 T 810 934	
	EIS 1	DMC1 : NO LGCIU1 DATA	323171	1	323100 PA207 T 810 844	
	IDENT:	IDENT: ECAM 1, EIS 1, EIS 3, SFCC 1				
	EIS 1	DMC1 : NO LGCIU2 DATA	323171	1	316300 PA274 T 810 935	
	EIS 1	DMC1 : NO LGCIU2 DATA	323171	1	323100 PA207 T 810 844	
	IDENT:	ECAM 1, EIS 1				
	EIS 2	DMC2 : NO LGCIU1 DATA	323171	1	316300 PA281 T 810 940	
	EIS 2	DMC2 : NO LGCIU1 DATA	323171	1	323100 PA207 T 810 844	
	IDENT:	ECAM 2, EIS 2				
	EIS 2	DMC2 : NO LGCIU2 DATA	323171	1	316300 PA283 T 810 941	
	EIS 2	DMC2 : NO LGCIU2 DATA	323171	1	323100 PA207 T 810 844	
	IDENT:	IDENT: ECAM 2, EIS 2, EIS 3, SFCC 2				
	EIS 3	DMC3 : NO LGCIU1 DATA	323171	1	316300 PA251 T 810 922	
	EIS 3	DMC3 : NO LGCIU1 DATA	323171	1	323100 PA207 T 810 844	
 	IDENT: ECAM 1, EIS 1, EIS 3, SFCC 1			1 0 10 044		
	EIS 3	DMC3 : NO LGCIU2 DATA	323171	1	316300 PA253 T 810 923	

EFF: ALL

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	CFDS FAULT MESSAGES WARNINGS/MALFUNCTIONS				FAULT ISOLATION		
	WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	!!!	
		EIS 3	DMC3 : NO LGCIU2 DATA	323171	1	323100 PA207 T 810 844	
		IDENT: E	ECAM 2, EIS 2, EIS 3, SFC	2		1 010 044	
		EIU1FAD	CHECK LGCIU1 L/G COMP SIGNALS (DISAGREE)	323171	1	732500 P 240 T 810 871	
		EIU2FAD	CHECK LGCIU2 L/G COMP SIGNALS (DISAGREE)	323171	1	732500 P 242 T 810 872	
		GPS 1	LGCIU1 (5GA1)/ GPSSU1 (1SN1)	323171	3	345800 P 239 T 810 821	
		GPS 2	LGCIU2 (5GA2)/ GPSSU2 (1SN2)	323171	3	345800 P 240 T 810 822	
		GPWC	LGCIU(5GA1)/GPWC(100SG)	323171	3	344300 PA214 T 810 850	
		GPWC	LGCUI(5GA1)/CFDIU(1TW) /GPWC(100SG)	323171	3	344300 PA215 T 810 851	
R		ILS 1	LGCIU1(5GA1)/FMGC1 (1CA1)/ILS1(2RT1)	323171	3	343600 P 272 T 810 832	
R		ILS 2	LGCIU2(5GA2)/FMGC2 (1CA2)/ILS2(2RT2)	323171	3	343600 P 274 T 810 833	
		LGCIU 1	L L/G DOOR CLOSED PROX SNSR 27GA TGT POS	323173	1	323100 PA226 T 810 854	
		LGCIU 1	LGCIU 1 05GA1 associated with	323171	1	243800 P 220 T 810 817	
		BCL 1	BCL1 : LGCIU/ADIRU1 SIGNAL DISAGREE	243800	3	!!!	
		LGCIU 1	LGCIU 1 05GA1 associated with	323171	1	 243800 P 221 T 810 818	
		BCL 2	BCL2 : LGCIU/ADIRU1 SIGNAL DISAGREE	243800	3	!!!	
		LGCIU 1	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS	323173	1	323100 PA226 T 810 854	
		LGCIU 2	L L/G DOOR CLOSED PROX SNSR 29GA TGT POS	323173	1	323100 PA226 T 810 854	

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LIADNITNES (MALIFILMETTONS	CFDS FAULT MESSAGES			FAULT	
WARNINGS/MALFUNCTIONS	SOURCE	MESSAGE	ATA	С	ISOLATION PROCEDURE
	LGCIU 2	R L/G DOOR CLOSED PROX SNSR 28GA TGT POS	323173	1	323100 PA226 T 810 854
	MMR 1	LGCIU1(5GA1)/FMGC1 (1CA1)/MMR1(40RT1)	323171	3	343600 PA208 T 810 852
	MMR 2	LGCIU2(5GA2)/FMGC2 (1CA2)/MMR2(40RT2)	323171	3	343600 PA210 T 810 853
	PHC 1	PHC1 : LGCIU2	323171	3	303100 P 267 T 810 832
	PHC 2	PHC2 : LGCIU2	323171	3	303100 P 268 T 810 833
	PHC 3	PHC3 : LGCIU2	323171	3	303100 P 269 T 810 834
	RMP 123	LGCIU1(5GA1)/RMP1(1RG1)	323171	3	231300 P 295 T 810 856
	RMP 123	LGCIU1(5GA1)/RMP3(1RG3)	323171	3	231300 P 299 T 810 858
	RMP 123	LGCIU2(5GA2)/RMP2(1RG2)	323171	3	231300 P 297 T 810 857
	SDU	LGCIU1/SDU1(105RV1)	323171	3	232800 P 233 T 810 818
	SDU	LGCIU2/SDU1(105RV2)	323171	3	232800 P 235 T 810 819
	SFCC 1	NO LGCIU 1 DATA CHECK WIRING TO FLP 1	323171	2	275100 P 269 T 810 831
	SFCC 2	NO LGCIU 2 DATA CHECK WIRING TO FLP 2	323171	2	275100 P 269 T 810 831
	VHF 1	LGCIU 1 (5GA1) /VHF1 (1RC1)	323171	3	323100 PB205 T 810 884
	VHF 2	LGCIU 2 (5GA2) /VHF2 (1RC2)	323171	3	323100 PB205 T 810 884

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	WARNINGS/MALFUNCTIONS	CFDS FAULT MESSAGES				FAULT ISOLATION
		SOURCE	MESSAGE	ATA	С	
R		VHF 3	LGCIU 1 (5GA1) /VHF3 (1RC3)	323171	3	323100 PB205 T 810 884
		WHC 1	CHECK LGCIU-WHC1 INTERFACE	323171	3	304200 P 272 T 810 825
		WHC 2	CHECK LGCIU-WHC2 INTERFACE	323171	3	304200 P 274 T 810 826

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LANDING GEAR - GENERAL - FAULT ISOLATION PROCEDURES

TASK 32-00-00-810-801

Display of an Operational warning on the Upper ECAM DU

- 1. Possible Causes
 - message on the Post Flight Report (PFR)
- 2. Job Set-up Information

Not Applicable

- 3. Fault Confirmation
 - A. Test Not applicable, no confirmation test is necessary
- 4. Fault Isolation

R R

A. Do a check for a message on the Post Flight Report (PFR). If there is no message, no action is necessary. If there is a message, do the related troubleshooting procedure.

NOTE: Some operational Warnings are not printed on the PFR.

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MAIN GEAR AND DOORS - FAULT ISOLATION PROCEDURES

TASK 32-10-00-810-801

L/G - MLG Shock Absorber Hydraulic Leakage

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

REFERENCE

DESIGNATION

AMM 32-11-13-860-001 To Close the Spare-Seal Activating-Valve

- 3. Fault Confirmation
 - A. Test
 - (1) A test is not necessary
 - (a) If there is a leak from the MLG shock absorber gland housing do the procedure in Para. 4A.
- 4. Fault Isolation
 - A. Procedure
 - (1) Isolate the MLG lower gland seal and activate the upper gland seal (Ref. AMM TASK 32-11-13-860-001)

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NOSE GEAR AND DOORS - FAULT ISOLATION PROCEDURES

TASK 32-20-00-810-801

- ${\bf R}$ ${\bf Grinding}$ ${\bf Noise}$ from the NLG during Taxiing or Towing (Trouble Shooting
- R procedure with the lifting of the A/C at forward point)
 - 1. Possible Causes
 - LEG ASSY-NLG (2526GM)
 - nose wheel steering cylinder
 - shock absorber
 - 2. Job Set-up Information
 - A. Consumable Materials

REFERENCE	DESIGNATION
Material No. 02-001	USA MIL-H-5606 OIL, HYDRAULICPETROLEUM FLUID (Ref. 20-31-00)

B. Referenced Information

REFERENCE		DESIGNATION
AMM	07-11-00-581-003	Lifting of the Aircraft at Forward Jacking Point, MLG Wheels on the Ground
AMM	07-11-00-586-001	Lowering of the Aircraft at Forward Jacking Point, MLG Wheels on the Ground
AMM	12-22-32-640-002	Lubrication of the NLG and Doors
AMM	32-21-00-200-003	Check Torque Links for Excessive Play
AMM	32-21-00-200-004	Inspection/Check of the Clearance of the Nose-Gear Hinge Bearings
AMM	32-21-11-000-002	Removal of the NLG Leg Assy (2526GM)
AMM	32-21-11-400-002	Installation of the NLG Leg Assy (2526GM)
AMM	32-21-13-000-001	Removal of the NLG Shock Absorber Assy
AMM	32-21-13-400-001	Installation of the NLG Shock Absorber Assy
AMM	32-51-42-000-001	Removal of the Nose Wheel Steering Cylinder
AMM	32-51-42-400-001	Installation of the Nose Wheel Steering Cylinder
32-2	0-00-991-001	Fig. 201

3. Fault Confirmation

ALL

A. Not applicable.

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4. Fault Isolation

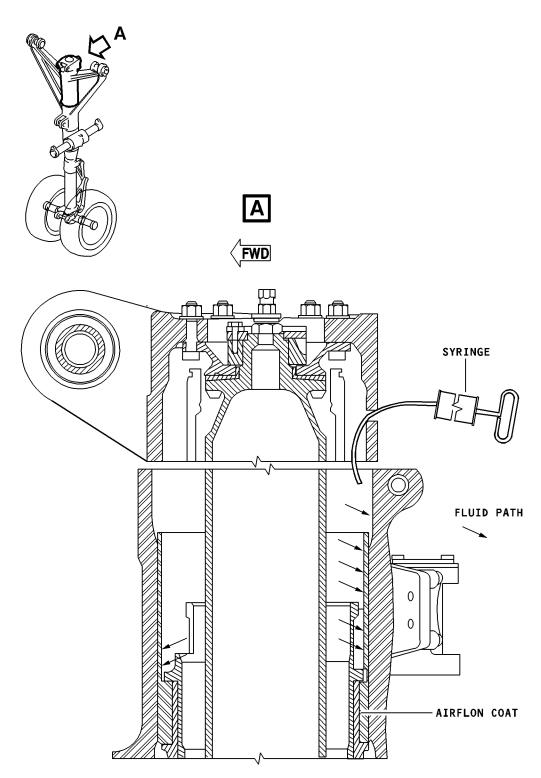
- R A. If there is a grinding noise from the NLG during taxiing or towing
 - <u>NOTE</u>: The noises do not endanger safety. If the aircraft ground time or lack of equipment does not permit lubrication of the inner part of the nose gear shock strut, carry out the lubrication at the next convenient opportunity.
 - do the lifting of the aircraft at forward jacking point, MLG wheels on the ground (Ref. AMM TASK 07-11-00-581-003).
 - NOTE : Lift the aircraft until the NLG wheel tires are 100 mm (4 in.) off the ground.
 - put a hydraulic jack under the NLG shock absorber
 - add half a liter of hydraulic fluid HYDRAULIC FLUIDS (Material No. 02-001) through the upper orifice at the rear of the leg on the internal wall of the barrel with a syringe so that the fluid runs down to the Airflon coated ring
 - (Ref. Fig. 201/TASK 32-20-00-991-001)
 - move the NLG shock absorber upwards by 70 mm min. (2.8 in.) with the jack to disengage the cams. Do this operation two times
 - manually operate the nose wheels (rotation of the shock absorber plus or minus 45 degrees)
 - hold the leg in this position for one hour
 - do the lowering of the aircraft at forward jacking point, MLG wheels on the ground (Ref. AMM TASK 07-11-00-586-001).
 - (1) If the fault continues:
 - do the lubrication of the NLG (Ref. AMM TASK 12-22-32-640-002).
 - (2) If the fault continues:
 - do the inspection/check of the torque link assembly of the nose landing gear (Ref. AMM TASK 32-21-00-200-003).
 - (3) If the fault continues:
 - do the inspection/check of the clearance of the nose gear hinge bearings (Ref. AMM TASK 32-21-00-200-004).
 - (4) If the fault continues:
 - replace the nose wheel steering cylinder (Ref. AMM TASK 32-51-42-000-001) and (Ref. AMM TASK 32-51-42-400-001).
 - (5) If the fault continues:
 - replace the shock absorber (Ref. AMM TASK 32-21-13-000-001) and (Ref. AMM TASK 32-21-13-400-001).
 - (6) If the fault continues:
 - replace the LEG ASSY-NLG (2526GM) (Ref. AMM TASK 32-21-11-000-002) and (Ref. AMM TASK 32-21-11-400-002).

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Location of the Fluid Injection Method (Absorber Assy - NLG Shock) Figure 201/TASK 32-20-00-991-001

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TASK 32-20-00-810-801- 01

Grinding Noise from the NLG during Taxiing or Towing (Trouble Shooting procedure Weight on Wheels)

1. Possible Causes

- LEG ASSY-NLG (2526GM)
- nose wheel steering cylinder
- shock absorber

2. Job Set-up Information

A. Consumable Materials

REFERENCE	DESIGNATION		
Material No. 02-001	USA MIL-H-5606 OIL, HYDRAULICPETROLEUM FLUID (Ref. 20-31-00)		

B. Referenced Information

REFERENCE		DESIGNATION	
АММ	12-22-32-640-002	Lubrication of the NLG and Doors	
AMM	32-21-00-200-003	Check Torque Links for Excessive Play	
AMM	32-21-00-200-004	Inspection/Check of the Clearance of the Nose-Gear Hinge Bearings	
AMM	32-21-11-000-002	Removal of the NLG Leg Assy (2526GM)	
AMM	32-21-11-400-002	Installation of the NLG Leg Assy (2526GM)	
AMM	32-21-13-000-001	Removal of the NLG Shock Absorber Assy	
AMM	32-21-13-400-001	Installation of the NLG Shock Absorber Assy	
AMM	32-51-00-720-003	Functional Test of the Nose Wheel Steering with the Handwheel	
AMM	32-51-42-000-001	Removal of the Nose Wheel Steering Cylinder	
AMM		Installation of the Nose Wheel Steering Cylinder	
32-2	0-00-991-001	Fig. 201	

3. Fault Confirmation

ALL

A. Not applicable.

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4. Fault Isolation

- A. If there is a grinding noise from the NLG during taxiing or towing
 - <u>NOTE</u>: The noise is because there is not sufficient lubrication in the shock absorber. This condition does not have an effect on safety. If it is not possible to do the lubrication procedure immediately (because there is not sufficient time or equipment), do it at the first opportunity.
 - add half a liter of hydraulic fluid HYDRAULIC FLUIDS (Material No. 02-001) through the upper orifice of the leg on the internal wall of the barrel with a syringe so that the fluid runs down to the Airflon coated ring

(Ref. Fig. 201/TASK 32-20-00-991-001)

- operate the nose wheels (Ref. AMM TASK 32-51-00-720-003) (rotation of the shock absorber plus or minus 45 degrees)
- <u>NOTE</u>: One lubrication is not always sufficient to stop the noise. Do the lubrication procedure again if the noise continues. It is usually sufficient to do the lubrication procedure 2 or 3 times to stop the noise.
- NOTE: After this lubrication procedure, it is possible that there will be too much fluid in the NLG shock absorber. This fluid will come out from the upper orifice of the leg when the NLG is retracted, and flow on the NLG barrel and on adjacent area. It is necessary to do a check of the area after the subequent NLG retraction or flight cycle and clean it if necessary.
- (1) If the fault continues:
 - do the lubrication of the NLG (Ref. AMM TASK 12-22-32-640-002).
- (2) If the fault continues:
 - do the inspection/check of the torque link assembly of the nose landing gear (Ref. AMM TASK 32-21-00-200-003).
- (3) If the fault continues:
 - do the inspection/check of the clearance of the nose gear hinge bearings (Ref. AMM TASK 32-21-00-200-004).
- (4) If the fault continues:
 - replace the nose wheel steering cylinder (Ref. AMM TASK 32-51-42-000-001) and (Ref. AMM TASK 32-51-42-400-001).
- (5) If the fault continues:
 - replace the shock absorber (Ref. AMM TASK 32-21-13-000-001) and (Ref. AMM TASK 32-21-13-400-001).
- (6) If the fault continues:
 - replace the LEG ASSY-NLG (2526GM) (Ref. AMM TASK 32-21-11-000-002) and (Ref. AMM TASK 32-21-11-400-002).

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TASK 32-20-00-810-802

Vibrations Felt on the NLG during T/O and Lift Off Phases

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- NLG wheel balance
- NLG torque link assembly
- MLG wheel balance
- brake unit
- MLG torque links
- MLG torque link damper
- MLG torque link damper oil level
- Oil level of the MLG shock absorber
- Torque value of the upper cardan joints
- Nose gear hinge bearings
- NLG shock absorber assy

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	12-12-32-611-004	Check Fluid Level of Main Landing Gear Shock Absorber
AMM	12-12-32-611-006	Replenishment of the MLG Torque Link Damper
AMM	12-14-32-614-003	Check Charge Pressure of Main Landing Gear Shock Absorber
AMM	12-22-32-640-001	Lubrication of the MLG and Doors
AMM	32-11-16-400-001	Installation of the MLG Side-Stay Assembly 2505GM, 2506GM
AMM	32-11-27-200-001	Check Torque Links for Excessive Play
AMM	32-11-27-210-001	Detailed Inspection of the Torque-Link
		Damper-Assemblies
AMM	32-21-00-200-003	Check Torque Links for Excessive Play
AMM	32-21-00-200-004	Inspection/Check of the Clearance of the Nose-Gear Hinge Bearings
AMM	32-21-13-000-001	Removal of the NLG Shock Absorber Assy
AMM	32-21-13-400-001	Installation of the NLG Shock Absorber Assy
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-12-000-001	Removal of the NLG Wheel (2659GM,2660GM)
AMM		Installation of the NLG Wheel (2659GM,2660GM)
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)

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REFERENCE	DESIGNATION
AMM 32-42-27-400-001	Installation of the Brake (2641GM, 2642GM, 2643GM, 2644GM)
AMM 32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
AMM 32-51-51-400-001	Installation of the Nose Wheel Steering Servo-Control (6GC)
3. Fault Confirmation	
A. Not applicable.	
4. Fault Isolation	
- remove the NLG wh	ons on the NLG during the T/O and lift off phases: eels to do a check of the wheel balance (Ref. AMM TASK and (Ref. AMM TASK 32-41-12-400-001).
- do an inspect	the NLG wheel balance is OK: ion/check of excessive play on the NLG torque link . AMM TASK 32-21-00-200-003).
- remove the M L	on/check on the NLG torque link assembly is OK: G wheels to do a check of the wheel balance (Ref. AMM -000-006) and (Ref. AMM TASK 32-41-11-400-006).
	the MLG wheel balance is OK: or free rotation of the four wheels of the MLG
- replace t	l does not turn freely he associated brake unit (Ref. AMM TASK 32-42-27-000 AMM TASK 32-42-27-400-001)
	tation is OK: ion/check of the MLG torque links for cracks or ef. AMM TASK 32-11-27-200-001)
- do a magn	ection/check is OK: letic particle NDT inspection for cracks at apex lug of orque links
(b) If the insp - do a chec 001)	ection is OK: k of the torque link gaps (Ref. AMM TASK 32-11-27-200-

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R R R	(5)	<pre>If the MLG torque links inspection/check is OK: - do a visual inspection of the MLG torque link damper (Ref. AMM TASK 32-11-27-210-001)</pre>
R R R		(a) If the inspection is OK:do a check of the MLG torque link damper oil level (Ref. AMM TASK 12-12-32-611-006)
R R R	(6)	<pre>If the inspection of the MLG torque link damper is OK: do a check of the correct Oil level of the MLG shock absorber (Ref. AMM TASK 12-12-32-611-004)</pre>
R R		NOTE: Make sure that there is no oil migration into the high pressure chamber.
R R R	(7)	<pre>If the oil level is OK: do a check of the correct pressure of the shock absorbers (Ref. AMM TASK 12-14-32-614-003)</pre>
R R R	(8)	<pre>If the pressure of the shock absorbers is OK: do a check of the correctTorque value of the upper cardan joints (Ref. AMM TASK 32-11-16-400-001)</pre>
R R R R	(9)	<pre>If the torque is OK: - do a general visual inspection of the MLG/airframe interface attachments - do a lubrication of the all joints on the gears (Ref. AMM TASK 12- 22-32-640-001)</pre>
R R R	(10)	<pre>If the all inspection/checks of the MLG are OK: do an inspection/check of the clearance of the nose gear hinge bearings (Ref. AMM TASK 32-21-00-200-004).</pre>
R R R R R	(11)	<pre>If the inspection/check of the clearance of the Nose gear hinge bearings is OK: - replace the SERVO CTL-N/W STEERING (6GC) , (Ref. AMM TASK 32-51-51- 000-001) and (Ref. AMM TASK 32-51-51-400-001) - if after the subsequent flight the fault continues, do the next step.</pre>
R R	(12)	Replace the NLG shock absorber assy , (Ref. AMM TASK 32-21-13-000-001) and (Ref. AMM TASK 32-21-13-400-001).

B. After the subsequent flight, make sure that the fault does not continue.

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TASK 32-20-00-810-803

Vibrations Felt during Climb because of Incorrect Clearance of the NLG Aft Doors

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

REFERENCE	DESIGNATION
05-50-00-810-801	Identification of the Cause of In-Flight Airframe Vibrations and/or Noises
AMM 32-22-00-220-001 AMM 32-22-00-820-001	Check of the Nose-Gear Doors Gaps and Mismatches Adjustment of the NLG doors

3. Fault Confirmation

- A. Test
 - (1) Make sure that the identification of the cause of the vibrations is correct (Ref. TASK 05-50-00-810-801).
- 4. Fault Isolation
 - A. If you felt vibrations during climb:
 - do a check of the NLG door gaps and mismatches (Ref. AMM TASK 32-22-00-220-001)
 - (1) If necessary, adjust the NLG doors. (Ref. AMM TASK 32-22-00-820-001)
 - B. After the subsequent flight, make sure that the fault does not continue.

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TASK 32-20-00-810-804

Leakage on the NLG Shock Absorber

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

REFERENCE	DESIGNATION
32-51-00-810-824	Hydraulic or Mechanical Failure of the Nose Wheel
AMM 32-21-13-960-001	Steering System Replacement of the NLG Shock Absorber Dynamic Seals
3. Fault Confirmation	

- A. Not Applicable
- 4. Fault Isolation
 - A. If there is a leakage on the NLG shock absorber:
- NOTE: A leakage on the NLG shock absorber can also come from a hydraulic leak on the steering pistons (Ref. TASK 32-51-00-810-824).
 replace the NLG shock absorber dynamic seals (Ref. AMM TASK 32-21-13-960-001).
 - NOTE : If a leakage from the NLG shock absorber has occured, one return flight is permitted for repair to be completed, if:
 - the leak rate from the turning table drain hole is less than 10 drops/min, weight on wheels
 - the servicing level of the shock absorber is done , less than one hour before a flight

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TASK 32-20-00-810-805

Incorrect Clearance of the NLG Aft Doors

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

REFERENCE

DESIGNATION

AMM 32-22-00-220-002 Check of the Aft Nose-Gears Door Gap

- 3. Fault Confirmation
 - A. Not Applicable
- 4. Fault Isolation
 - A. If there is an incorrect clearance of the NLG aft doors:
 - Do the inspection/check of the aft nose-gear doors gap (Ref. AMM TASK 32-22-00-220-002).

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NORMAL EXTENSION AND RETRACTION - FAULT ISOLATION PROCEDURES

TASK 32-31-00-810-801

No Data from CFDIU. Interactive Mode Selection & Monitor Sequence Fault

WARNING : MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

1. Possible Causes

- LGCIU-1 (5GA1)
- A/C wiring/interface from the CFDIU ARINC tray to the LGCIU 1 (2) ARINC tray

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	31-32-00-740-002	BITE Test of the Centralized Fault Display Interface Unit (CFDIU)	
	AMM	31-32-00-869-001	Procedure for CFDS Switching to Back-up Mode	
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
	ASM	32-31/02		

3. Fault Confirmation

A. Test

- (1) This task is for the fault as reported in the "LAST LEG REPORT" by the LGCIU-1 (2) and is valid only if there are "NO" reported CFDIU faults.
- (2) On the A/C, set the MCDU to the interactive mode (MENU MODE) and access the L/G SYSTEM REPORT. The fault confirmation is that the SYSTEM REPORT is not available.

4. Fault Isolation

A. Table of the circuit breakers used in this procedure:

PANEL DESIGNATION	IDENT.	LOCATION
49VU L/G/LGCIU/SYS1/NORM	1GA	C09
121VU HYDRAULIC/LGCIU/SYS2	2GA	Q35
121VU HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

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- B. LGCIU Reset and Initialization.
 - (1) At the circuit breakers for LGCIU-1 (2).
 - (a) Open the circuit breakers.
 - (b) Close the circuit breakers.
 - (c) Examine the ECAM for the fault warning.
 - (d) If the fault warning on the ECAM clears, set the MCDU to MENU MODE and access the L/G SYSTEM REPORT.
 - (2) If the SYSTEM REPORT is available, dialog is available and the LGCIU-1 (2) is reset and the ECAM fault warning clears.
 - (3) Do GROUND SCANNING and make sure the fault condition is cleared from the ground log.
 - (4) If you can not set the SYSTEM REPORT for the LGCIU-1, do the procedure for the CFDIU switching to back-up mode, (Ref. AMM TASK 31-32-00-869-001).

NOTE: This procedure is not available for the LGCIU-2.

- (5) Do the procedure at Para. 4.B.(1), If dialog is not available, replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001)
- (6) Do the procedure at Para 4.B.(1) to reset the LGCIU-1 and to clear the ECAM warning.
- (7) If you cannot set the SYSTEM REPORT for LGCIU-2.
 - (a) Remove ground power.
 - (b) Swap LGCIU-1 with LGCIU-2.
 - (c) Do the procedure for CFDIU switching to back-up mode (Ref. AMM TASK 31-32-00-869-001)
 - (d) Do the Para. 4.B.(1)
- (8) If the SYSTEM REPORT is not available, replace the LGCIU-2,
- (9) Install the LGCIU-1 in its initial location.
- (10) Repeat Para.4.B.(1) to reset the LGCIU-2 and clear the ECAM warning.

EFF: ALL

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- (11) If the fault still shows, do the CFDIU BITE (Ref. AMM TASK 31-32-00-740-002)
 - (a) If the CFDIU BITE shows a fault condition, do the CFDIU Trouble Shooting (Refer to TSM 31-32-00)
 - (b) If the CFDIU shows a "NO" fault condition, do a check of the A/C wiring/interface from the CFDIU ARINC tray to the LGCIU 1 (2) ARINC tray (Ref. ASM 32-31/02)

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL SROS

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TASK 32-31-00-810-802

LGCIU Fault

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
- 2. Job Set-up Information
 - A. Referenced Information

	REFERENCE		DESIGNATION
	AMM 31-32-	31-32-00-860-009	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
R R R	AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

- 3. Fault Confirmation
 - A. Test
 - (1) Do the bite test of the LGCIU identified on the post flight report, (Ref. AMM TASK 32-69-00-740-001).
- 4. Fault Isolation
 - A. Procedure
 - (1) If the BITE test result shows a fault message:
 - (a) Swop the LGCIU-1 and LGCIU-2, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (2) If the fault moves to the other LGCIU position:
 - (a) Swop the LGCIU-1 and LGCIU-2 back and replace the defective LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

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- (3) If the fault does not move to the other LGCIU position, or TEST OK is shown:
 - (a) Get access to the SYSTEM REPORT/TEST/L/G page. Use the procedure (Ref. AMM TASK 31-32-00-860-009).
 - (b) On the MCDU at the LGCIU main menu, press the TROUBLE SHOOT DATA line key.
 - (c) Make a note of any fault code(s).
 - (d) Trouble shoot any fault code shown that occurred on the last flight, (Ref. P.Block 301), if the fault code refers to this task, replace the applicable LGCIU. Ref. Para. (2).
- (4) Make sure that the serviceable LGCIU is installed in its initial postion.

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL
SROS

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TASK 32-31-00-810-804

LGCIU Selection. Hardware/Control Determination.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	32-31-00-440-002	Reactivation of the Landing Gear Control and Interface Unit (LGCIU) Number 2
	32-31-71-000-001 32-31-71-400-001	Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)

- 3. Fault Confirmation
 - A. Message Analysis
 - (1) Examine the Post Flight Report (PFR) to find the flight-phase and time-difference of the reported faults.
 - if the LGCIU-1 and LGCIU-2 faults occurred during different flight phases, do the trouble shooting procedures related to the maintenance messages.
 - if the LGCIU-1 and LGCIU-2 faults occurred at the same time, do the fault isolation procedure in Para. 4.A.
- 4. Fault Isolation

R

R

A. Table of the circuit breakers used in this procedure:

PANEL DESIGNATION	IDENT.	LOCATION
49VU L/G/LGCIU/SYS1/NORM	1GA	c09
121VU HYDRAULIC/LGCIU/SYS2	2GA	Q35
121VU HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

EFF: ALL

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B. Procedure

- (1) Open the C/B 2GA. This will isolate LGCIU2.
- (2) Open the C/Bs 1GA and 52GA for 3 seconds and then close them. This will cause the LGCIU1 to do a power-up BITE test.
 - (a) Wait 60 seconds.
- (3) Do a check of the UPPER ECAM and STATUS pages and check that the fault warnings go:
 - if the fault warnings clear, do step (5)
 - if the fault warnings do not go, do the next step.
- (4) Replace the LGCIU-1 (5GA1), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001). (Ref. AMM TASK 32-31-00-440-002)
- (5) Open the C/Bs 1GA and 52GA. This will isolate the LGCIU1
- (6) Open the C/B 2GA for 3 seconds.
 - (a) Close the C/B 2GA. This will cause the LGCIU2 to do a power-up BITE test.
 - (b) Wait 60 seconds.
- (7) Do a check of the UPPER ECAM and STATUS pages and check that the fault warnings clear:
 - If the fault warnings do not go, do the next step.
- (8) Replace the LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

5. Close-up

A. Put the aircraft back to its initial configuration.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-806

L/G Selector Valve Fault (40GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- SEL VALVE-L/G (40GA)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	31-32-00-860-009	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page	
	AMM	32-31-00-710-012	Operational Check of Landing Gear Selector Valve 40GA with Aircraft on Ground	
	AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear	
R R	AMM	32-31-12-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 40GA	
R R	AMM	32-31-12-400-001	<pre>Installation of the Landing-Gear (L/G) Door Selector Valve 40GA</pre>	
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
	ASM	32-31/05	,	
	ASM	32-31/06		

EFF: ALL

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3. Fault Confirmation

A. Test

R

R R

R

R

R

R

R

R R

R

R R

- R (1) If the message L/G SEL VALVE 40GA is shown, on the Post Flight Report R (PFR) and there was no malfunction of the L/G:
- R do the Fault Isolation procedure given in Para. 4.A. (1).
 - (2) If the message L/G SEL VALVE 40GA is shown, on the Post Flight Report (PFR) and there was a malfunction of the L/G:
 - do the Fault Isolation procedure given in Para. 4.A. (2).

4. Fault Isolation

A. Procedure

- R (1) Do the Operational Check of Landing Gear Selector Valve 40GA with R Aircraft on Ground, (Ref. AMM TASK 32-31-00-710-012).
- R (a) If the test is OK, no more maintenance action is necessary.
- R (b) If the test is not OK, replace the SEL VALVE-L/G (40GA) (Ref. AMM TASK 32-31-12-000-001) and (Ref. AMM TASK 32-31-12-400-001).
- R (2) Interchange the LGCIU 1 with the LGCIU 2 (Ref. AMM TASK 32-31-71-000-001), (Ref. AMM TASK 32-31-71-400-001).
 - (3) Do the functional test of the normal extension and retraction of the landing gear, two times (Ref. AMM TASK 32-31-00-720-002).
 - NOTE: The LGCIU in control changes over from LGCIU 1 (2) to LGCIU 2 (1), when the L/G selector lever is moved from the DOWN selection.
 - (4) Get access to the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK 31-32-00-860-009) and do the GROUND SCANNING of LGCIU 1 and LGCIU 2, for the L/G SEL VALVE 40GA fault message:
 - if the fault stays in the initial system, go to Para. (8).
 - if the fault moves to the opposite system, do the next step.
 - (5) Replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001), which shows the fault.
- R (6) Make sure that the serviceable LGCIU is installed in its initial postion.

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EFF:

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R

R

- (8) Do a check and repair the aircraft wiring between the LGCIU 1 (2) and the selector valve (40GA) (Ref. ASM 32-31/05) (Ref. ASM 32-31/06).
- R (10) Replace the SEL VALVE-L/G (40GA), (Ref. AMM TASK 32-31-12-000-001) and (Ref. AMM TASK 32-31-12-400-001).

R

5. Close-up

- A. Remove the ground support and maintenance equipment, the special and standard tools and all other items.
- B. Put the aircraft back to its initial configuration.

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-807

L/G Doors Selector Valve System Fault (41GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- SEL VALVE-L/G DOORS (41GA)
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

	REFE	RENCE	DESIGNATION	
	АММ	32-31-00-710-002	Operational Test of the Landing Gear Doors (With	
			False Targets)	
R R	AMM	32-31-34-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 41GA	
R R	AMM	32-31-34-400-001	<pre>Installation of the Landing-Gear (L/G) Door Selector Valve 41GA</pre>	
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
	ASM	32-31/05		

EFF: ALL

ASM 32-31/06

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3. Fault Confirmation

A. Table of the circuit breakers used in this procedure:

PANEL	DESIGNATION	IDENT.	LOCATION
49VU	L/G/LGCIU/SYS1/NORM	1GA	C09
12 1VU	HYDRAULIC/LGCIU/SYS2	2GA	Q35

B. Test

R

R R

R

R

R R

R

R

(1) If the ECAM WARNING 'LGCIU2 FAULT' is shown after the L/G Free Fall extension has been operated in flight. No further maintenance action is necessary.

NOTE: The ECAM WARNING can be shown with the failure message 'L/G DOORS SEL VALVE 41GA'.

- (2) Do an operational test of the L/G doors with the two LGCIUs:
 - (a) At the panel 121VU, open and close the C/B HYDRAULIC/LGCIU/SYS 2 (2GA) to make sure LGCIU-1 controls the L/G system.

NOTE : If the L/G doors are open and will not close (so they are in the correct test configuration) go to step 4.A.(4).

- (b) Do an operational test of the L/G doors (Ref. AMM TASK 32-31-00-710-002).
- (c) At the panel 49VU, open and close the C/B L/G/LGCIU/SYS 1 (1GA) to make sure LGCIU-2 controls the L/G system.
- (d) Do an operational test of the L/G doors.
- (3) From the result of the two tests done in step (1):
 - if the two operational tests are OK, no more maintenance work is necessary.
 - if one of the operational tests is not **OK**, make a record of the system in which the fault occurred and do the isolation procedure in Para. 4.A.(1)
 - if the two operational tests are not OK, do the isolation procedure in Para. 4.A.(4)

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4. Fault Isolation

A. Procedure.

- (1) Interchange the LGCIU-1 (5GA1) with LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) Do the operational tests in Para. 3.A. and make a record of the result:
 - if the fault stays in the same system, do step (4)
 - if the fault moves to the opposite system, do the next step.
- (3) Replace the LGCIU in the unserviceable system. Make sure that the servicable LGCIU is installed in its initial position.
 - (a) Do the test in Para. 3.A.:
 - if the fault continues, do the next step.
- (4) Do a check for a leak from the hydraulic system, adjacent to the flexible hoses attached to the door actuator:if there is no leak, do the next step.
- (5) Use a multimeter to do a check of the SEL-VALVE-L/G DOORS (41GA) solenoid, in the unserviceable system (Ref. ASM 32-31/05) (Ref. ASM 32-31/06):

NOTE: Connector A is in System 1 and connector B is in System 2.

- (a) Do a check of the resistance between pins C and E. Do the check again for pins B and F. The resistance must be between 53 ohms and 78 ohms.
- (b) Connect together pins C and E, and connect together pins B and F.
- (c) Connect one test lead of the 50Vdc Isolation Tester to the pins C and E and the other test lead to pin D. Do the test again for pins B and F. The resistance value must be greater than 400 Megohms.
- (6) From the results of the two tests in step (5):
 - if the two tests are OK, do step (8)
 - if a solenoid fails one of the two tests do the next step.
- (7) Replace the SEL VALVE-L/G DOORS (41GA), (Ref. AMM TASK 32-31-34-000-001) and (Ref. AMM TASK 32-31-34-400-001):
 - if the fault continues, do the next step.
- (8) Do a check and repair the aircraft wiring between the LGCIU in the unserviceable system and the solenoid of the SEL-VALVE-L/G DOORS (41GA) (Ref. ASM 32-31/05) (Ref. ASM 32-31/06).

EFF: ALL

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- (9) Do the operational test in Para. 3.A. for the unserviceable system only.
 - if the fault continues and the SEL-VALVE-L/G DOORS (41GA) has not been replaced, do step (7) only.

EFF: ALL
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TASK 32-31-00-810-808

L/G and Doors Will Not Operate After Selection

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- PRIORITY VALVE (1064GM)
- SAFETY VALVE-L/G SYS ISOLATION (49GA)
- RELAY-HYDRAULIC CONTROL (48GA)
- SEL VALVE-L/G DOORS (41GA)
- SEL VALVE-L/G (40GA)
- aircraft CAS was more than 260kt when the L/G selection was set to down,

- aircraft wiring.

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	29-11-33-000-001	Removal of the Priority Valve of the Green Hydraulic System (1064GM)	
AMM	29-11-33-400-001	Installation of the Priority Valve of the Green Hydraulic System (1064GM)	
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear	
AMM	32-31-12-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 40GA	
AMM	32-31-12-400-001	Installation of the Landing-Gear (L/G) Door Selector Valve 40GA	
AMM	32-31-17-000-001	Removal of the Landing Gear Safety-Valve	
AMM	32-31-17-400-001	Installation of the Landing Gear Safety-Valve	
AMM	32-31-34-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 41GA	
AMM	32-31-34-400-001	<pre>Installation of the Landing-Gear (L/G) Door Selector Valve 41GA</pre>	
ASM	32-31/07		
32-3	1-00-991-010	Fig. 201	

EFF: ALL

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3. Fault Confirmation

A. Test

R

R

R

R

R R

R

R

R

R

R

R NOTE: If the CAS (calibrated air speed) is more than 260kt the safety valve (49GA) will isolate the green hydraulic supply to the landing gear and doors. This will prevent the L/G extension at high speeds so that no damage can occur. If the aircraft CAS was more than 260kt when the L/G selection was set to down, and there were no associated messages/warnings, the system function was correct. No more maintenance work is necessary.

- (1) If the Flap and Slat system has operated at half speed, and the L/G has not operated, do Para. 4. A. (1).
- (2) If the Flap and Slat system operation is correct, do the functional test of the L/G (Ref. AMM TASK 32-31-00-720-002):
 - if the functional test is OK, no further maintenance work is necessary
 - in the functional test if the L/G did not operate, do the Fault Isolation from Para 4. A. (2)
 - if the L/G doors operate correctly but the L/G does not, do the Fault Isolation from Para. 4. A. (8).

4. Fault Isolation

A. Procedure

- R (1) Replace the PRIORITY VALVE (1064GM), (Ref. AMM TASK 29-11-33-000-001)
 R and (Ref. AMM TASK 29-11-33-400-001).
 R do the test in Para 3. A. (2).
- R (2) At the SAFETY VALVE-L/G SYS ISOLATION (49GA), release the electrical connector 49GA-A.

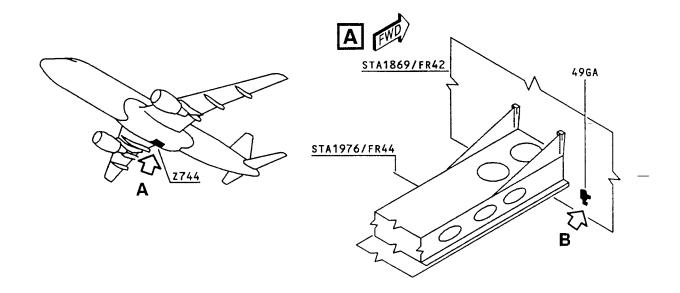
 (Ref. Fig. 201/TASK 32-31-00-991-010)
- R (3) Do a check for 28VDC at the free end of connector 49GA-A (Ref. ASM 32-31/07):
 - if 28VDC is available, do step (6)
 - if 28VDC is not available, connect the connector 49GA-A and do the next step.
- R (4) Replace the RELAY-HYDRAULIC CONTROL (48GA).
- R (a) Do the functional test in Para. 3.A.(2)
 - if the fault continues, do the next step.

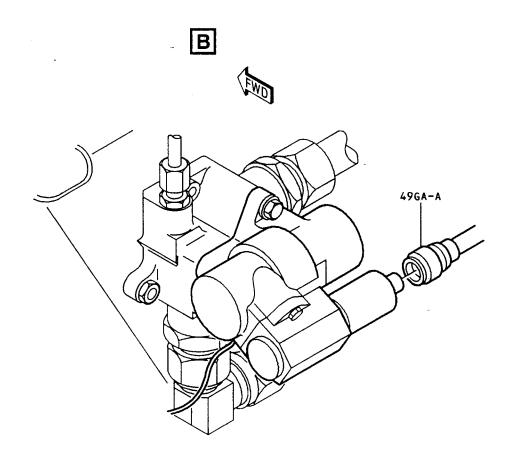
EFF: ALL
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L/G Solenoid Safety Valve 49GA location Figure 201/TASK 32-31-00-991-010

EFF : ALL

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- (5) Do a check and repair as necessary the aircraft wiring. (Ref. ASM 32-31/07):
 - (a) Do the the functional test in Para. 3.A.(2)if the doors and L/G did not opertate, do the next step.
- (6) Replace the SAFETY VALVE-L/G SYS ISOLATION (49GA), (Ref. AMM TASK 32-31-17-000-001) and (Ref. AMM TASK 32-31-17-400-001): - if the fault continues, do the next step.
- (7) Replace the SEL VALVE-L/G DOORS (41GA), (Ref. AMM TASK 32-31-34-000-001) and (Ref. AMM TASK 32-31-34-400-001):

 if the fault continues, do the next step.
- (8) Replace the SEL VALVE-L/G (40GA) (Ref. AMM TASK 32-31-12-000-001) and (Ref. AMM TASK 32-31-12-400-001).

5. Close-up

A. Procedure

- (1) Remove the ground support and maintenance equipment, the special and standard tools and all other items.
- (2) Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TASK 32-31-00-810-809

L/G Selector Lever Deselection

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- LEVER-L/G NORM CTL (6GA)

- wiring

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R				
	AMM	32-31-00-710-002	Operational Test of the Landing Gear Doors (With False Targets)	
	AMM	32-31-11-000-001	Removal of the Landing Gear Normal Control lever (6GA)	
	AMM	32-31-11-400-001	<pre>Installation of the Landing Gear Normal Control Lever (6GA)</pre>	

AMM 32-31-71-000-001 AMM 32-31-71-400-001

Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)

R ASM 32-31/05

R ASM 32-31/06

3. Fault Confirmation

- A. The ECAM and CFDS messages show a malfunction of the L/G selector circuit, this circuit is not a BITE test subject.
 - (1) Do the fault isolation.

EFF: ALL

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4. Fault Isolation

R A. Procedure

- (1) Swap the LGCIU-1 with LGCIU-2 (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001), but DO NOT do the installation test.
- (2) Do the operational test Of the L/G doors (Ref. AMM TASK 32-31-00-710-002).
 - (a) During the L/G doors operational test, if the fault moves to the LGCIU-2 (1) position, the fault is in LGCIU-1 (2).
 - (b) If the fault stays in the LGCIU-1 electrical circuit, go to Para.
 4.A.(4)>
- (3) Install the LGCIU-1 and 2 in their initial locations and replace the faulty LGCIU-1 (5GA1) LGCIU-2 (5GA2) Refer to Para. 4.(1) and (2).
 - (a) Do a check of the UPPER ECAM and make sure that the fault warning clears.
 - (b) Do the GROUND SCANNING and make sure that the ground log is clear.
- (4) During the procedure in Para. 4.(2)(a), if the fault stays in the LGCIU-1 (2) electrical circuit, replace the LEVER-L/G NORM CTL (6GA) (Ref. AMM TASK 32-31-11-000-001) (Ref. AMM TASK 32-31-11-400-001).
- (5) If the fault does not clear do a check of the 28Vdc supply from the LEVER-L/G NORM CTL (6GA) to the ARINC tray connecter for LGCIU-1 (2) (Ref. ASM 32-31/05) (Ref. ASM 32-31/06).
- (6) If there is a circuit fault do a wiring/connector repair and do the operational test of the L/G doors (Ref. AMM TASK 32-31-00-710-002).
 - (7) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

R R

- A. Remove the ground support and maintenance equipment, the special and standard tools and all other items.
- B. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-812

NLG Shock Absorber Fault (L/G will not retract).

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- PROX SNSR-NLG EXT, SYS 1 (24GA)
- PROX SNSR-NLG EXT, SYS 2 (25GA)
- NLG SHOCK ABSORBER
- Nose Landing Gear Upper Support Anti-rotation Lugs.

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
R	AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure
	AMM	32-21-00-200-002	General Visual Inspection of the Nose Landing Gear
	AMM	32-21-00-200-008	Borescope Inspection of the Nose Landing Gear Upper-Support Anti-Rotation lugs and Cylinder lugs
	AMM	32-21-13-000-001	Removal of the NLG Shock Absorber Assy
	AMM	32-21-13-400-001	Installation of the NLG Shock Absorber Assy
	AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear
	AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)

3. Fault Confirmation

- A. Procedure.
 - (1) If this fault has occurred on the ground, make sure that the aircraft nose does not have too much height. This could be caused by the aircraft center of gravity in the AFT position.
 - (a) Make sure the aircraft center of gravity is correct before you do the fault isolation.

EFF: ALL 32-31-00

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- (2) No maintenance steps are necessary if this fault has occurred:
 - during flight phase 8
 - during taxi on a snow covered runway.

NOTE: In these conditions the radio altimeter can show non computed data and cause the removal of the inhibition of the ECAM warning. Refer to TFU 34-42-00-013.

(3) If this fault has occurred during any other flight phase, do the fault isolation.

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 457-499, 503-549, R 551-599, 701-749,

A. Procedure.

- (1) At each step that defects are found, do the adjustment/replacement, and do the functional test of the NLG (Ref. AMM TASK 32-31-00-720-003).
- (2) Visually examine the Proximity Sensors PROX SNSR-NLG EXT, SYS 1 (24GA) PROX SNSR-NLG EXT, SYS 2 (25GA) (Ref. AMM TASK 32-31-73-400-005) for alignment and security of attachment.
- (3) Do the general visual inspection of the NLG (Ref. AMM TASK 32-21-00-200-002).
- (4) Do a check of the pressure/extension of the NLG shock absorber (Ref. AMM TASK 12-14-32-614-004).
- (5) If no defects are found do the functional test at Para 4.A.(1).
- (6) If during the functional test the NLG shock absorber does not extend correctly:
 - (a) Replace the NLG SHOCK ABSORBER (Ref. AMM TASK 32-21-13-000-001) and (Ref. AMM TASK 32-21-13-400-001).

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-456, 553-553, 555-555,

- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Procedure

(1) Do the Borescope Inspection of the Nose Landing Gear Upper Support Anti-rotation Lugs. (Ref. AMM TASK 32-21-00-200-008).

NOTE: The borescope inspection task must be done when the ECAM
WARNING "L/G SHOCK ABSORBER FAULT" and/or the CFDS message "N

EFF: ALL

32-31-00

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L/G SHOCK ABSORBER 2526GM" is shown. The borescope inspection can be done the next time at the main base, but must not exceed one hundred (100) flight cycles.

- (2) At each step that defects are found, do the adjustment/replacement, and do the functional test of the NLG (Ref. AMM TASK 32-31-00-720-003).
- (3) Visually examine the Proximity Sensors PROX SNSR-NLG EXT, SYS 1 (24GA) PROX SNSR-NLG EXT, SYS 2 (25GA) (Ref. AMM TASK 32-31-73-400-005) for alignment and security of attachment.
- (4) Do the general visual inspection of the NLG (Ref. AMM TASK 32-21-00-200-002).
- (5) Do a check of the pressure/extension of the NLG shock absorber (Ref. AMM TASK 12-14-32-614-004).
- (6) If no defects are found do the functional test at Para 4.A.(2).
- (7) If during the functional test the NLG shock absorber does not extend correctly:
 - (a) Replace the NLG SHOCK ABSORBER (Ref. AMM TASK 32-21-13-000-001) and (Ref. AMM TASK 32-21-13-400-001).

**ON A/C ALL

5. Close-up

- A. Remove the ground support and maintenance equipment, the special and standard tools and all other items.
- B. Put the aircraft back to its initial configuration.

EFF: ALL

32-31-00

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TASK 32-31-00-810-813

R MLG Compressed/Extended Proximity Sensor Failed to Flight Condition (20GA, 22GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - 20GA
 - 22GA
 - -(20GA)
 - -(22GA)
 - Aircraft Wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE **QTY DESIGNATION**

No specific Multimeter

50Vdc Isolation Tester No specific

B. Referenced Information

REFERENCE **DESIGNATION** AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2) AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2) AMM 32-31-73-000-001 Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA) AMM 32-31-73-400-001 Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)... AMM 32-69-00-740-001 BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative ASM 32-31/03 ASM 32-31/04

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

3. Fault Confirmation

R A. Test

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R

R R

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- R (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001).
- (2) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 Table 3).

R NOTE: The table 3 shows the CFDS FAULT message.

(3) Do the fault isolation.

4. Fault Isolation

R A. Procedure

- (1) Refer to (Ref. AMM TASK 32-31-73-000-001) Figure 404/TASK 32-31-73-991-004, and find the proximity sensor 20GA 22GA.
- (2) Release the electrical connector from the BITE shown failed proximity sensor.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4.

- (3) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (4) On the sensor do a check of circuit isolation:
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
- (5) If the (20GA) (22GA) fails one of the two (2) test at Para. 4.A.(3) or (4) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

- (6) If the tests at Para. 4.A.(3) and (4) are satisfactory then do a check of the Aircraft Wiring between the PROX SNSR 20GA (22GA) electrical connector and LGCIU-1 (2) ARINC tray (Ref. ASM 32-31/03) (Ref. ASM 32-31/04).
- (7) If there is a circuit/interface fault do the repair.
- (8) Do the L/G BITE test as in Para. 3.A.(1).
- (9) If no fault is found at Para. 4.A.(6), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
- (10) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-814

L MLG Compressed/Extended Proximity Sensor Failed to Flight Condition (21GA, 23GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - proximity sensor 21GA
 - proximity sensor (23GA)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

ASM 323103S01 ASM 323104S01

AMM 32-31-71-000-001 AMM 32-31-71-400-001

AMM 32-31-73-000-001

Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2) Removal of the Proximity-Sensors 9GA(8GA),

11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),

35GA(34GA)

AMM 32-31-73-400-001

Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)...

AMM 32-69-00-740-001

BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is

Operative

EFF: ALL 32-31-00

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3. Fault Confirmation

R A. Test

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- R (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001).
- (2) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s), for fault confirmation (refer to AMM 326900 table R 3).

R NOTE: The table 3 shows the CFDS FAULT message.

(3) Do the fault isolation.

4. Fault Isolation

R A. Procedure

- R (1) Refer to (Ref. AMM TASK 32-31-73-000-001) Figure 404/TASK
 32-31-73-991-004, and find the applicable proximity sensor 21GA or proximity sensor (23GA).
 - (2) Release the electrical connector of the BITE shown failed proximity sensor.

NOTE: If the ELDEC proximity sensor test unit is available, go to page block 301 and do the procedure in Para. 4.

- (3) Use a Multimeter and do a check of the resistance between the pins A and B of the proximity sensor, (Ref. ASM 323103S01) or (Ref. ASM 323104S01). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- R (4) On the sensor do a check of the circuit isolation:
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
 - (5) If the proximity sensor 21GA or (23GA) fails one of the two tests at Para. 4.A.(3) and (4) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).

EFF: ALL

32-31-00

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- (6) If the tests at Para.4.A.(3) and (4) are satisfactory then do a check of the aircraft wiring between the PROX SNSR 20GA (21GA) electrical connector and LGCIU-1 (2) ARINC tray (Ref. ASM 323103S01) and (Ref. ASM 323104S01).
 - (7) If there is a circuit/interface fault do the repair.
 - (8) Do the L/G BITE test as in Para.3.A.
- R (9) If no fault is found at Para.4.A.(6), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (10) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-815

NLG Compressed/Extended Proximity Sensor Fault (24GA, 25GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- PROX SNSR-NLG EXT, SYS 1 (24GA)
- PROX SNSR-NLG EXT, SYS 2 (25GA)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is
		Operative
ASM	32-31/03	·
ASM	32-31/04	

3. Fault Confirmation

A. Test

- (1) Do a BITE test on the LGCIU 1 (2) (Ref. AMM TASK 32-69-00-740-001) and look for the message, n l/g ext prox snsr 24ga (25ga):
 - (a) If the message is not shown during the BITE test, do a check for this fault on the Post Flight Report (PFR), after the next flight.

NOTE: If the message is shown on the next flight PFR, but the BITE test in Para. (1) continues to find no fault on the ground, do the steps given in Para. 4.A.(3) and 4.A.(4).

EFF: ALL

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(b) If the message is shown during the BITE test, do the fault isolation procedure given in Para. 4.A.

4. Fault Isolation

A. Procedure

- (1) Interchange LGCIU-1 and LGCIU-2 (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) Do the test given in Para. 3.A.
 - (a) If the fault goes, replace the initial LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (b) Make sure that the serviceable LGCIU is installed in its initial postion.
 - (c) If the fault continues, do the next step.
- (3) Replace the applicable sensor PROX SNSR-NLG EXT, SYS 1 (24GA) or PROX SNSR-NLG EXT, SYS 2 (25GA), (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005):
 - (a) If the fault continues, do the next step.
- (4) Do a check of the aircraft wiring (Ref. ASM 32-31/03) (Ref. ASM 32-31/04) and repair as necessary:
 - (a) Do the test given in Para. 3.A.

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-816

RLG Door Open Proximity Sensor Fault (32GA, 34GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 32GA
- 34GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

REFERENCE DESIGNATION

AMM	32-12-00-010-001	Open the Main Gear Doors for Access
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
		35GA(34GA)
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is
		Operative

EFF: ALL

32-31-00

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DESIGNATION -----ASM 32-31/03 ASM 32-31/04 3. Fault Confirmation A. Test R R (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001): (a) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 R R table 3). R NOTE: The table 3 shows the CFDS FAULT message. (2) Do the fault isolation. 4. Fault Isolation A. Procedure R (1) Open the R L/G Door for access to the proximity sensor(s) (Ref. AMM R TASK 32-12-00-010-001). (2) Refer to (Ref. AMM TASK 32-31-73-000-001) Figure 405/TASK R 32-31-73-991-005, and find the proximity sensor 32GA or 34GA. (3) Release the electrical connector for the BITE shown failed proximity sensor. NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4. (4) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). R The resistance must be: - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01) R R - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01). (5) On the PROX SNSR do a check of the circuit isolation: R (a) Connect the pins A and B together. (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case. (c) Supply a test signal for 5 seconds and read the resistance value shown.

32-31-00

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EFF:

ALL

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- (d) The resistance value must be more than 400Megohms.
- (6) If the proximity sensor 32GA or 34GA fails one of the two (2) test at Para. 4.A.(4) or (5) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001).
 - (7) If the tests at Para.4.A.(4) and (5) are satisfactory then do a check of the aircraft wiring between the PROX SNSR 32GA (34GA) electrical connector and LGCIU-1 (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04).
 - (8) If there is a circuit/interface fault do the repair.
- R (9) Do the L/G BITE test as in Para.3.A.(1).
- R (10) If no fault is found at Para.4.A.(7), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-817

LLG Door Open Proximity Sensor Fault (33GA, 35GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 33GA
- 35GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

AMM	32-12-00-010-001	Open the Main Gear Doors for Access
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
		35GA(34GA)
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is
		Operative

EFF: ALL

32-31-00

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DESIGNATION -----ASM 32-31/03 ASM 32-31/04 3. Fault Confirmation A. Test R R (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001): (a) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 R R table 3). R NOTE: The table 3 shows the CFDS FAULT message. (2) Do the fault isolation. 4. Fault Isolation A. Procedure R (1) Open the L L/G Door for access to the proximity sensor (Ref. AMM TASK R 32-12-00-010-001). (2) Refer to (Ref. AMM TASK 32-31-73-000-001) Figure 405/TASK R 32-31-73-991-005, and find the proximity sensor 33GA and 35GA. (3) Release the electrical connector for the BITE shown failed proximity sensor. NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4. (4) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). R The resistance must be: - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01) R R - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01). (5) On the PROX SNSR do a check of the circuit isolation: R (a) Connect the pins A and B together. (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case. (c) Supply a test signal for 5 seconds and read the resistance value shown.

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EFF:

ALL

TROUBLE SHOOTING MANUAL

- (d) The resistance value must be more than 400Megohms.
- (6) If the proximity sensor 33GA or 35GA fails one of the two (2) test at Para. 4.A.(4) or (5) replace the unserviceable proximity sensor (Ref. R AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
 - (7) If the tests at Para.4.A.(4) and (5) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU-1 (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04).
 - (8) If there is a circuit/interface fault do the repair.
 - (9) Do the L/G BITE test as in Para.3.A.(1).
- R (10) If no fault is found at Para.4.A.(7), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-818

NLG Door Open Proximity Sensor Fault (36GA, 37GA, 38GA, 39GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 36GA
- 37GA
- 38GA
- 39GA

No specific

- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

Multimeter

REFERENCE QTY DESIGNATION

R No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

AMM 32-22-00-010-001 Nose Gear Doors - Ground Doors Opening
AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)
AMM 32-31-73-000-005 Installation of the LGCIU (5GA1, 5GA2)
AMM 32-31-73-000-005 Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
(38GA)
AMM 32-31-73-400-005 Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
(38GA)

EFF: ALL

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TROUBLE SHOOTING MANUAL

REFERENCE	DESIGNATION
AMM 32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative
ASM 32-31/03 ASM 32-31/04	oper active
3. Fault Confirmation	
A. Testage Analysis	
(1) Do a BITE test	on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001):
	IU-1 (2) TROUBLE SHOOTING (ground) and read the BITE number(s) for fault confirmation (refer to AMM 326900
<u>NOTE</u> : The	table 3shows the CFDS FAULT message.
(2) Do the fault i	solation.
4. Fault Isolation	
A. Procedure	
(1) Open the N L/G TASK 32-22-00-	doors for access to the proximity sensor (Ref. AMM 010-001).
	AMM TASK 32-31-73-000-005) Figure 406/TASK 07, and find the proximity sensor 36GA or 37GA, 38GA or
(3) Release the el sensor.	ectrical connector for the BITE shown failed proximity
	ELDEC proximity sensor test unit is available. Go to ock 301 and do the procedure in Para. 4.
and B of the P The resistance - 11 to 1 3 ohm	er and do a check of the resistance between the pins A ROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). must be: s for a Ferrite proximity sensor (P/N 8-484-01) s for an all metal proximity sensor (P/N 9-933-01).
	AMM 32-69-00-740-001 ASM 32-31/03 ASM 32-31/04 3. Fault Confirmation A. Testage Analysis (1) Do a BITE test (a) Access LGC test fault table 3). NOTE: The (2) Do the fault i 4. Fault Isolation A. Procedure (1) Open the N L/G TASK 32-22-00- (2) Refer to (Ref. 32-31-73-991-0 39GA. (3) Release the el sensor. NOTE: If the page ble (4) Use a Multimet and B of the P The resistance - 11 to 13 ohm

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- R (5) On the PROX SNSR do a check of the circuit isolation:
- R (a) Connect the pins A and B together.
- R (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
- R (d) The resistance value must be more than 400Megohms.
 - (6) If the 36GA or 37GA or 38GA or 39GA fails one of the two (2) test at Para. 4.A. (4) or (5), replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - (7) If the tests at Para.4.A.(4) and (5) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU-1 (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04).
 - (8) If there is a circuit/interface fault do the repair.
 - (9) Do the L/G BITE test as in Para. 3.A.(1).
- R (10) If no fault is found at Para. 4.A.(7), replace the LGCIU-1 (5GA1) or R LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-819

RLG Door Closed Proximity Sensor Fault (26GA, 28GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA)
- PROX SNSR-R L/G DOOR CLOSED, SYS 2 (28GA)
- aircraft wiring/connectors

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
		35GA(34GA)
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is
		Operative
ASM	32-31/03	·
ASM	32-31/04	

EFF: ALL

32-31-00

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3. Fault Confirmation

A. Test

- (1) Do a BITE test with the LGCIU that gave the door closed proximity sensor message (Ref. AMM TASK 32-69-00-740-001):
 - if the maintenance message R L/G DOOR CLOSED PROX SNSR 26GA (or 28GA) is shown, do the fault isolation procedure in Para. 4.A.
 - if a maintenance message is shown, which is not related to proximity sensors 26GA or 28GA, do the trouble shooting procedure related to the maintenance message.
 - if a maintenance message is not shown, no more maintenance work is necessary.

4. Fault Isolation

A. Procedure

- (1) Interchange LGCIU1 with LGCIU2 (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) Do the test in Para. 3. A. with the LGCIU 1 and LGCIU 2:
 - if the fault stays in the same system as in the initial test, do step (4)
 - if the fault moves to the opposite system, do the next step.
- (3) Replace the unserviceable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), which gave the maintenance message, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001) :
 - if the fault continues, do the next step.
- (4) Replace the applicable PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA) or PROX SNSR-R L/G DOOR CLOSED, SYS 2 (28GA), (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001):
 - if the fault continues, do the next step.
- (5) Do a check and repair as necessary the aircraft wiring/connectors between the applicable proximity sensor and the related LGCIU, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (6) Do the test in Para. 3. A.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-820

LLG Door Closed Proximity Sensor Fault (27GA, 29GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 27GA
- 29GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

R

AMM AMM AMM	32-12-00-010-001 32-31-71-000-001 32-31-71-400-001	Open the Main Gear Doors for Access Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>

EFF: ALL

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TROUBLE SHOOTING MANUAL

!	REFERE	NCE	DESIGNATION
		2-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative
		2-31/03 2-31/04	
;	3. <u>Fau</u>	lt Confirmation	
R	Α.	Test	
R		(1) Do a BITE test	on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001):
R R			IU-1 (2) TROUBLE SHOOTING (ground) and read the BITE number(s) for fault confirmation (refer to AMM 326900
R		<u>NOTE</u> : The	table 3 shows the CFDS FAULT message.
		(2) Do the fault is	solation.
4	4. <u>Fau</u>	lt Isolation	
R	Α.	Procedure	
R		(1) Open the L L/G 32-12-00-010-00	Door for access to the proximity sensor (Ref. AMM TASK D1).
R			AMM TASK 32-31-73-000-001) Figure 401/TASK D1, and find the proximity sensor 27GA or 29GA
		(3) Release the ele sensor.	ectrical connector for the BITE shown failed proximity
			ELDEC proximity sensor test unit is available. Go to ock 301 and do the procedure in Para. 4.
R R			er and do a check of the resistance between the pins A ROX. SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). must be:
R R			s for a Ferrite proximity sensor (P/N 8-484-01) s for an all metal proximity sensor (P/N 9-933-01).
		(5) On the PROX SNS	SR do a check of the circuit isolation:
R		(a) Connect the	e pins A and B together.
R			e test lead of the 50Vdc Isolation Tester to the pins other test lead to the case.
Ĺ.			32-31-00

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EFF:

ALL

TROUBLE SHOOTING MANUAL

- (c) Supply a test signal for 5 seconds and read the resistance value shown.
- (d) The resistance value must be more than 400Megohms.
- (6) If the 27GA or 29GA fails one of the two (2) test at Para. 4.A.(4) or (5) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
 - (7) If the tests at Para.4.A.(4) and (5) are satisfactory then do a check of the aircraft wiring between the PROX SNSR 32GA (34GA) electrical connector and LGCIU-1 (2) ARINC tray (Ref. ASM 32-31/03) (Ref. ASM 32-31/04).
 - (8) If there is a circuit/interface fault do the repair.
 - (9) Do the L/G BITE test as in Para.3.A.(1).
- R (10) If no fault is found at Para.4.A.(7), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

R

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-821

NLG Door Closed Proximity Sensor Fault (30GA, 31GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 30GA
- 31GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE		DESIGNATION					
AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening					

AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit

AMM 32-69-UU-74U-UU1 BITE Check Landing Gear Control Interface Unit
(LGCIU) using MCDU to Ensure that Continuous BITE is

Operative

ASM 32-31/03

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

DESIGNATION ASM 32-31/04 3. Fault Confirmation R A. Test (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001): R (a) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 R table 3). R R NOTE: The table 3 shows the CFDS FAULT message. (2) Do the fault isolation. 4. Fault Isolation R A. Procedure (1) Open the N L/G doors for access to the proximity sensor (Ref. AMM R TASK 32-22-00-010-001). (2) Refer to (Ref. AMM TASK 32-31-73-000-005) Figure 406/TASK R 32-31-73-991-007, and find the proximity sensor 30GA or 31GA. (3) Release the electrical connector for the BITE shown failed proximity sensor. NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4. (4) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). R R The resistance must be: - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01) R R - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01). (5) On the PROX SNSR do a check of the circuit isolation: (a) Connect the pins A and B together. (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case. (c) Supply a test signal for 5 seconds and read the resistance value shown.

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EFF:

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- (d) The resistance value must be more than 400Megohms.
- (6) If the proximity sensor 30GA or 31GA fails one of the two (2) test at Para. 4.A.(4) or (5) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-005) (Ref. AMM TASK 32-31-73-400-005).
- (7) If the tests at Para.4.A.(4) and (5) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU- 1 (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04)
- (8) If there is a circuit/interface fault do the repair.
- (9) Do the L/G BITE test as in Para.3.A.
- R (10) If no fault is found at Para. 4. A. replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-822

RLG Downlock Proximity Sensor Fault (14GA, 16GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- PROX SNSR-R L/G DNLK, SYS 1 (14GA)
- PROX SNSR-R L/G DNLK, SYS 2 (16GA)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific inductance meter

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>
AMM	32-31-73-820-008	Inductance Check of the Proximity Sensors/Switches

EFF: ALL

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TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 32-69-00-740-001

BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

R SIL 32-067

ASM 32-31/03

ASM 32-31/04

3. Fault Confirmation

R A. Test

- (1) Do a BITE test on the LGCIU 1 or LGCIU 2 (Ref. AMM TASK 32-69-00-740-001), which identified the R L/G proximity-sensor fault:
 - if the fault message R L/G DNLK PROX SNSR 14GA (16GA) is shown, do the fault isolation procedure in Para. 4.A.(2).
- (2) If the fault message R L/G DNLK PROX SNSR 14GA (16GA) TGT POS is shown on the Post Flight Report (PFR), do the fault isolation procedure in Para. 4.A.(1).

NOTE: The fault R L/G DNLK PROX SNSR 14GA (16GA) TGT POS cannot be identified by the BITE test. The BITE test can only confirm an open-circuit or short-circuit in the proximity-sensor, or its related wiring. Target position faults can only be confirmed by continuous BITE during L/G operation. To confirm a target position fault, it is necessary to do the proximity-sensor/target inspection and the inductance check, given in the fault isolation procedure.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

4. Fault Isolation

R A. Procedure

R

R

R

R

- (1) If the PFR shows a proximity-sensor target-position fault, do the steps that follow:
- (a) Do the inspection of the applicable proximity-sensor PROX SNSR-R L/G DNLK, SYS 1 (14GA) or PROX SNSR-R L/G DNLK, SYS 2 (16GA), (Ref. AMM TASK 32-31-73-200-001).
 - (b) Use an inductance meter to do a check of the inductance of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008).if the fault continues, do the next step.

EFF: ALL 32-31-00

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- (2) If the BITE test shows a proximity-sensor fault, do the steps that follow:
 - (a) At the applicable proximity sensor, release the electrical connector.

NOTE: If the ELDEC proximity-sensor test unit is available, go to page block 301 and do the procedure in Para. 4.

- (b) Use a Multimeter and do a check of the resistance between the pins A and B of the applicable proximity-sensor, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (c) Connect the pins A and B together.
- (d) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
- (e) Supply a test signal for 5 seconds and read the resistance value shown. The resistance value must be more than 400 Megohms.
- (f) From the resistance checks in steps (b) and (e):
 - if the two resistance values are correct, do step (4)
 - if one or more of the resistance values is not correct, do the next step.
- (3) Replace the applicable proximity-sensor PROX SNSR-R L/G DNLK, SYS 1 (14GA) or PROX SNSR-R L/G DNLK, SYS 2 (16GA), (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001):
 - if the fault continues, do the next step.
- (4) Do a check and repair as necessary the aircraft wiring between the applicable proximity-sensor electrical connector and the related LGCIU ARINC tray (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (5) Do the test in Para. 3.A.(1).
 - if the fault continues, do the next step.
- (6) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001), which identified the fault.

5. Close-up

R

R

R R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-823

LLG Downlock Proximity Sensor Fault (15GA, 17GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- PROX SNSR-L L/G DNLK, SYS 1 (15GA)
- PROX SNSR-L L/G DNLK, SYS 2 (17GA)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific inductance meter

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

DESIGNATION

AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),

AMM 32-31-73-400-001 Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),

17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)...

AMM 32-31-73-820-008 Inductance Check of the Proximity Sensors/Switches

EFF: ALL 32-31-00

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REFERENCE

TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 32-69-00-740-001

BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

R SIL 32-067

ASM 32-31/03

ASM 32-31/04

3. Fault Confirmation

R A. Test

- (1) Do a BITE test on the LGCIU 1 or LGCIU 2 (Ref. AMM TASK 32-69-00-740-001), which identified the L L/G proximity-sensor fault:
 - if the fault message L L/G DNLK PROX SNSR 15GA (17GA) is shown, do the fault isolation procedure in Para. 4.A.(2).
- (2) If the fault message L L/G DNLK PROX SNSR 15GA (17GA) TGT POS is shown on the Post Flight Report (PFR), do the fault isolation procedure in Para. 4.A.(1).

NOTE: The fault L L/G DNLK PROX SNSR 15GA (17GA) TGT POS can not be identified by the BITE test. The BITE test can only confirm an open-circuit or short-circuit in the proximity-sensor, or its related wiring. Target position faults can only be confirmed by continuous BITE during L/G operation. To confirm a target position fault, it is necessary to do the proximity-sensor/target inspection and the inductance check, given in the fault isolation procedure.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

4. Fault Isolation

R A. Procedure

R

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- (1) If the PRF shows a proximity-sensor target-position fault, do the steps that follow:
- (a) Do the inspection of the applicable proximity-sensor PROX SNSR-L L/G DNLK, SYS 1 (15GA) or PROX SNSR-L L/G DNLK, SYS 2 (17GA), (Ref. AMM TASK 32-31-73-200-001).
 - (b) Use an inductance meter to do a check of the inductance of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008):if the fault continues, do the next step.

EFF: ALL 32-31-00

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- (2) If the BITE test shows a proximity-sensor fault, do the steps that follow:
 - (a) At the applicable proximity sensor, release the electrical connector.

NOTE: If the ELDEC proximity sensor test unit is available, go to page block 301 and do the procedure in Para. 4.

- (b) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (c) Connect the pins A and together.
- (d) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
- (e) Supply a test signal for 5 seconds and read the resistance value shown. The resistance must be more than 400 Megohms.
- (f) From the resistance checks in steps (b) and (e):
 - if the two resistance values are correct, do step (4)
 - if one or more of the resistance values is not correct, do the next step.
- (3) Replace the applicable proximity sensor PROX SNSR-L L/G DNLK, SYS 1 (15GA) or PROX SNSR-L L/G DNLK, SYS 2 (17GA), (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- (4) Do a check and repair as necessary the aircraft wiring between the applicable proximity-sensor electrical connector and the related LGCIU ARINC tray, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (5) Do the test in Para. 3.A.(1).if the fault continues, do the next step.
- (6) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

5. Close-up

R

R

R

R

A. Put the aircraft back to its initial configuration.

32-31-00

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EFF: ALL

TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-824

NLG Downlock Proximity Sensor Fault (18GA, 19GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- PROX SNSR-NLG DNLK, SYS 1 (18GA)
- PROX SNSR-NLG DNLK, SYS 2 (19GA)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

QTY DESIGNATION

No specific inductance meter

No specific Multimeter

No specific 50 VDC Isolation Tester

B. Referenced Information

REFERENCE		DESIGNATION		
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)		
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)		
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)		
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances		
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA		

EFF: ALL

AMM 32-31-73-820-008

32-31-00

Inductance Check of the Proximity Sensors/Switches

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(38GA)

TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 32-69-00-740-001

BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

R SIL 32-067

ASM 32-31/03

ASM 32-31/04

3. Fault Confirmation

A. Test

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- (1) Do a BITE test of the applicable LGCIU 1 or LGCIU 2, which identified the NLG proximity-sensor fault (Ref. AMM TASK 32-69-00-740-001):

 if the failure message N L/G DNLK PROX SNSR 18GA (19GA) is shown, do the fault isolation procedure in Para. 4.A.(2).
- (2) If the fault message N L/G DNLK PROX SNSR 18GA (19GA) TGT POS is shown on the Post Flight Report (PFR), do the fault isolation procedure in Para 4.A.(1).

NOTE: The fault N L/G DNLK PROX SNSR 18GA (19GA) TGT POS cannot be identified by the BITE test. The BITE test can only confirm an open-circuit or short-circuit in the proximity-sensor or its related wiring. Target position faults can only be confirmed by continuous BITE during L/G operation. To confirm a target position fault, it is necessary to do the proximity-sensor/target inspection and the inductance check, given in the fault isolation procedure.

NOTE : For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

4. Fault Isolation

A. Procedure

- (1) If the PFR shows a proximity-sensor target-position fault, do the steps follow:
 - (a) Do the inspection of the applicable proximity-sensor PROX SNSR-NLG DNLK, SYS 1 (18GA) or PROX SNSR-NLG DNLK, SYS 2 (19GA), (Ref. AMM TASK 32-31-73-200-002).
 - (b) Use an inductance meter to do a check of the inductance of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008):if the fault continues, do the next step.

EFF: ALL 32-31-00

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- (2) If the BITE test shows a proximity-sensor fault, do the steps that follow:
 - (a) At the applicable proximity sensor, release the electrical connector.

NOTE: If the ELDEC proximity sensor test unit is available, go to Page Block 301 and do the procedure in Para. 4.

- (b) Use a Multimeter and do a check of the resistance between the pins A and B of the applicable proximity sensor (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (c) Connect the pins A and B together.
- (d) Connect one test lead of a 50 VDC Isolation Tester to pins AB and the other test lead to the case.
- (e) Supply a test signal for 5 seconds and read the resistance value shown. The resistance value must be more than 400 Megohms.
- (f) From the resistance checks in steps (b) and (e):
 - if the two resistance values are correct, do step (4)
 - if one or more of the resistance values is not correct, do the next step.
- (3) Replace the applicable proximity-sensor PROX SNSR-NLG DNLK, SYS 1 (18GA) or PROX SNSR-NLG DNLK, SYS 2 (19GA), (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - if the fault continues, do the next step.
- (4) Do a check and repair as necessary the aircraft wiring between the applicable proximity-sensor electrical connector and the related LGCIU ARINC tray (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (5) Do the test in Para. 3.A.(1).if the fault continues, do the next step.
- (6) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001), which identified the fault.

32-31-00

EFF: ALL

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R

R

R R

TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-825

RLG Uplock Proximity Sensor Fault (08GA, 10GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

R - UPLOCK ASSY-MLG, R (2510GM)

R - PROX SNSR-R L/G UPLK, SYS 1 (8GA)

R - PROX SNSR-R L/G UPLK, SYS 2 (10GA)

- LGCIU-1 (5GA1)

- LGCIU-2 (5GA2)

R

- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

AMM	12-22-32-640-001	Lubrication of the MLG and Doors					
AMM	32-12-00-010-001	Open the Main Gear Doors for Access					
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)					
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)					
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),					
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),					
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),					
		35GA(34GA)					
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),					
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),					
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)					

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

	REFERENCE	DESIGNATION				
	AMM 32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative				
	ASM 32-31/03 ASM 32-31/04 TFU 323144001					
	3. Fault Confirmation					
R	A. Test					
R	(1) Do a BITE test	on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001):				
R R		<pre>IU-1 (2) TROUBLE SHOOTING (ground) and read the BITE number(s) for fault confirmation (refer to AMM 326900</pre>				
R	<u>NOTE</u> : The	table 3 shows the CFDS FAULT message.				
	(2) Do the fault i	solation.				
	4. Fault Isolation					
R	A. Procedure					
	(1) Open the R L/G 32-12-00-010-0	Door for access to the proximity sensor (Ref. AMM TASK 01).				
R R		UPLOCK ASSY-MLG, R (2510GM) incorrectly greased it can ncorrect operation (Ref. TFU 323144001).				
R R R		spection of the UPLOCK ASSY-MLG, R (2510GM) and look vergreasing (Ref. AMM TASK 12-22-32-640-001).				
R R R	32-31-73-991-0	AMM TASK 32-31-73-000-001) Figure 401/TASK 01, and find the applicable PROX SNSR-R L/G UPLK, SYS 1 SNSR-R L/G UPLK, SYS 2 (10GA).				
	(4) Release the el sensor.	ectrical connector for the BITE shown failed proximity				
		ELDEC proximity sensor test unit is available, go to ock 301 and do the procedure in Para. 4.				

EFF: ALL 32-31-00

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- (5) Use a Multimeter and do a check of the resistance between the pins A and B of the proximity sensor, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- R (6) On the proximity sensor do a check of the circuit isolation:
 - (a) Connect the pins A and together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
 - (7) If the proximity sensor O8GA or (10GA) fails one of the two tests at Para.4.A.(5) or (6) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001).
 - (8) If the tests at Para.4.A.(5) and (6) are satisfactory then do a check of the aircraft wiring between the PROX SNSR 32GA (34GA) electrical connector and LGCIU-1 (2) ARINC tray Ref. ASM 323103S01 (Ref. ASM 32-31/04)
 - (9) If there is a circuit/interface fault do the repair.
 - (10) Do the L/G BITE test as in Para.3.A.(1).
- R (11) If no fault is found at Para.4.A.(8), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (12) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-826

LLG Uplock Proximity Sensor Fault (09GA, 11GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- MLG uplock (2509GM) is incorrectly greased
- proximity sensor O9GA and/or 11GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

12-22-32-640-001	Lubrication of the MLG and Doors					
32-12-00-010-001	Open the Main Gear Doors for Access					
32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)					
32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)					
32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),					
	11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),					
	17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),					
	35GA(34GA)					
32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),					
	11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),					
	17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)					
	32-12-00-010-001 32-31-71-000-001 32-31-71-400-001 32-31-73-000-001					

EFF: ALL

32-31-00

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REFERENCE DESIGNATION

AMM 32-69-00-740-001

BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

ASM 32-31/03 ASM 32-31/04 TFU 323144001

3. Fault Confirmation

R A. Test

R R

R

R

R (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001).

(a) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 table 3).

<u>NOTE</u>: The table 3 shows the CFDS FAULT message.

(2) Do the fault isolation.

4. Fault Isolation

R A. Procedure

(1) Open the L L/G Door for access to the proximity sensor (Ref. AMM TASK 32-12-00-010-001).

NOTE: If the MLG uplock (2509GM) is incorrectly greased, it can cause incorrect operation (Ref. TFU 323144001).

- (2) Do a visual inspection of the MLG uplock (2509GM) and look for signs of overgreasing (Ref. AMM TASK 12-22-32-640-001).
- (3) Refer to (Ref. AMM TASK 32-12-00-010-001) Figure 401/TASK 32-31-73-991-001, and find the applicable proximity sensor 09GA and/or 11GA.
- (4) Release the electrical connector for the BITE shown failed proximity sensor.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4.

EFF: ALL

SROS

32-31-00

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- (5) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04). R The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01) - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (6) On the PROX SNSR do a check of the circuit isolation.
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
 - (7) If the proximity sensor 09GA or 11GA fails one of the two tests at Para.4.A.(5) or (6) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-001).
 - (8) If the tests at Para.4.A.(5) and (6) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU- 1 (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04).
 - (9) If there is a circuit/interface fault do the repair.
 - (10) Do the L/G BITE test as in Para.3.A.(1).
- R (11) If no fault is found at Para.4.A.(8), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (12) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

R

R

R

A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-827

NLG Uplock Proximity Sensor Fault (12GA, 13GA)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- 12GA
- 13GA
- aircraft wiring

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
		(38GA)
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
		(38GA)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is

ASM 32-31/03

: ALL 32-

Operative

32-31-00

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DESIGNATION ASM 32-31/04 3. Fault Confirmation A. Test (1) Do a BITE test on the LGCIU-1 (2) (Ref. AMM TASK 32-69-00-740-001): R (a) Access LGCIU-1 (2) TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 table 3). NOTE: The table 3 shows the CFDS FAULT message. (2) Do the fault isolation. 4. Fault Isolation A. Procedure (1) Open the N L/G Doors for access to the proximity sensor (Ref. AMM R TASK 32-22-00-010-001). (2) Refer to (Ref. AMM TASK 32-31-73-000-005) Figure 406/TASK 32-31-73-991-007, and find the proximity sensor 12GA or 13GA. (3) Release the electrical connector for the BITE shown failed proximity sensor. NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in Para. 4. (4) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04). The resistance must be: - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01) - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01). (5) On the PROX SNSR do a check of circuit isolation. (a) Connect the pins A and B together. (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case. (c) Supply a test signal for 5 seconds and read the resistance value shown.

32-31-00 EFF: ALL

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- (d) The resistance value must be more than 400Megohms.
- (6) If the proximity sensor 12GA or 13GA fails one of the two (2) test at Para.4.A.(4) or (5) replace the unserviceable proximity sensor (Ref. AMM TASK 32-31-73-000-005).
 - (7) If the tests at Para.4.C. & 4.D. are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU 1- (2) ARINC tray (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04)
 - (8) If there is a circuit/interface fault do the repair.
 - (9) Do the L/G BITE test as in Para.3.A.(1).
- R (10) If no fault is found at Para.4.A.(7), replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (11) Do the GROUND SCANNING and make sure that the ground log is clear.

5. Close-up

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A. Put the aircraft back to its initial configuration.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-828

Left Flap Disconnect Proximity Sensor (37CV, 39CV)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- SENSOR-L FLAP ATTACHMENT FAILURE DETECTION (37CV)
- SENSOR-L FLAP ATTACHMENT FAILURE DETECTION (39CV)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION			
AMM	27-51-15-000-002	Removal of the Proximity-Sensors of the			
AMM	27-51-15-400-002	<pre>Interconnecting Strut Installation of the Proximity-Sensors of the Interconnecting Strut</pre>			
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)			
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)			
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative			
ASM	27-51/06	·			
ΔSM	27-51/07				

ASM 27-51/07

3. Fault Confirmation

A. Test

- (1) Do a BITE test with the LGCIU (1 or 2) that is the source of the CFDS message (Ref. AMM TASK 32-69-00-740-001).
 - (a) If the test gives a message that includes DISC PROX SNSR do the fault isolation.

EFF: ALL

32-31-00

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4. Fault Isolation

A. Procedure

(1) Interchange the LGCIUs (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

NOTE: This will cause each LGCIU to get a new identification.

- (2) Do the test in Para. 3. A. (1) with the new LGCIU (1 or 2).
- (3) If the test is OK (does not give the same message as shown during the initial BITE test):
 - (a) Replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2) used for the initial test.
 - (b) Make sure that the serviceable LGCIU is installed in its initial position.
- (4) If the test is not **OK** (gives the same message as shown during the initial **BITE** test):
 - (a) Replace the applicable SENSOR-L FLAP ATTACHMENT FAILURE DETECTION (37CV) or SENSOR-L FLAP ATTACHMENT FAILURE DETECTION (39CV), (Ref. AMM TASK 27-51-15-000-002) and (Ref. AMM TASK 27-51-15-400-002).
 - (b) If the fault continues:
 - Do a check of the aircraft wiring between the applicable proximity sensor and the related LGCIU (Ref. ASM 27-51/06) or (Ref. ASM 27-51/07)
 - Do the repair
 - Do the test in Para. 3. A. (1).

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-829

Right Flap Disconnect Proximity Sensor (38CV, 40CV)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- SENSOR-R FLAP ATTACHMENT FAILURE DETECTION (38CV)
- SENSOR-R FLAP ATTACHMENT FAILURE DETECTION (40CV)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION			
AMM	27-51-15-000-002	Removal of the Proximity-Sensors of the			
		Interconnecting Strut			
AMM	27-51-15-400-002	Installation of the Proximity-Sensors of the			
		Interconnecting Strut			
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)			
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)			
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit			
		(LGCIU) using MCDU to Ensure that Continuous BITE is			
		O perative			
ASM	27-51/06				
ASM	27-51/07				

3. Fault Confirmation

A. Test

- (1) Do a BITE test with the LGCIU (1 or 2) that is the source of the CFDS message (Ref. AMM TASK 32-69-00-740-001).
 - (a) If the test gives a message that includes DISC PROX SNSR do the fault isolation.

EFF: ALL

32-31-00

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4. Fault Isolation

A. Procedure

(1) Interchange the LGCIUs (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

NOTE: This will cause each LGCIU to get a new identification.

- (2) Do the test in Para. 3. A. (1) with the new LGCIU (1 or 2).
- (3) If the test is OK (does not give the same message as shown during the initial BITE test):
 - (a) Replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2) used for the initial test.
 - (b) Make sure that the serviceable LGCIU is installed in its initial position.
- (4) If the test is not **OK** (gives the same message as shown during the initial **BITE** test):
 - (a) Replace the applicable SENSOR-R FLAP ATTACHMENT FAILURE DETECTION (38CV) or SENSOR-R FLAP ATTACHMENT FAILURE DETECTION (40CV), (Ref. AMM TASK 27-51-15-000-002) and (Ref. AMM TASK 27-51-15-400-002).
 - (b) If the fault continues:
 - Do a check of the aircraft wiring between the applicable proximity sensor and the related LGCIU (Ref. ASM 27-51/06) or (Ref. ASM 27-51/07)
 - Do the repair
 - Do the test in Para. 3. A. (1).

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-830

Cargo Door (Fwd) Handle Proximity Sensor Fault (28WV)

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - 28WV
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

ASM 315400S05

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)

AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2)

AMM 32-69-00-740-001 BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

AMM 52-71-12-000-001 Removal of the Proximity Switches 28WV and 34WV

AMM 52-71-12-000-001 Removal of the Proximity Switches 28WV and 34WV AMM 52-71-12-400-001 Installation of the Proximity Switches 28WV and 34WV

3. Fault Confirmation

R A. Test

R (1) Do a BITE test on the LGCIU-1 (Ref. AMM TASK 32-69-00-740-001).

(a) Access LGCIU-1 TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 table R 3).

R NOTE: The table 3 shows the CFDS FAULT message

(2) Do the fault isolation.

EFF: ALL 32-31-00

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4. Fault Isolation

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- R A. Cargo Compartment Door Control
 - (1) The proximity sensor 28WV is installed in the FWD cargo door.
 - (a) Refer to (Ref. AMM TASK 52-71-12-000-001) Figure 401/TASK 52-71-12-991-001 for the proximity sensor 28WV location and:
 - (b) Refer to Detail C and find the proximity sensor 28WV
 - (c) release the electrical connector for the Proximity Sensor 28WV.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in table 4.

- (2) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR, (Ref. ASM 315400S05). The resistance must be:

 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (3) On the PROX SNSR do a check of circuit isolation.
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
- (4) If the proximity sensor 28WV fails one of the two (2) test at Para.4.A.(2) or (3), replace the unserviceable proximity sensor(Ref. AMM TASK 52-71-12-000-001).
- (5) If the tests at Para.4.A.(2) and (3) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU-1 ARINC tray (Ref. ASM 315400S05).
- (6) If there is no continuity repair the wiring/interface.
- (7) Do the L/G BITE test as in Para.3.A.(1).
- R (8) If no fault is found at Para.4.A.(5), replace the LGCIU-1 (5GA1), R (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (9) Do the GROUND SCANNING and make sure that the ground log is clear.

EFF: ALL 32-31-00

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A. Put the aircraft back to its initial configuration.

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-831

Cargo Door (Aft) Handle Proximity Sensor Fault (34WV)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - PROX SW-HANDLE, AFT CARGO COMPT DOOR (34WV)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE **QTY DESIGNATION**

No specific Multimeter

No specific 50 VDC Isolation Tester

B. Referenced Information

DESIGNATION

AMM AMM AMM	32-31-71-000-001 32-31-71-400-001 32-69-00-740-001	Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2) BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative
AMM AMM	52-71-12-000-001 52-71-12-400-001	Removal of the Proximity Switches 28WV and 34WV Installation of the Proximity Switches 28WV and 34WV
ASM	31-54/05	•

3. Fault Confirmation

- A. Test
 - (1) Do a BITE test of the LGCIU-1 (Ref. AMM TASK 32-69-00-740-001).
 - (2) If the failure message AFT CARGO DOOR HANDLE PROX SNSR 34WV is shown, do the fault isolation procedure in Para. 4.A.

EFF: ALL **32-31-00**

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4. Fault Isolation

R A. Procedure

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- (1) Interchange the LGCIU 1 with LGCIU 2, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) If the fault goes, put the LGCIUs back to their initial positions and replace the LGCIU-1 (5GA1).
 - (b) If the fault continues, do the next step.

NOTE : The aft cargo door handle proximity switch is connected only to the LGCIU 1 position.

- (2) Get access to the PROX SW-HANDLE, AFT CARGO COMPT DOOR (34WV) (Ref. AMM TASK 52-71-12-000-001).
 - (a) If the ELDEC proximity sensor test unit is available:
 do the procedure given in Page Block 301, Para. 4.

 - (c) Release the electrical connector from the proximity sensor 34WV.
 - (d) Use a Multimeter and do a check of the resistance between the pins A and B of the proximity sensor (Ref. ASM 31-54/05). The resistance value must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (e) Use a 50 VDC Isolation Tester to do a circuit isolation check between the pins AB and the case of the isolation tester, which must be at ground potential:
 - the resistance value must be more than 400 Megohms.
- (f) Connect the connector disconnected in step (c).
- (3) If one of the checks in step (2) is not OK, replace the PROX SW-HANDLE, AFT CARGO COMPT DOOR (34WV), (Ref. AMM TASK 52-71-12-000-001) and (Ref. AMM TASK 52-71-12-400-001).
- (4) Do the test in Para. 3.A:if the fault continues do the next step.
- (5) If the checks in step (2) are OK, do a check and repair the aircraft wiring between the proximity-sensor electrical-connector and the LGCIU 1 ARINC tray (Ref. ASM 31-54/05).
- (6) Do the test in Para. 3.A.

EFF: ALL
SROS

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TASK 32-31-00-810-832

Cargo Door (Fwd) Safety Mechanism Proximity Sensor Fault (30WV)

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - 38WV
 - 30WV
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE	DESIGNATION	

ASM 315400S05

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)
AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2)
AMM 32-69-00-740-001 BITE Check Landing Gear Control Interface Unit
(LGCIU) using MCDU to Ensure that Continuous BIT

(LGCIU) using MCDU to Ensure that Continuous BITE is

Operative

AMM 52-71-12-000-002 Removal of the Proximity Switches 30WV and 32WV

AMM 52-71-12-400-002 Installation of the Proximity Switches 30WV and 32WV

- 3. Fault Confirmation
- R A. Test
- R (1) Do a BITE test on the LGCIU-1 (Ref. AMM TASK 32-69-00-740-001).
- (a) Access LGCIU-1 TROUBLE SHOOTING (ground) and read the BITE test

 R fault number(s) for fault confirmation (refer to AMM 326900 table

 R 3).
- R NOTE: The table 3 shows the CFDS Fault message.

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(2) Do the fault isolation.

4. Fault Isolation

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- R A. Cargo Compartment Control
 - (1) The proximity sensor 38WV is installed in the FWD cargo door.
 - (a) Refer to (Ref. AMM TASK 52-71-12-000-002) Figure 402/TASK 52-71-12-991-002-A for the proximity sensor 30WV location.
 - (b) Refer to Detail C and find the Proximity sensor 30WV
 - (c) Release the electrical connector for the BITE shonw failed proximity sensor.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in table 4.

- (2) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR (Ref. ASM 315400S05). The resistance must be:
 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (3) On the PROX SNSR do a check of circuit isolation.
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
- (4) If the 30WV fails one of the two (2) test at Para.4.A.(2) or (3) replace the unserviceable proximity sensor and (Ref. AMM TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
- (5) If the tests at Para.4.A.(2) and.(3) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU- 1 ARINC tray (Ref. ASM 315400S05).
- (6) If there is no continuity repair the wiring/interface.
- (7) Do the L/G BITE test as in Para.3.A.(1).
- R (8) If no fault is found at Para.4.A.(5), replace the LGCIU-1 (5GA1),
 R (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400001).

EFF: ALL

32-31-00

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(9) Do the GROUND SCANNING and make sure that the Ground Log is clear.

5. Close-up

A. Put the aircraft back to its initial configuration.

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-833

Cargo Door (Aft) Safety Mechanism Proximity Sensor Fault (32WV)

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - 32WV
- R aircraft wiring
 - 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

ASM 315400S05

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)

AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2)

AMM 32-69-00-740-001 BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

AMM 52-71-12-000-002 Removal of the Proximity Switches 30WV and 32WV

AMM 52-71-12-400-002 Installation of the Proximity Switches 30WV and 32WV

- 3. Fault Confirmation
- R A. Test

SROS

- R (1) Do a BITE test on the LGCIU-1 (Ref. AMM TASK 32-69-00-740-001):
- (a) Access LGCIU-1 TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 table R 3).
- R NOTE: The table 3 shows the CFDS FAULT message.
 - (2) Do the fault isolation.

EFF: ALL 32-3

32-31-00

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4. Fault Isolation

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- R A. Cargo Compartment Control
- R (1) The proximity sensor 32WV is installed in the AFT cargo door:
 - (a) Refer to (Ref. AMM TASK 52-71-12-000-002) Figure 402/TASK 52-71-12-991-002-A for the proximity sensor 32WV location.
 - (b) Refer (Ref. AMM TASK 52-71-12-000-002) to and find the proximity sensor 32WV
 - (c) Release the electrical connector for 32WV.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in table 4.

- (2) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR (Ref. ASM 315400S05). The resistance must be:

 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (3) On the PROX SNSR do a check of circuit isolation.
 - (a) Connect the pins A & B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
- (4) If the 32WV fails one of the two (2) test at Para.4.A.(2) or (3) replace the unserviceable proximity sensor (Ref. AMM TASK 52-71-12-000-002) and (Ref. AMM TASK 52-71-12-400-002).
- (5) If the tests at Para.4.A.(2) and (3) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU- 1 ARINC tray.
 - (6) If there is no continuity repair the wiring/interface.
 - (7) Do the L/G BITE test as in Para.3.A.(1).
- R (8) If no fault is found at Para.4.A.(5), replace the LGCIU-1 (5GA1), R (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (9) Do the GROUND SCANNING to check that there are no fault entries in the ground log.

EFF: ALL 32-31-00

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A. Put the aircraft back to its initial configuration.

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-834

Cargo Door (Fwd) Lockshaft Proximity Sensor Fault (05MJ)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - SW-LOCKING SHAFT (5MJ)
 - LGCIU-2 (5GA2)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific Multimeter

No specific 50VDC Isolation Tester

B. Referenced Information

REFERENCE	DESIGNATION

AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit
		(LGCIU) using MCDU to Ensure that Continuous BITE is
		Operative
AMM	52-35-13-000-002	Removal of the Proximity Switches 5MJ and/or 12MJ
AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
ASM	52-35/01	

- 3. Fault Confirmation
 - A. Test
- R (1) Do a BITE test of the LGCIU-2 (Ref. AMM TASK 32-69-00-740-001):
 - (a) Get access to the LGCIU-2 GROUND SCANNING, if the message FWD CARGO DR LOCKSHAFT PRX SNSR O5MJ is shown.
- R (2) Do the Fault Isolation in Para. 4.A.

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

4. Fault Isolation

A. Procedure

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- (1) The proximity sensor SW-LOCKING SHAFT (5MJ) is installed above the R locking shaft of the FWD cargo compartment door:
 - (a) Refer to (Ref. AMM TASK 52-35-13-000-002) Figure 402/TASK 52-35-13-991-002 for the proximity sensor 5MJ location.
 - (b) Refer to Detail A and Detail B and find the proximity sensor 5MJ
 - (c) Release the electrical connector for 5MJ.

NOTE: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in table 4.

- (2) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR (Ref. ASM 52-35/01). The resistance must be:

 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- R (3) On the PROX SNSR do a check of circuit isolation:
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50VDC Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
 - (4) If the SW-LOCKING SHAFT (5MJ) fails one of the two (2) test at Para.4.A.(2) or (3) replace the unserviceable proximity sensor (Ref. AMM TASK 52-35-13-000-002).
 - (5) If the tests at Para.4.A.(2) and (3) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU-2 ARINC tray (Ref. ASM 52-35/01).
 - (6) If there is no continuity repair the wiring/interface.
 - (7) Do the L/G BITE test as in Para.3.A.(1).
- R (8) If no fault is found at Para.4.A.(5), replace the LGCIU-2 (5GA2), R (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (9) Do the GROUND SCANNING to check that there are no fault entries in the ground log.

EFF: ALL 32-31-00

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A. Put the aircraft back to its initial configuration.

EFF: ALL
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TASK 32-31-00-810-835

Cargo Door (Aft) Lockshaft Proximity Sensor Fault (12MJ)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - 12MJ
 - aircraft wiring
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE **QTY DESIGNATION**

No specific Multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

DESIGNATION

ASM 523501S01

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2) AMM 32-31-71-400-001 AMM 32-69-00-740-001 BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative Removal of the Proximity Switches 5MJ and/or 12MJ

AMM 52-35-13-000-002 AMM 52-35-13-400-002 Installation of the Proximity Switches 5MJ and 12MJ

- 3. Fault Confirmation
- A. Test
- (1) Do a BITE test on the LGCIU-2 (Ref. AMM TASK 32-69-00-740-001): R
- (a) Access LGCIU 2 TROUBLE SHOOTING (ground) and read the BITE test fault number(s) for fault confirmation (refer to AMM 326900 table R 3). R
- NOTE: The table 3 shows the CFDS Fault message. R
 - (2) Do the fault isolation.

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4. Fault Isolation

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- R A. Cargo Compartment Control
- (1) The proximity sensor 12MJ is installed above the locking shaft of the R AFT cargo compartment door:
 - (a) Refer to (Ref. AMM TASK 52-35-13-000-002) Figure 402/TASK 52-35-13-991-002 for the Proximity Sensor 12MJ location.
 - (b) Refer to Detail A and Detail B and find the Proximity Sensor 12MJ.
 - (c) Release the electrical connector for 12MJ.

<u>NOTE</u>: If the ELDEC proximity sensor test unit is available. Go to page block 301 and do the procedure in table 4.

- (2) Use a Multimeter and do a check of the resistance between the pins A and B of the PROX SNSR (Ref. ASM 523501S01). The resistance must be:

 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
- (3) On the PROX SNSR do a check of circuit isolation.
 - (a) Connect the pins A and B together.
 - (b) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (c) Supply a test signal for 5 seconds and read the resistance value shown.
 - (d) The resistance value must be more than 400Megohms.
- (4) If the proximity sensor 12MJ fails one of the two (2) test at Para.4.A.(2) or (3) replace the unserviceable proximity sensor (Ref. AMM TASK 52-35-13-000-002) and (Ref. AMM TASK 52-35-13-400-002).
 - (5) If the tests at Para.4.A.(2) and (3) are satisfactory then do a check of the aircraft wiring between the applicable proximity sensor electrical connector and the LGCIU- 1 (2) ARINC tray
 - (6) If there is no continuity repair the wiring/interface.
 - (7) Do the L/G BITE test as in Para.3.A.(1).
- R (8) If no fault is found at Para.4.A.(5), replace the LGCIU-2 (5GA2),
 R (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400001).
 - (9) Do the GROUND SCANNING and make sure that the ground log is clear.

EFF: ALL

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A. Put the aircraft back to its initial configuration.

EFF: ALL
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TASK 32-31-00-810-836

L/G Uplock or Downlock fault

WARNING: MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROL SURFACES ARE

CLEAR BEFORE YOU PRESSURIZE/DEPRESSURIZE A HYDRAULIC SYSTEM.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

1. Possible Causes

- SEL VALVE-L/G (40GA)
- aircraft wiring
- Doors Operate Slowly

2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION
		1-00-810-857 1-00-810-858	MLG Door (LH) Does Not Open Fully MLG Door (RH) Does Not Open Fully
	32-3	1-00-810-860	MLG Door (LH) Does Not Close Fully
	32-3	1-00-810-861	MLG Door (RH) Does Not Close Fully
	AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
R R	AMM	32-31-12-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 40GA
R R	AMM	32-31-12-400-001	Installation of the Landing-Gear (L/G) Door Selector Valve 40GA
	AMM ASM ASM		NORMAL EXTENSION AND RETRACTION

3. Fault Confirmation

A. Test

- R (1) Do the functional test of the landing gear (Ref. AMM TASK 32-31-00-720-002):
 - (a) If the L/G operated correctly during the functional test, do Para. 4.A.(1).
 - (b) If the L/G doors opened correctly, but the L/G did not operate correctly, do Para. 4.A.(2).
 - (c) If the MLG doors operate slowly, do Para. 4.A.(3).

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4. Fault Isolation

A. Procedure.

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- (1) If the L/G operated correctly during the functional test:
- R (a) Get access to the ground scanning and do the trouble shooting procedure related to the maintenance message (Ref. AMM 32-31-00 P.Block 001).
 - (2) If the L/G doors opened correctly, but the L/G did not operate correctly:
 - (a) Get access the ground scanning and do the trouble shooting procedure related to the maintenance message (Ref. AMM 32-31-00 P.Block 001).
 - (b) If no fault messages are shown:
 - Do a check of the aircraft wiring for an open circuit between the selector valve (40GA) and the LGCIU-1 and LGCIU-2 (Ref. ASM 32-31/05) and (Ref. ASM 32-31/06).
 - If the wiring is OK, replace the SEL VALVE-L/G (40GA) (Ref. AMM TASK 32-31-12-000-001) and (Ref. AMM TASK 32-31-12-400-001).
- R (3) The MLG Doors Operate Slowly
 - NOTE: The MLG door movement must be smooth and continuous.
 - (a) If the ECAM warnings are NOT UPLOCKED and DOORS NOT CLOSED, do the applicable procedure for the MLG door that closes slowly:
 - for the left MLG door, do (Ref. TASK 32-31-00-810-860)
 - for the right MLG door, do (Ref. TASK 32-31-00-810-861).
 - (b) If the ECAM warning is NOT DOWNLOCKED, do the applicable procedure for the MLG door that opens slowly:
 - for the left MLG door, do (Ref. TASK 32-31-00-810-857)
- R for the right MLG door, do (Ref. TASK 32-31-00-810-858).

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TASK 32-31-00-810-837

L/G or L/G Door Uplock TGT POS Fault

1. Possible Causes

- UPLOCK ASSY-MLG, L (2509GM)
- UPLOCK ASSY-MLG, R (2510GM)
- UPLOCK ASSY-NLG (2530GM)
- UPLOCK ASSY-MLG DOOR, L (2521GM)
- UPLOCK ASSY-MLG DOOR, R (2520GM)
- UPLOCK ASSY-NLG DOOR (2534GM)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

R R	AMM	32-31-00-710-002	Operational Test of the Landing Gear Doors (With False Targets)
	AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
	AMM	32-31-14-000-001	Removal of the NLG Door Uplock Assy (2534GM)
	AMM	32-31-14-400-001	Installation of the NLG Door Uplock Assy (2534GM)
	AMM	32-31-21-000-001	Removal of the NLG Uplock Assy (2530GM)
	AMM	32-31-21-400-001	Installation of the NLG Uplock Assy (2530GM)
	AMM	32-31-33-000-001	Removal of the MLG Door Uplock 2521GM (2520GM)
	AMM	32-31-33-400-002	Installation of the MLG Door Uplock 2521GM (2520GM)
	AMM	32-31-44-000-001	Removal of the MLG Uplock Assembly 2509GM (2510GM)
	AMM	32-31-44-400-001	Installation of the MLG Uplock Assembly 2509GM (2510GM)
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
	AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),

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35GA(34GA)

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REFE	RENCE	DESIGNATION	
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)	
AMM	32-31-73-820-008	Inductance Check of the Proximity Sensors/Switches	
SIL	32-067	, ,	
ASM	32-31/03		
ASM	32-31/04		

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

- A. Message Analysis
 - (1) If the message:

L or R or N L/G UPLK PROX SNSR XXGA TGT POS

or

L or R or N L/G DOOR CLOSED PROX PROX SNSR XXGA TGT POS (where XX is _8, _9, 10, 11, 12, 13, 26, 27, 28, 29, 30, or 31) is shown on the Post Flight Report (PFR), do the fault isolation procedure in Para. 4.A.

NOTE: Target position faults can only be confirmed by continuous
BITE during L/ G operation. To confirm a target position fault
on the ground, it is necessary to do the fault isolation

procedure.

NOTE: For more information about LGCIU proximity sensor trouble

shooting, refer to (Ref. SIL 32-067).

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**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE : Uplock proximity sensors are a part of the uplock assembly and can not be adjusted.

- (1) Do a check of the inductance of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008):
 - if the inductance is OK, do step (3)
 - if the inductance is not OK and a sensor is replaced, do the next step.
- (2) Do a check of the inductance of the new replacement sensor:
 - if the inductance is not correct, do step (6)
 - if the inductance is correct, no more maintenance work is necessary.
 - <u>NOTE</u>: If the inductance of the proximity-sensor continues to be incorrect after replacement, then the fault is with the sensor/target gap which cannot be adjusted. Thus the complete uplock must be replaced.
- (3) Do a check of the resistance of the applicable proximity-sensor
 - (a) At the applicable proximity-sensor, release the electrical connector.
 - (b) Use a multimeter and measure the resistance between the pins A and B of the applicable proximity-sensor (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (c) Connect pins A and B together.
 - (d) Connect one test lead of a 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (e) Supply a test signal for 5 seconds and read the resistance value shown. The resistance value must be more than 400 Megohms.

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- (f) From the resistance checks in steps (b) and (e):
 - if the resistance values are correct, do step (5)
 - if one or more of the resistance values is not correct, do the next step.
- (4) Replace the applicable proximity sensor:
 - for the proximity-sensors 8GA, 9GA, 10GA, 11GA, 26GA, 27GA, 28GA or 29GA (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001)
 - for the proximity-sensors 12GA, 13GA, 30GA or 31GA (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - (a) If the fault continues, do the next step.
- (5) Do the applicable functional or operational test that follows:
 - for the proximity-sensors 8GA, 9GA, 10GA, 11GA, 12GA or 13GA, do the Funct ional Test of the Normal Extension and Retraction of the Landing Gear (Ref. AMM TASK 32-31-00-720-002)
 - for the proximity-sensors 26GA, 27GA, 28GA, 29GA, 30GA or 31GA, do the Operational Test of the Landing Gear Doors (Ref. AMM TASK 32-31-00-710-002).
 - (a) If the fault continues do the next step.
- (6) Replace the applicable uplock assembly as follows:
 - for the proximity sensors 9GA, 11GA or (8GA, 10GA) replace UPLOCK ASSY-MLG, L (2509GM) or (UPLOCK ASSY-MLG, R (2510GM)), (Ref. AMM TASK 32-31-44-000-001) and (Ref. AMM TASK 32-31-44-400-001)
 - for the proximity sensors 12GA, 13GA replace UPLOCK ASSY-NLG (2530GM), (Ref. AMM TASK 32-31-21-000-001) and (Ref. AMM TASK 32-31-21-400-001)
 - for the proximity sensors 27GA, 29GA or (26GA, 28GA) replace UPLOCK ASSY-MLG DOOR, L (2521GM) or (UPLOCK ASSY-MLG DOOR, R (2520GM)), (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002)
 - for the proximity sensors 30GA, 31GA replace UPLOCK ASSY-NLG DOOR (2534GM), (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001).
 - (a) If the fault continues, do the next step.
- (7) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2) which identified the fault, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

EFF: ALL

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**ON A/C ALL

TASK 32-31-00-810-839

LGCIU BITE Test Not Possible

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - BSCU (10GG)
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - relay 24GG(25GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION		
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)		
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)		
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>		
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative		
ASM	32-31/03			
ASM	32-31/04			
ASM	32-42/01			

- 3. Fault Confirmation
 - A. Do a bite test on LGCIU 1 and LGCIU 2 (Ref. AMM TASK 32-69-00-740-001).
- 4. Fault Isolation
 - A. If the LGCIU 1 and LGCIU 2 display CFDS fault messages, replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-400-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) Do the test (Ref. Para 3. A.).
 - (2) If only one LGCIU displays CFDS fault messages, swap the LGCIU positions (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

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- (3) If the fault moves with the LGCIU, swap back the LGCIU's and replace the defective LGCIU-1 (5GA1) or LGCIU-2 (5GA2) (Ref. Para 4. A. (2)).
- (4) If the fault stays in the same system, do a check for ground at the LGCIU 1(2) connector AA pin 9H (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (5) If there is a ground, replace the LGCIU 1(2) (Ref. Para 4. A. (2)).
- (6) If there is no ground, do a check for ground at the relay 24GG(25GG) connector AA pin Z (Ref. ASM 32-42/01).
- (7) If there is a ground, replace the BSCU (Ref. para 4. A.).
- (8) If there is no ground, replace the relay 24GG(25GG).
- (9) Do a bite test of the LGCIU 1(2) (Ref. Para. 3. A.).

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EFF:

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TROUBLE SHOOTING MANUAL

R **ON A/C 227-227, 229-231, 276-281,

TASK 32-31-00-810-841

L/G Downlock Proximity Sensor (14GA thru 19GA)

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

1. Possible Causes

- PROX SNSR-NLG DNLK, SYS 1 (18GA)
- PROX SNSR-NLG DNLK, SYS 2 (19GA)
- PROX SNSR-R L/G DNLK, SYS 2 (16GA)
- PROX SNSR-L L/G DNLK, SYS 2 (17GA)
- PROX SNSR-R L/G DNLK, SYS 1 (14GA)
- PROX SNSR-L L/G DNLK, SYS 1 (15GA)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION		
AMM	29-10-00-864-001	Depressurize the Green Hydraulic System		
AMM	32-00-00-860-001	Flight Configuration Precautions with Electrical Power		
AMM	32-12-00-010-001	Open the Main Gear Doors for Access		
AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening		
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),		
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),		
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),		
		35GA(34GA)		
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)		
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances		
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances		
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>		
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)		

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3. Fault Confirmation

A. For the fault confirmation do the fault isolation.

4. Fault Isolation

A. Procedure

- (1) For the applicable proximity sensor, do the inspection of the MLG and NLG proximity sensor and target clearances, (Ref. AMM TASK 32-31-73-200-001) or (Ref. AMM TASK 32-31-73-200-002).
- (2) If a proximity sensor to target clearance is adjusted:Do the remaining applicable part of this procedure for the test.
- (3) If a proximity sensor to target clearance fault was not found or the fault continues:
 - (a) Open the NLG doors (Ref. AMM TASK 32-22-00-010-001) and the MLG doors (Ref. AMM TASK 32-12-00-010-001).
 - (b) Do the flight configuration precautions (Ref. AMM TASK 32-00-00-860-001), and make sure that all the aircraft systems are in the ground configuration.
 - (c) Make sure that LGCIU 1 and 2 are installed and are serviceable.
 - (d) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
- B. Table of the circuit breakers used in this procedure:

PANEL	DESIGNATION	IDENT.	LOCATION
49٧0	L/G/LGCIU/SYS1/NORM	1GA	C09
12 1VU	HYDRAULIC/LGCIU/SYS2	2GA	Q35
12 1VU	HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

- C. Do the procedure that follows:
 - (1) For proximity sensors 18GA and 19GA
 - (a) If the BSCU message 32XXXX CHECK LGCIU1 NOSE DN/LK SIGNAL class 2, is shown on
 - for PROX SNSR-NLG DNLK, SYS 1 (18GA) do ref.para. 3
 - for PROX SNSR-NLG DNLK, SYS 2 (19GA) do ref. para.2

NOTE : The BSCU message reads as LGCIU1, it should read as LGCIU2.

EFF: 227-227, 229-231, 276-281,

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- (2) For proximity sensors PROX SNSR-R L/G DNLK, SYS 2 (16GA), PROX SNSR-L L/G DNLK, SYS 2 (17GA) and PROX SNSR-L L/G DNLK, SYS 2 (17GA).
 - (a) Open safety and tag the circuit breaker/s for LGCIU 1.
 - (b) The three rear green triangles on the ECAM wheel page will change to amber XX.
 - (c) The three remaining triangles should be shown in green. If there are any triangles shown in red, replace the applicable proximity sensor as follows:
 - for the RH MLG downlock proximity sensor 16GA and for the LH MLG downlock proximity sensor 17GA (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- (3) For proximity sensors PROX SNSR-R L/G DNLK, SYS 1 (14GA), PROX SNSR-L L/G DNLK, SYS 1 (15GA) and PROX SNSR-NLG DNLK, SYS 1 (18GA).
 - (a) Remove the clip/s and the tag/s for the circuit breaker/s for LGCIU 1.
 - (b) Open safety and tag the circuit breaker 2GA.
 - (c) The three rear green triangles on the ECAM wheel page will change to amber XX.
 - (d) The three remaining triangles should be shown in green. If there are any triangles shown in red, replace the applicable proximity sensor as follows:
 - for the NLG downlock proximity sensor 18GA (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005)
 - for the RH MLG downlock proximity sensor 14GA and for the LH MLG downlock proximity sensor 15GA (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).

NOTE: To troubleshoot a L/G proximity sensor before removal (Ref. page block 301).

(4) After a proximity sensor has been replaced, do the applicable part of the fault isolation again (Ref. para 4.).

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-842

L/G Shock Absorber Extended Proximity Sensor TGT POS Fault (20GA thru 25GA)

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - shock-absorber proximity-sensor
 - aircraft wiring
 - Nose Landing Gear Upper Support Anti-rotation Lugs.
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific multimeter

No specific 50VDC isolation tester

B. Referenced Information

REFERENCE		DESIGNATION			
32-31-00-810-885		L/G - Lever Does Not Move - Retraction Inhibit Baulk Solenoid Does Not Release			
AMM	32-21-00-200-008	Borescope Inspection of the Nose Landing Gear Upper-Support Anti-Rotation lugs and Cylinder lugs			
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear			
AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear			
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)			
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)			
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)			
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)			

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REFERENCE		DESIGNATION	
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances	
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39G. (38GA)	
AMM	32-31-73-820-008	Inductance Check of the Proximity Sensors/Switches	
SIL	32-067		
ASM	32-31/03		
ASM	32-31/04		

Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

R A. Test

- (1) If a shock-absorber proximity-sensor (20GA thru 25GA) target position message is shown on the Post Flight Report (PFR), do the applicable functional test of the Main L/G (Ref. AMM TASK 32-31-00-720-002), or Nose L/G (Ref. AMM TASK 32-31-00-720-003):
 - if the initial test is **OK**, continue and do the inductance check in Para. **4.A.**, for all the shock-absorber proximity-sensors
 - if during the initial test, the L/G control lever does not move to the UP position, do the fault isolation procedures in Para. 4.A., then do the trouble shooting for the L/G control-lever baulk-solenoid (Ref. TASK 32-31-00-810-885)
 - if a subsequent test is **OK**, after the fault isolation procedure(s) has been done, no more maintenance work is necessary.

NOTE: If the L/G lever does not move to the UP position there will be two faults, one in System 1 and one in System 2. If the shock-absorber proximity-sensors are serviceable and the L/G lever does not move, then the two faults are in the L/G lever unit, or the LGCIU, or the related aircraft wiring. If one of the two faults goes, the L/G lever will operate correctly, but the fault in the opposite system stays. Thus it is also necessary to do the L/G lever trouble shooting task to find the other fault.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

EFF: ALL

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**ON A/C ALL

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 457-499, 503-549,

- R 551-599, 701-749,
- R Post SB 32-1145 For A/C 227-227,229-231,276-281,

R A. Procedure

- (1) For the applicable proximity sensor shown on the Post Flight Report (PFR), do the inspection of the gap between the proximity-sensor and its target, (Ref. AMM TASK 32-31-73-200-001) or (Ref. AMM TASK 32-31-73-200-002).
 - if a gap is adjusted, do step (2)
 - if the gap is correct, do step (3).
- (2) Do the test in Para. 3.A.:
 - if the fault continues, do step (3).
- (3) Do an inductance check of the applicable proximity sensors, (Ref. AMM TASK 32-31-73-820-008):
 - if the inductances are correct, do step (4)
 - if an inductance is not correct, do step (5)
- (4) At the applicable proximity sensor, release the electrical connector:
 - (a) Use a multimeter to do a check of the resistance between pins A and B of the applicable sensor, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (b) Connect the pins A and B together.
 - (c) Connect one test lead of a 50VDC isolation tester to the pins AB and the other lead to the case.
 - (d) Supply a test signal for 5 seconds and do a check of the resistance value. The resistance must be more than 400 megohms.
 - (e) From the resistance checks in steps (a) and (d):
 - if the two resistance values are correct, do step (6)
 - if one of the two resistance values is not correct, do step (5).

EFF: ALL

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SROS

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- (5) Replace the unserviceable shock-absorber proximity-sensor:
 - for the MLG shock absorber proximity sensors (20GA, 21GA, 22GA, 23GA), (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001)
 - for the NLG shock absorber proximity sensors (24GA, 25GA), (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - (a) Do the test in Para. 3.A.:
 if the fault continues, do step (6).
- R (6) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM R TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A.:
 if the fault continues, do step (7).
 - (7) Do a check and repair as necessary the aircraft wiring between the applicable proximity sensor and the related LGCIU.
 - (a) Do the test in Para. 3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-456, 553-553, 555-555, R 564-599, R
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R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599, R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Procedure

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- (1) Do the Borescope Inspection of the Nose Landing Gear Upper Support Anti-rotation Lugs., (Ref. AMM TASK 32-21-00-200-008).
 - NOTE: The borescope inspection task must be done when the CFDS MESSAGE " N L/G EXT PROX SNSR 24GA TGT POS" and/or "N L/G EXT PROX SNSR 25GA TGT POS" is shown. The borescope inspection can be done the next time at the main base, but must not exceed one hundred (100) flight cycles.
 - (2) For the applicable proximity sensor shown on the Post Flight Report (PFR), do the inspection of the gap between the proximity-sensor and its target, (Ref. AMM TASK 32-31-73-200-001) or (Ref. AMM TASK 32-31-73-200-002).
 - if a gap is adjusted, do step (3)
 - if the gap is correct, do step (4).
 - (3) Do the test in Para. 3.A.:if the fault continues, do step (4).
 - (4) Do an inductance check of the applicable proximity sensors, (Ref. AMM TASK 32-31-73-820-008):
 - if the inductances are correct, do step (5)
 - if an inductance is not correct, do step (6)

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- (5) At the applicable proximity sensor, release the electrical connector:
 - (a) Use a multimeter to do a check of the resistance between pins A and B of the applicable sensor, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (b) Connect the pins A and B together.
 - (c) Connect one test lead of a 50VDC isolation tester to the pins AB and the other lead to the case.
 - (d) Supply a test signal for 5 seconds and do a check of the resistance value. The resistance must be more than 400 megohms.
 - (e) From the resistance checks in steps (a) and (d):
 - if the two resistance values are correct, do step (7)
 - if one of the two resistance values is not correct, do step (6).
- (6) Replace the unserviceable shock-absorber proximity-sensor:
 - for the MLG shock absorber proximity sensors (20GA, 21GA, 22GA, 23GA), (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001)
 - for the NLG shock absorber proximity sensors (24GA, 25GA), (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - (a) Do the test in Para. 3.A.:if the fault continues, do step (7).
- (7) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A.:if the fault continues, do step (8).
 - (8) Do a check and repair as necessary the aircraft wiring between the applicable proximity sensor and the related LGCIU.
 - (a) Do the test in Para. 3.A.

SROS

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205-205, 232-232, 245-245, 256-275,

451-456, 553-553, 555-555, 564-599,

TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-843

LGCIU - EFCS Reports Loss of Data from LGCIU 1 Bus 2

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - SEC-2 (1CE2)
 - SEC-3 (1CE3)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	27-94-34-000-001	Removal of the SEC (1CE1,1CE2,1CE3)
AMM	27-94-34-400-001	<pre>Installation of the SEC (1CE1,1CE2,1CE3)</pre>
AMM	27-96-00-740-001	BITE Test of the EFCS (Ground Scanning)
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AWM	27-92-52	
AWM	27-92-54	
AWM	32-61-05	

3. Fault Confirmation

- A. Test
 - (1) Do a check of the Post Flight Report (PFR) to see if other systems have also identified the same fault.
 - NOTE: If other systems also identify the same loss of data, the fault will be in the LGCIU, or the bus wiring which is the same for all those systems. If only one system has identified the loss of data, the fault will be in that system or the wiring which is applicable to that system only.
 - (2) Do the BITE test of the EFCS (Ground Scanning) (Ref. AMM TASK 27-96-00-740-001):
 - if the message NO FAULTS RECORDED is shown, no other maintenance work is necessary
 - if the message LGCIU1-BUS2 is shown do the fault isolation procedure in Para. 4.A.

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4. Fault Isolation

A. Procedure

- (1) Interchange the LGCIU-1 with the LGCIU-2 (Ref. AMM TASK 32-31-71-000-001), (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A.(2):
 - if the fault continues, do step (3)
 - if the fault goes, do the next step.
- (2) Install the LGCIUs in their initial locations and replace the LGCIU-1 (5GA1).
 - (a) Do the test in Para. 3.A.(2):
 - if the fault continues and has been identified by other systems, do step (5)
 - if the fault continues and has been identified by the EFCS only, do the next step.
- (3) Replace the SEC-2 (1CE2), (Ref. AMM TASK 27-94-34-000-001) and (Ref. AMM TASK 27-94-34-400-001).
 - (a) Do the test in Para. 3.A.(2):if the fault continues, do the next step.
- (4) Replace the SEC-3 (1CE3), (Ref. AMM TASK 27-94-34-000-001) and (Ref. AMM TASK 27-94-34-400-001).
 - (a) Do the test in Para. 3.A.(2):
 if the fault continues, do the next step.
- (5) Do a check and repair as necessary the LGCIU-1 BUS 2 aircraft wiring between the LGCIU-1 ARINC connector tray and the SEC-2 and SEC-3 (Ref. AWM 32-61-05) (Ref. AWM 27-92-52) and (Ref. AWM 27-92-54).
- (6) Do the test in Para. 3.A.(2):

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-844

LGCIU - Loss of Data by the SEC, DMC, FWC, DMU, FAC or SFCC from LGCIU 1 or LGCIU 2

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE

DESIGNATION

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)
AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2)

ASM 32-61/04

3. Fault Confirmation

- A. Test
 - (1) Select MCDU MENU mode and set the CFDS menu, then access the A/C CURRENT STATUS page.
 - (2) Do a check of the STATUS report and look for an LGCIU 1 (2) fault from the SEC, DMC, FWC, DMU, FAC and SFFC:
 - If only one of the units reports a fault, do the trouble shooting procedure related to the maintenance message applicable to the unit that reported the fault
 - If more than one of these units report a fault, do the Fault Isolation procedure in Para. 4.

NOTE: The ATA references for the related sytems are as follows:

- SEC (27-95-00)
- DMC (31-63-00)
- FWC (31-53-00)
- DMU (31-36-00)
- FAC (22-66-00)
- SFCC (27-51-00)
- 4. Fault Isolation
 - A. Procedure

NOTE: This fault isolation procedure is for an LGCIU loss of data fault, reported by other units connected to the LGCIU by an ARINC data-bus.

EFF: ALL

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- (1) Interchange the two LGCIU (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001),
- (2) Do the test in Para. 3.A:
 - if the fault stays in the LGCIU system shown on the PFR, go to step (5)
 - if the fault moves to the opposite LGCIU system, do the next step
- (3) Replace the LGCIU-1 (5GA1) or LGCIU-2 (5GA2), in the opposite system to that shown on the PFR.
- (4) Do the test in Para. 3.A:if the fault continues, do the next step.
- (5) Do a check of the aircraft wiring (Ref. ASM 32-61/04) related to the ARINC connector of the LGCIU system shown on the PFR.
- (6) Do the test in para 3.A.

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-845

LGCIU - EFCS Reports Loss of Data from LGCIU 2 Bus 2

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - SEC-1 (1CE1)
 - aircraft wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM AMM AMM AMM	27-94-34-000-001 27-94-34-400-001 27-96-00-740-001 32-31-71-000-001 32-31-71-400-001 27-92-51 32-61-06	Removal of the SEC (1CE1,1CE2,1CE3) Installation of the SEC (1CE1,1CE2,1CE3) BITE Test of the EFCS (Ground Scanning) Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)

3. Fault Confirmation

- A. Test
 - (1) Do a check of the Post Flight Report (PFR) to see if other systems have also identified the same fault.
 - <u>NOTE</u>: If other systems also identify the same loss of data, the fault will be in the LGCIU, or the bus wiring which is the same for all those systems. If only one system has identified the loss of data, the fault will be in that system or the wiring which is applicable to that system only.
 - (2) Do the BITE test of the EFCS (Ground Scanning) (Ref. AMM TASK 27-96-00-740-001)
 - if the message NO FAULTS RECORDED is shown, no other maintenance work is necessary
 - if the message LGCIU2 BUS2 is shown do the fault isolation procedure in Para. 4.A.

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EFF:

TROUBLE SHOOTING MANUAL

4. Fault Isolation

A. Procedure

- (1) Interchange the LGCIU-2 with the LGCIU-1 (Ref. AMM TASK 32-31-71-000-001), (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A.(2):
 - if the fault continues, do step (3)
 - if the fault goes, do the next step.
- (2) Install the LGCIUs in their initial locations and replace the LGCIU-2 (5GA2).
 - (a) Do the test in Para. 3.A.(2):
 - if the fault continues and has been identified by other systems, do step (4)
 - if the fault continues and has been identified by the EFCS only, do the next step.
- (3) Replace the SEC-1 (1CE1), (Ref. AMM TASK 27-94-34-000-001) and (Ref. AMM TASK 27-94-34-400-001).
 - (a) Do the test in Para. 3.A.(2):
 - if the fault continues, do the next step.
- (4) Do a check and repair as necessary the LGCIU-2 BUS 2 aircraft wiring between the LGCIU-2 ARINC connector tray and the SEC-1 (Ref. AWM 32-61-06) and (Ref. AWM 27-92-51).
- (5) Do the test in Para. 3.A.(2).

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-846

L/G Failure of one of the uplock proximity sensors 8GA thru 13GA

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROL SURFACES ARE

CLEAR BEFORE YOU PRESSURIZE/DEPRESSURIZE A HYDRAULIC SYSTEM.

1. Possible Causes

- PROX SNSR-R L/G UPLK, SYS 1 (8GA)
- PROX SNSR-L L/G UPLK, SYS 1 (9GA)
- PROX SNSR-NLG UPLK, SYS 1 (12GA)
- PROX SNSR-R L/G UPLK, SYS 2 (10GA)
- PROX SNSR-L L/G UPLK, SYS 2 (11GA)
- UPLOCK ASSY-MLG, L (2509GM)
- UPLOCK ASSY-NLG (2530GM)
- PROX SNSR-NLG UPLK, SYS 2 (13GA)
- UPLOCK ASSY-MLG, R (2510GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	29-10-00-863-001	Pressurize the Green Hydraulic System
AMM	29-10-00-864-001	Depressurize the Green Hydraulic System
AMM	32-00-00-860-001	Flight Configuration Precautions with Electrical Power
AMM	32-12-00-010-001	Open the Main Gear Doors for Access
AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening
AMM	32-31-21-000-001	Removal of the NLG Uplock Assy (2530GM)
AMM	32-31-21-400-001	Installation of the NLG Uplock Assy (2530GM)
AMM	32-31-44-000-001	Removal of the MLG Uplock Assembly 2509GM (2510GM)
AMM	32-31-44-400-001	Installation of the MLG Uplock Assembly 2509GM (2510GM)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>

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TROUBLE SHOOTING MANUAL

REFERENCE DESIGNATION

AMM 32-31-73-400-005

Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)

3. Fault Confirmation

A. For the fault confirmation do the fault isolation.

4. Fault Isolation

A. Procedure

- (1) Open the NLG doors (Ref. AMM TASK 32-22-00-010-001) and the MLG doors (Ref. AMM TASK 32-12-00-010-001).
 - (a) Do the flight configuration precautions (Ref. AMM TASK 32-00-00-860-001), and make sure that all the aircraft systems are in the ground configuration.
 - (b) Make sure that LGCIU 1 and 2 are installed and are serviceable.
 - (c) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
- B. Table of the circuit breakers used in this procedure:

PANEL	DESIGNATION	IDENT.	LOCATION
	L/G/LGCIU/SYS1/NORM HYDRAULIC/LGCIU/SYS2	1GA 2GA	CO9 Q35
	HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

- C. Do the procedure that follows:
 - (1) For proximity sensors PROX SNSR-R L/G UPLK, SYS 1 (8GA), PROX SNSR-L L/G UPLK, SYS 1 (9GA) and PROX SNSR-NLG UPLK, SYS 1 (12GA).
 - (a) Open safety and tag the circuit breaker 2GA.

NOTE: This makes sure that the LGCIU 1 is in control of the L/G system.

(b) On the ECAM wheel page the three rear green triangles will change to amber XX.

EFF: ALL

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(c) Use an applicable tool to move the MLG uplocks 2509GM and 2510GM and the NLG uplock 2530GM to the closed and locked position.

<u>WARNING</u>: DO NOT PUT YOUR FINGERS IN THE UPLOCK MECHANISM. THIS IS DANGEROUS.

- (d) On the ECAM wheel page the forward three green triangles should be change to amber XX.
 - if there is a remaining triangle shown green, replace the applicable proximity sensor as follows:
 - for the NLG uplock proximity sensor 12GA (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005)
 - for the MLG uplocks proximity sensors 8GA and 9GA (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- (2) For proximity sensors PROX SNSR-R L/G UPLK, SYS 2 (10GA), PROX SNSR-L L/G UPLK, SYS 2 (11GA) and PROX SNSR-NLG UPLK, SYS 2 (13GA).
 - (a) Remove the safety clip and the tag and close the circuit breaker 2GA.
 - (b) Open safety and tag the circuit breaker/s for LGCIU 1.

NOTE: This makes sure that the LGCIU 2 has control of the L/G.

- (c) On the ECAM wheel page, the three rear green triangles will change to amber XX.
- (d) On the ECAM wheel page the forward three green triangles should change to amber XX.
 - If there is a remaining green triangle shown, replace the applicable proximity sensor as follows:
 - for the NLG uplock proximity sensor 13GA (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - for the MLG uplocks proximity sensors 10GA and 11GA (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001)

NOTE : To do a check of a L/G proximity sensor before removal (Ref. page block 301).

- (3) After a proximity sensor has been replaced, to test the proximity sensor, do the applicable part of the fault isolation again (Ref. Para 4.).
 - (a) Pressurize the green hydraulic system to open and unlock the L/G uplocks (Ref. AMM TASK 29-10-00-863-001).

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- (b) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
- (4) If the fault continues, the uplock proximity sensor to target clearance is at fault. Replace the applicable uplock:
 - For MLG UPLOCK ASSY-MLG, L (2509GM) or UPLOCK ASSY-MLG, R (2510GM), (Ref. AMM TASK 32-31-44-000-001) and (Ref. AMM TASK 32-31-44-400-001)
 - For NLG UPLOCK ASSY-NLG (2530GM). , (Ref. AMM TASK 32-31-21-000-001) and (Ref. AMM TASK 32-31-21-400-001).
- (5) After an uplock has been replaced, to test the uplock, do the applicable part of the fault isolation again (Ref. Para 4.).

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R **ON A/C 227-227, 229-231, 276-281,

TASK 32-31-00-810-848

L/G Failure of one of the doors closed proximity sensors 26GA thru 31GA

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

1. Possible Causes

- PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA)
- PROX SNSR-R L/G DOOR CLOSED, SYS 2 (28GA)
- PROX SNSR-L L/G DOOR CLOSED, SYS 1 (27GA)
- PROX SNSR-L L/G DOOR CLOSED, SYS 2 (29GA)
- PROX SNSR-NLG DOORS CLOSED, SYS 1 (30GA)
- PROX SNSR-NLG DOORS CLOSED, SYS 2 (31GA)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- UPLOCK ASSY-MLG DOOR, R (2520GM)
- UPLOCK ASSY-MLG DOOR, L (2521GM)
- UPLOCK ASSY-NLG DOOR (2534GM)
- aircraft wiring/connectors

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific

1 KHz Inductance Meter

B. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-00-710-002	Operational Test of the Landing Gear Doors (With False Targets)
AMM	32-31-14-000-001	Removal of the NLG Door Uplock Assy (2534GM)
AMM	32-31-14-400-001	Installation of the NLG Door Uplock Assy (2534GM)
AMM	32-31-33-000-001	Removal of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-33-400-002	Installation of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)

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REFERENCE		DESIGNATION
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
AMM	32-31-73-000-005	35GA(34GA) Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
AMM	32-31-73-400-001	(38GA) Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
AMM	32-31-73-400-005	17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA) Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
ASM ASM	32-31/03 32-31/04	(38GA)

3. Fault Confirmation

A. Test

- (1) Do the Operational Test of the Landing Gear Doors two times (Ref. AMM TASK 32-31-00-710-002).
 - (a) At the WHEEL page on the lower ECAM SDU, monitor the L/G door symbols:
 - if, when the L/G doors are closed, all the symbols are shown in green, no more maintenance work is necessary
 - if, when the L/G doors are closed, a symbol is shown in amber, do the fault isolation procedure in Para. 4.A.

4. Fault Isolation

A. Procedure

- (1) Make sure the applicable proximity switch is in the target near condition.
- (2) At connector AA, on the applicable LGCIU ARINC tray
 - (a) Use a 1 KHz Inductance Meter to measure the inductance of the applicable proximity sensor:
 - for PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA) and PROX SNSR-R
 L/G DOOR CLOSED, SYS 2 (28GA) measure between pin 3G and pin 3H
 - for PROX SNSR-L L/G DOOR CLOSED, SYS 1 (27GA) and PROX SNSR-L
 L/G DOOR CLOSED, SYS 2 (29GA) measure between pin 4A and pin 4B
 - for PROX SNSR-NLG DOORS CLOSED, SYS 1 (30GA) and PROX SNSR-NLG DOORS CLOSED, SYS 2 (31GA) measure between pin 3J and pin 3K.

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- (b) From the measurement in step (a):
 - if the inductance is equal to or more than 5.2 mH, do step (4)
 - if the inductance is less than 5.2 mH, do the next step.
 - NOTE: When the proximity sensor is in the target near condition, the inductance of the sensor is usually equal to or more than 5.2 mH. When the proximity sensor is in the target far condition, the inductance of the sensor is usually between 4.6 mH and 4.8 mH.
- (3) Replace the applicable L/G door closed proximity sensor:
 - for 26GA, 27GA, 28GA or 29GA, (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001)
 - for 30GA or 31GA, (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005).
 - (a) Do the test in Para. 3.A.:
 - if the fault continues, do the next step.
- (4) Interchange the LGCIU-1 (5GA1) with the LGCIU-2 (5GA2). (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A.:
 - if the fault stays in the same system, do step (6)
 - if the fault moves to the opposite system, do the next step.
- (5) Put the LGCIUs back to their initial positions and replace the unserviceable LGCIU, which identified the fault (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para 3.A.:
 - if the fault continues, do the next step.
- (6) Replace the applicable L/G Door Uplock.
 - for the UPLOCK ASSY-MLG DOOR, R (2520GM) or UPLOCK ASSY-MLG DOOR, L (2521GM), (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002).
 - for the UPLOCK ASSY-NLG DOOR (2534GM), (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001).
 - (a) If the fault continues, do the next step.
 - <u>NOTE</u>: The target part of the proximity door closed proximity switch is contained inside the uplock assembly and the sensor/target gap can not be adjusted. Thus if the gap adjustment is not correct, it is necessary to replace the uplock assembly.

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- (7) Do a check and replace as necessary the aircraft wiring/connectors between the applicable proximity sensor and the related LGCIU ARINC tray (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
 - (a) Do the test in Para. 3.A.

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**ON A/C ALL

TASK 32-31-00-810-849

L/G Failure Of The L/G Safety Valve Power Interrupt Test.

- 1. Possible Causes
 - RELAY-GND SERVICE BUS CHG OVER (53GA)
 - RELAY-HYDRAULIC CONTROL (48GA)
 - RESISTOR (56GA)
 - CAPACITOR (57GA)
 - Diode (1VD)
- 2. Job Set-up Information
 - A. Referenced Information

DESIGNATION

AMM 32-33-00-720-001 Functional Check of Free-Fall Extension

ASM 32-31/05

ASM 32-31/07

- 3. Fault Confirmation
 - A. Test
 - (1) Examine the ECAM for an LGCIU 1 fault warning.
- 4. Fault Isolation
 - A. Procedure
 - (1) If there is an LGCIU 1 fault warning:
 - (a) Replace the RELAY-GND SERVICE BUS CHG OVER (53GA), (Ref. ASM 32-31/05).
 - (b) Do the L/G safety valve power interrupt test (Ref. AMM TASK 32-33-00-720-001).
 - (2) If there is no LGCIU 1 fault warning:
 - (a) Do a check of the L/G safety valve power interrupt circuit, (Ref. ASM 32-31/07), including the components that follow:
 - RELAY-HYDRAULIC CONTROL (48GA)
 - RESISTOR (56GA)
 - CAPACITOR (57GA)

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- Diode (1VD).
- (b) Repair/correct any defects found.
- (c) Do the L/G safety valve power interrupt test (Ref. AMM TASK 32-33-00-720-001).

EFF: ALL
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TASK 32-31-00-810-850

L/G Fault Code H138 or H146 is Shown in LGCIU Trouble Shooting Data

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	31-32-00-860-009	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page
AMM AMM	32-31-71-000-001 32-31-71-400-001	Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative

- 3. Fault Confirmation
 - A. Trouble Shooting Data
 - (1) At the MCDU, get access to the SYSTEM REPORT/TEST/ L/G page (Ref. AMM TASK 31-32-00-860-009).
 - (a) Push the TROUBLE SHOOTING DATA line key and go to the NEXT PAGE:
 - if the FAULT code H138 or H146 is shown for the first time, do the fault isolation procedure in Para. 4.A.(1)
 - if the FAULT code H138 or H146 is shown and was also recorded after the previous flight, do the fault isolation procedure in Para. 4.A.(4).

NOTE: Fault codes H138 and H146 can be caused by a temporary timing error in the LGCIU. Because these timing errors can be intermittent, it is recommended that a record is kept of the Post Flight Report, the Trouble Shooting Data and the Serial Number. This record can then be attached to the LGCIU to help identify the fault.

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4. Fault Isolation

A. Procedure

- (1) If this is the first time the fault code has been shown, do a BITE TEST of the LGCIU shown on the PFR (Ref. AMM TASK 32-69-00-740-001):
 - if the test is not **OK**, do the trouble shooting procedure related to the maintenance message.
 - if the test is OK, do the next step.
- (2) Make a record of the serial number of the LGCIU that gives the fault code.
 - (a) If the LGCIU that gives the fault code is in the LGCIU-1 position, interchange it with LGCIU-2, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the LGCIU that gives the fault code is in the LGCIU-2 position, keep it in System 2.
 - NOTE: The LGCIU which is thought to be unserviceable can be used again on the next flight, if it is in the System 2 position.
- (3) Make a record in the aircraft log to do a check for FAULT codes H138 and H146, after the subsequent flight.
- (4) If the same fault code has been recorded before, on the LGCIU with the same serial number, replace that unserviceable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

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R **ON A/C 227-227, 229-231, 276-281,

TASK 32-31-00-810-851

L/G - NLG Shock Absorber Fault

<u>WARNING</u>: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

- 1. Possible Causes
 - PROX SNSR-NLG EXT, SYS 1 (24GA)
 - PROX SNSR-NLG EXT, SYS 2 (25GA)
 - NLG shock absorber is not aligned correctly
 - damage to the NLG linkage
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-21-00-200-002	General Visual Inspection of the Nose Landing Gear	
AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear	
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)	
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances	
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)	
AMM	32-31-73-820-006	Adjustment of the NLG Extension/Steering Proximity Sensors 24GA, 25GA	

3. Fault Confirmation

- A. Analysis
 - (1) If the Post Flight Report (PFR) shows the ECAM Warning SHOCK ABSORBER FAULT with the the CFDS message AFS: LGCIU1(2)-FAC1(2) CKT, do the fault isolation procedure in Para.4.A.

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4. Fault Isolation

A. Procedure

- <u>NOTE</u>: The maintenance message AFS:LGCIU1(2)-FAC1(2) CKT shows when the related NLG proximity sensors 24GA (25GA) sense that the NLG shock absorber is not aligned correctly and damage to the NLG linkage can have occurred. Usually the two messages are shown, one from each LGCIU, but it is possible that only one message is shown on the PFR.
- (1) Do a General Visual inspection of the Nose Landing Gear (Ref. AMM TASK 32-21-00-200-002) and look for damage to the proximity switches, the NLG structure and its linkages:
 - if you do not find damage, do step (3)
 - if you find damage, do step (2)
- (2) Do the necessary repairs to the NLG structure, then do the next step.
- (3) Do the Inspection of the NLG Proximity Sensor and Target Clearances for the applicable proximity sensor (Ref. AMM TASK 32-31-73-200-002): - if the proximity sensor/target clearances are not correct, do step (5)
 - if the proximity sensor/target clearances are correct, do step (4).
- (4) Replace the applicable NLG proximity sensor PROX SNSR-NLG EXT, SYS 1 (24GA) or PROX SNSR-NLG EXT, SYS 2 (25GA), (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005), in the system shown on the PFR:
 - (a) Do the test in step (6).
- (5) Do the adjustment of the applicable proximity sensor (Ref. AMM TASK 32-31-73-820-006).
- (6) Do the Functional Test of the Normal Extension and Retraction of the NLG (Ref. AMM TASK 32-31-00-720-003).

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**ON A/C ALL

TASK 32-31-00-810-853

L/G Doors Uncommanded Opening in Flight

- 1. Possible Causes
 - RELAY-GND SERVICE BUS CHG OVER (53GA)
 - RELAY-HYDRAULIC CONTROL (48GA)
 - SAFETY VALVE-L/G SYS ISOLATION (49GA)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-00-720-005	Functional Test of the MLG Safety Valve Solenoid
AMM	32-31-17-000-001	Removal of the Landing Gear Safety-Valve
AMM	32-31-17-400-001	Installation of the Landing Gear Safety-Valve
ASM	32-31/05	
ASM	32-31/07	

- 3. Fault Confirmation
 - A. Test
 - (1) If the landing gear doors have opened in flight when not commanded:
 Do the functional test of the MLG safety valve solenoid (Ref. AMM TASK 32-31-00-720-005).
- 4. Fault Isolation
 - A. Procedure
 - (1) If the safety valve failed the test in Para. 3. A., replace the components that follow:
 - (a) RELAY-GND SERVICE BUS CHG OVER (53GA) (Ref. ASM 32-31/05).
 - (b) RELAY-HYDRAULIC CONTROL (48GA) (Ref. ASM 32-31/07).
 - (c) SAFETY VALVE-L/G SYS ISOLATION (49GA) (Ref. AMM TASK 32-31-17-000-001) and (Ref. AMM TASK 32-31-17-400-001).
 - (2) After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

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TASK 32-31-00-810-854

L/G Proximity Sensor TGT POS Fault

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - Proximity Sensor and Target Clearances
 - Proximity Sensor
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific multimeter

No specific 50Vdc Isolation Tester

B. Referenced Information

REFERENCE DESIGNATION

REFERENCE DESIGNATION

R AMM 32-31-00-710-002 Operational Test of the Landing Gear Doors (With False Targets)

R AMM 32-31-00-710-002 Operational Test of the Landing Gear Doors (Without False Targets)

AMM 32-31-00-720-002 Functional Test of the Normal Extension and Retraction of the Landing Gear

AMM 32-31-00-720-003 Functional Test of the Normal Extension and

Retraction of the Nose Landing Gear

AMM 32-31-14-000-001 Removal of the NLG Door Uplock Assy (2534GM)

AMM 32-31-14-400-001 Installation of the NLG Door Uplock Assy (2534GM)

AMM 32-31-14-400-001 Installation of the NLG Door Uplock Assy (2534GM) AMM 32-31-21-000-001 Removal of the NLG Uplock Assy (2530GM)

AMM 32-31-21-000-001 Removal of the NLG Optock Assy (2530GM)
AMM 32-31-33-000-001 Removal of the MLG Door Uplock 2521GM (2520GM)

AMM 32-31-33-400-002 Installation of the MLG Door Uplock 2521GM (2520GM)
AMM 32-31-44-000-001 Removal of the MLG Uplock Assembly 2509GM (2510GM)

AMM 32-31-44-400-001 Installation of the MLG Uplock Assembly 2509GM (2510GM)

AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2)
AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2)
AMM 32-31-73-000-001 Removal of the Proximity-Sensors 9GA(8GA),

11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),

35GA(34GA)

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REFE	RENCE	DESIGNATION
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)
AMM SIL ASM ASM	32-31-73-820-008 32-067 32-31/03 32-31/04	Inductance Check of the Proximity Sensors/Switches

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Test

(1) If there is a target position fault message on the post flight report, do the fault isolation.

NOTE: MLG and NLG uplock proximity sensors are inside the uplock assembly and can not be adjusted.

NOTE: GROUND SCANNING will show target position fault messages when the L/G doors are opened for maintenance. Thus these messages can be ignored, unless they occur during a L/G extension/retraction test.

NOTE: For more information about LGCIU proximity sensor trouble

shooting, refer to (Ref. SIL 32-067).

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**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

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R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- (1) Do the inspection of the applicable L/G proximity sensor, referred to in the fault message, and adjust as necessary:
 - (a) For the MLG proximity sensor faults (14GA, 15GA, 16GA, 17GA, 20GA, 21GA, 22GA, 23GA, 32GA, 33GA, 34GA, 35GA), do the Inspection of the MLG Proximity Sensor and Target Clearances, (Ref. AMM TASK 32-31-73-200-001).
 - (b) For the NLG proximity sensor faults (18GA, 19GA, 24GA, 25GA, 36GA, 37GA, 38GA, 39GA), do the Inspection of the NLG Proximity Sensor and Target Clearances (Ref. AMM TASK 32-31-73-200-002).
 - NOTE: The proximity switches on L/G uplocks and L/G door uplocks (8GA, 9GA, 10GA, 11GA, 12GA, 13GA, 26GA, 27GA, 28GA, 29GA, 30GA, 31GA) are part of the uplock assembly. Thus they cannot be examined or adjusted.
- (2) Do a check of the inductance of the applicable proximity sensor (Ref. AMM TASK 32-31-73-820-008).
 - if the inductance is not OK, do step (4)
 - if the inductance is OK, do next step.
- (3) Do a check of the resistance of the applicable proximity sensor:
 - (a) At the applicable proximity sensor, release the electrical connector.
 - (b) Use a multimeter and do a check of the resistance between the pins A and B of the applicable proximity sensor (Ref. ASM 32-31/03) and (Ref. ASM 32-31/04). The resistance must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01).
 - (c) Connect pins A and B together.
 - (d) Connect one test lead of the 50Vdc Isolation Tester to the pins AB and the other test lead to the case.
 - (e) Supply a test signal for 5 seconds and read the resistance value shown. The resistance value must be more than 400 Megohms.

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- (f) From the resistance checks in steps (b) and (e):
 - if the two resitance values are correct, do step (6)
 - if one or more of the resistance values are not correct, do the next step.
- (4) Replace the applicable Proximity Sensor:

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- to replace an NLG proximity sensor (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005)
- to replace an MLG proximity sensor (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- NOTE: When an uplock proximity-sensor is replaced, because of an inductance fault, it is necessary to check the inductance of the new sensor (after it has been installed). This is because, if the inductance continues to be incorrect after the sensor has been replaced, then the fault is with the sensor/target gap inside the uplock assembly. Thus, if the inductance of the new sensor is also not correct, the complete uplock must be replaced.
- (5) If an uplock proximity sensor is replaced, do a check of the inductance of the new replacement sensor:
 - if the inductance is OK, no more maintenance work is necessary
 - if the inductance is not OK, do the next step.
 - (a) Replace the applicable uplock assembly:
 - for the MLG uplock proximity sensor faults (8GA, 9GA, 10GA, 11GA), replace the applicable uplock assembly 2509GM (2510GM), (Ref. AMM TASK 32-31-44-000-001) and (Ref. AMM TASK 32-31-44-400-001)
 - for the NLG uplock proximity sensor faults (12GA, 13GA), replace the uplock assembly 2530GM, (Ref. AMM TASK 32-31-21-000-001) and (Ref. AMM TASK 32-31-21-400-001)
 - for the MLG door uplock proximity sensor faults (26GA, 27GA, 28GA, 29GA), replace the MLG door uplock assembly 2521GM (2520GM), (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002)
 - for the NLG door uplock proximity sensor faults (30GA, 31GA), replace the door uplock assembly 2534GM, (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001).
- (b) If the fault continues, do step (7).
 - (6) If the proximity sensor is serviceable, do the applicable functional or operational test that follows, to confirm that the fault occurs:
 - (a) For the MLG (Ref. AMM TASK 32-31-00-720-002).
 - (b) For the NLG only (Ref. AMM TASK 32-31-00-720-003).

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(c) For the L/G doors:

R

R

- do the operational test of the landing gear doors (use this procedure if the aircraft has weight on wheels, false targets required (Ref. AMM TASK 32-31-00-710-002)
- or, do the operational test of the landing gear doors (this procedure simulates flight with the MCDU, false targets are not required) (Ref. AMM TASK 32-31-00-710-002).
- (d) If the fault continues, do the next step.
- (7) Replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2) which identified the fault, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).

EFF: ALL
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**ON A/C ALL

TASK 32-31-00-810-855

MLG Vibration and Noise During Retraction and Exetension, and/or MLG FWD Pintle Bearing Lubrication Difficult.

- 1. Possible Causes
 - Not sufficient lubrication
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE DESIGNATION

AMM 12-22-32-640-001

Lubrication of the MLG and Doors

- 3. Fault Confirmation
 - A. Test
 - (1) If the conditions that follow are shown, do the fault isolation.
 - (a) During retraction and extension of the landing gear there is vibration and noise.
 - (b) During servicing, the MLG FWD pintle bearing is difficult to lubricate.
- 4. Fault Isolation
 - A. Procedure
 - NOTE : Not sufficient lubrication of the FWD pintle bearing can cause vibration and noise, and/or MLG FWD pintle bearing difficult to lubricate.
 - (1) Lubricate the FWD pintle bearing (Ref. AMM TASK 12-22-32-640-001), use both grease nipples (when accessible). Lubricate for another 20 strokes after fresh grease comes out of the pintle bearing.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-856

NLG Doors Do Not Open Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- ACTG CYL-NLG DOOR (2531GM)

- SAFETY VALVE-NLG DOOR OPENING (2630GM)

- nose landing gear doors operating mechanism

- nose gear door gaps and mismatches

- NLG proximity sensor and target clearances

- NLG door uplock units and pins

- rotating rod of the nose gear aft door

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-22-00-200-001	Visual Inspection of the Rotating Rod of the Nose-Gear Aft Door
AMM	32-22-00-220-001	Check of the Nose-Gear Doors Gaps and Mismatches
AMM	32-30-00-200-001	Detailed Inspection of Nose Gear Door Operating Mechanism
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear
AMM	32-31-16-000-001	Removal of the NLG Door Actuating Cylinder (2531GM)
AMM	32-31-16-400-001	Installation of the NLG Door Actuating Cylinder (2531GM)
AMM	32-31-19-000-001	Removal of the Safety Valves 2629GM/2630GM
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances
AMM	32-33-00-720-001	Functional Check of Free-Fall Extension

EFF: ALL

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REFERENCE DESIGNATION

R SIL 32-067

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

R A. Procedure

- (1) If it was necessary to do a gravity extension of the landing gear (because of the NLG door fault), do the Aircraft Configuration procedure (Ref. AMM TASK 32-33-00-720-001).
- (2) Do a check of the Post Flight Report (PFR). If the are two N L/G DOOR OPEN PROX SNSR TGT POS messages related to the same NLG door, one message from LGCIU1 and the other from LGCIU2, do the fault isolation procedure in Para. 4.A.

NOTE: It can be possible that there are two sets of messages related to the two NLG doors, but only one set is shown on the PFR. A check of the Last Leg Report (LLR) for LGCIU1 and LGCIU2 will show if each NLG door, or only one N L/G door, was not fully open.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

**ON A/C ALL

R R

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

<u>NOTE</u>: The procedure that follows gives the information necessary to identify mechanical faults related to the NLG doors.

- (1) Do the detailed visual inspection of the nose landing gear doors operating mechanism (Ref. AMM TASK 32-30-00-200-001).
- (2) Do a check of the nose gear door gaps and mismatches (Ref. AMM TASK 32-22-00-220-001).

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- (3) Do the inspection of the NLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-002).
- (4) Do the detailed visual inspection of the NLG door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (5) Do the visual inspection of the rotating rod of the nose gear aft door (Ref. AMM TASK 32-22-00-200-001).
- (6) Correct any fault found.
- (7) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).
- (8) If the fault continues, the NLG doors are slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-NLG DOOR (2531GM) (Ref. AMM TASK 32-31-16-000-001) and (Ref. AMM TASK 32-31-16-400-001).
- (9) If the fault continues, replace the SAFETY VALVE-NLG DOOR OPENING (2630GM), (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-000-001).

EFF: ALL

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**ON A/C ALL

TASK 32-31-00-810-857

MLG Door (LH) Does Not Open Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- ACTG CYL-MLG DOOR, L (2523GM)

- MLG (LH) door operating mechanism

- MLG proximity sensor and target clearances

- MLG (LH) door uplock units and pins

- MLG (LH) door forward and aft fitting

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-12-00-710-002	Operational Test of the Main Landing Gear (MLG) Doors Ground-Opening-Mechanism	
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins	
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear	
AMM	32-31-35-000-001	Removal of the MLG Door Actuating-Cylinder 2523GM (2522GM)	
AMM	32-31-35-400-001	<pre>Installation of the MLG Door Actuating-Cylinder 2523GM (2522GM)</pre>	
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances	
AMM AMM	32-33-00-720-001 52-81-00-200-001	Functional Check of Free-Fall Extension Detailed Inspection of MLG Door, Forward and Aft Fittings, LH/RH	

EFF: ALL

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Test

- (1) If it was necessary to do a gravity extension of the landing gear (because of the MLG door fault), do a functional check of the free-fall extension (Ref. AMM TASK 32-33-00-720-001).
- (2) If the ECAM warning LGCIU 1 (2) FAULT and a MLG (LH) door-closed target-position CFDS message is shown on the PFR, do Para. 4.A.(1).
- (3) If the MLG (LH) door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).
- (4) If the MLG (LH) door is not easy to open with the ground control-handle, do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - <u>NOTE</u>: When using the ground control-handle, it is usually necessary to manually help the doors move to the fully open position.
 - (a) If the door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- <u>NOTE</u>: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (LH) door.
- (1) Do a detailed inspection of the MLG (LH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
- (2) Do the inspection of the MLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-001).

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- (3) Do the detailed visual inspection of the MLG (LH) door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (4) Do the detailed visual inspection of the MLG (LH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (5) Correct any faults found.
- (6) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).
- (7) If the fault continues, the MLG door (LH) operates slowly or the fault continues after the subsequent flight, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (8) If the MLG (LH) door operates slowly or the movement is not smooth and continuous, do the next step.
 - (a) Do a detailed inspection of the MLG (LH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
 - (b) Do the detailed visual inspection of the MLG (LH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (9) If a fault is found, correct the fault and do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - (a) If the fault continues, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (10) If no fault is found, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).

EFF: ALL

32-31-00

TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-858

MLG Door (RH) Does Not Open Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- ACTG CYL-MLG DOOR, R (2522GM)

- MLG (RH) door operating mechanism

- MLG proximity sensor and target clearances

- MLG (RH) door uplock units and pins

- MLG (RH) door forward and aft fitting

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
A MM	72 42 00 740 002	Operational Took of the Main Londing Cook (MLC) Doors
AMM	32-12-00-710-002	Operational Test of the Main Landing Gear (MLG) Doors Ground-Opening-Mechanism
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-35-000-001	Removal of the MLG Door Actuating-Cylinder 2523GM (2522GM)
AMM	32-31-35-400-001	<pre>Installation of the MLG Door Actuating-Cylinder 2523GM (2522GM)</pre>
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-33-00-720-001	Functional Check of Free-Fall Extension
AMM	52-81-00-200-001	<pre>Detailed Inspection of MLG Door, Forward and Aft Fittings, LH/RH</pre>

EFF: ALL

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Test

- (1) If it was necessary to do a gravity extension of the landing gear (because of the MLG door fault), do the functional check of the free-fall extension (Ref. AMM TASK 32-33-00-720-001).
- (2) If the ECAM warning LGCIU 1 (2) FAULT and a MLG (RH) door-closed target-position CFDS message is shown on the PFR, do Para. 4.A.(1).
- (3) If the MLG (RH) door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).
- (4) If the MLG (RH) door is not easy to open with the ground control-handle, do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - <u>NOTE</u>: When using the ground control-handle, it is usually necessary to manually help the doors move to the fully open position.
 - (a) If the door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- NOTE: The procedure that follows gives the information necessary to identify mechanical faults related to the MLG (RH) door.
- (1) Do a detailed inspection of the MLG (RH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
- (2) Do the inspection of the MLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-001).

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- (3) Do the detailed visual inspection of the MLG (RH) door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (4) Do the detailed visual inspection of the MLG (RH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (5) Correct any faults found.
- (6) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).
- (7) If the fault continues, the MLG door (RH) operates slowly or the fault continues after the subsequent flight, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (8) If the MLG (RH) door operates slowly or the movement is not smooth and continuous, do the next step.
 - (a) Do a detailed inspection of the MLG (RH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
 - (b) Do the detailed visual inspection of the MLG (RH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (9) If a fault is found, correct the fault and do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - (a) If the fault continues, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (10) If no fault is found, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).

EFF: ALL

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**ON A/C ALL

TASK 32-31-00-810-859

NLG Doors Do Not Close Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- UPLOCK ASSY-NLG DOOR (2534GM)
- ACTG CYL-NLG DOOR (2531GM)
- SAFETY VALVE-NLG DOOR CLOSING (2629GM)
- nose landing gear doors operating mechanism
- nose gear door gaps and mismatches
- NLG door uplock units and pins
- NLG door hinges

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
АММ	32-22-00-220-001	Check of the Nose-Gear Doors Gaps and Mismatches
AMM	32-30-00-200-001	Detailed Inspection of Nose Gear Door Operating Mechanism
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear
AMM	32-31-14-000-001	Removal of the NLG Door Uplock Assy (2534GM)
AMM	32-31-14-400-001	Installation of the NLG Door Uplock Assy (2534GM)
AMM	32-31-16-000-001	Removal of the NLG Door Actuating Cylinder (2531GM)
AMM	32-31-16-400-001	Installation of the NLG Door Actuating Cylinder (2531GM)
AMM	32-31-19-000-001	Removal of the Safety Valves 2629GM/2630GM
AMM	32-31-19-400-001	Installation of the Safety Valves 2629GM/2630GM
AMM	52-82-00-200-001	Detailed Inspection of NLG, Main Door Hinges, LH/RH

EFF: ALL

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

(1) Do a check of the post flight report. If there is LGCIU 1 and 2 FAULT ECAM messages and related NLG door-closed target-position CFDS messages, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the NLG doors.

- (1) Do the detailed visual inspection of the nose landing gear doors operating mechanism (Ref. AMM TASK 32-30-00-200-001).
- (2) Do a check of the nose gear door gaps and mismatches (Ref. AMM TASK 32-22-00-220-001).
- (3) Do the detailed visual inspection of the NLG door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (4) Do the detailed visual inspection of the NLG door hinges (Ref. AMM TASK 52-82-00-200-001).
- (5) Correct any fault found.
- (6) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).
- (7) If the fault continues replace the UPLOCK ASSY-NLG DOOR (2534GM) (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001).
- (8) If the fault continues, the NLG doors are slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-NLG DOOR (2531GM) (Ref. AMM TASK 32-31-16-000-001) (Ref. AMM TASK 32-31-16-400-001).

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(9) If the fault continues, replace the SAFETY VALVE-NLG DOOR CLOSING (2629GM), (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-400-001).

EFF: ALL
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32-31-00

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**ON A/C ALL

TASK 32-31-00-810-860

MLG Door (LH) Does Not Close Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- UPLOCK ASSY-MLG DOOR, L (2521GM)
- ACTG CYL-MLG DOOR, L (2523GM)
- MLG (LH) door operating mechanism
- MLG (LH) door uplock units and pins
- MLG (LH) forward and aft fitting

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-12-00-710-002	Operational Test of the Main Landing Gear (MLG) Doors Ground-Opening-Mechanism
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-33-000-001	Removal of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-33-400-002	Installation of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-35-000-001	Removal of the MLG Door Actuating-Cylinder 2523GM (2522GM)
AMM	32-31-35-400-001	<pre>Installation of the MLG Door Actuating-Cylinder 2523GM (2522GM)</pre>
AMM	52-81-00-200-001	<pre>Detailed Inspection of MLG Door, Forward and Aft Fittings, LH/RH</pre>

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Test

- (1) If the ECAM warning LGCIU 1 (2) and a MLG (LH) door-closed target-position CFDS message is shown on the PFR, do Para. 4.A.(1).
- (2) If the MLG (LH) door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (LH) door.

- (1) Do a detailed inspection of the MLG (LH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
- (2) Do the detailed visual inspection of the MLG (LH) door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (3) Do the detailed visual inspection of the MLG (LH) forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (4) Correct any faults found.
- (5) If the fault continues, replace the UPLOCK ASSY-MLG DOOR, L (2521GM) (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002).
- (6) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

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- (7) If the fault continues, the MLG door (LH) operates slowly or the fault continues after the subsequent flight, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (8) If the MLG (LH) door operates slowly or the movement is not smooth and continuous, do the next step.
 - (a) Do a detailed inspection of the MLG (LH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
 - (b) Do the detailed visual inspection of the MLG (LH) forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (9) If a fault is found, correct the fault and do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - (a) If the fault continues, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (10) If no fault is found, replace the ACTG CYL-MLG DOOR, L (2523GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).

EFF: ALL

32-31-00

TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-861

MLG Door (RH) Does Not Close Fully

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- UPLOCK ASSY-MLG DOOR, R (2520GM)
- ACTG CYL-MLG DOOR, R (2522GM)
- MLG (RH) door operating mechanism
- MLG (RH) door uplock units and pins
- MLG (RH) door forward and aft fitting

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-12-00-710-002	Operational Test of the Main Landing Gear (MLG) Doors Ground-Opening-Mechanism
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-33-000-001	Removal of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-33-400-002	Installation of the MLG Door Uplock 2521GM (2520GM)
AMM	32-31-35-000-001	Removal of the MLG Door Actuating-Cylinder 2523GM (2522GM)
AMM	32-31-35-400-001	<pre>Installation of the MLG Door Actuating-Cylinder 2523GM (2522GM)</pre>
AMM	52-81-00-200-001	<pre>Detailed Inspection of MLG Door, Forward and Aft Fittings, LH/RH</pre>

EFF: ALL

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TROUBLE SHOOTING MANUAL

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Test

- (1) If the ECAM warning LGCIU 1 (2) FAULT and a MLG (RH) door-closed target-position CFDS message is shown on the PFR, do Para. 4.A.(1).
- (2) If the MLG (RH) door operates slowly or the movement is not smooth and continuous, do Para. 4.A.(8).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (RH) door.

- (1) Do a detailed inspection of the MLG (RH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
- (2) Do the detailed visual inspection of the MLG (RH) door uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (3) Do the detailed visual inspection of the MLG (RH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (4) Correct any faults found.
- (5) If the fault continues, replace the UPLOCK ASSY-MLG DOOR, R (2520GM) (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002).
- (6) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

EFF: ALL

32-31-00

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- (7) If the fault continues, the MLG door (RH) operates slowly or the fault continues after the subsequent flight, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (8) If the MLG (RH) door operates slowly or the movement is not smooth and continuous, do the next step.
 - (a) Do a detailed inspection of the MLG (RH) door operating mechanism, inspect the components for:
 - security of attachment
 - damage
 - corrosion
 - oil leaks.
 - (b) Do the detailed visual inspection of the MLG (RH) door forward and aft fitting (Ref. AMM TASK 52-81-00-200-001).
- (9) If a fault is found, correct the fault and do the operational test of the MLG doors (Ref. AMM TASK 32-12-00-710-002).
 - (a) If the fault continues, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).
- (10) If no fault is found, replace the ACTG CYL-MLG DOOR, R (2522GM) (Ref. AMM TASK 32-31-35-000-001) and (Ref. AMM TASK 32-31-35-400-001).

EFF: ALL

32-31-00

TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-862

NLG Does Not Downlock

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- ACTG CYL-NLG (2527GM)

- NLG proximity sensor and target clearances
- NLG downlock springs
- NLG hinge bearing

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
	72 24 00 200 004	Wissel Cheel of New Leading Cost Parallelia Cost
AMM	32-21-00-200-001	Visual Check of Nose Landing Gear Downlocking Springs
AMM	32-21-00-200-004	<pre>Inspection/Check of the Clearance of the Nose-Gear Hinge Bearings</pre>
AMM	32-21-00-200-005	Detailed Inspection/Check of the NLG
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock
		Units and Pins
AMM	32-31-00-720-003	Functional Test of the Normal Extension and
		Retraction of the Nose Landing Gear
AMM	32-31-22-000-001	Removal of the NLG Actuating Cylinder (2527GM)
AMM	32-31-22-400-001	Installation of the NLG Actuating Cylinder (2527GM)
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target
		Clearances
AMM	32-33-00-720-001	Functional Check of Free-Fall Extension

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- (1) If it was necessary to do a gravity extension of the landing gear (because of the NLG downlock fault), do the Aicraft Configuration procedure (Ref. AMM TASK 32-33-00-720-001).
- (2) Do a check of the post flight report. If there is a L/G SYS DISAGREE ECAM message and related NLG downlock target-position CFDS message, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- <u>NOTE</u>: The procedure that follows, gives the information necessary to identify mechanical faults related to the NLG.
- (1) Do the detailed inspection/check of the nose landing gear (Ref. AMM TASK 32-21-00-200-005).
- (2) Do the inspection of the NLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-002)
- (3) Do the general visual inspection of the NLG downlock springs (Ref. AMM TASK 32-21-00-200-001).
- (4) Do the inspection/check of the clearance of the NLG hinge bearing (Ref. AMM TASK 32-21-00-200-004).
- (5) Do the detailed visual inspection of the NLG uplocks and pins (Ref. AMM TASK 32-31-00-200-001).
- (6) Correct any fault found.
- (7) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).

EFF: ALL 32-31-00

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(8) If the fault continues, the NLG is slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-NLG (2527GM) (Ref. AMM TASK 32-31-22-000-001) and (Ref. AMM TASK 32-31-22-400-001).

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-863

MLG (LH) Does Not Downlock

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- MLG (LH) proximity sensor and target clearances
- MLG (LH) lockstay assembly
- MLG (LH) downlock springs
- ACTG CYL-MLG L (2503GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-11-00-200-001	Inspection/Check of the Main Gear
AMM	32-11-00-220-003	Detailed Dimensional Check of the MLG Lockstay Assembly
AMM	32-11-19-200-001	Visual Check of Main Landing Gear Downlocking Springs and Sidestay Center Joint Links and Cuffs
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-46-000-001	Removal of the MLG Actuating Cylinder
AMM	32-31-46-400-001	Installation of the MLG Actuating Cylinder
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-33-00-720-001	Functional Check of Free-Fall Extension

EFF: ALL

32-31-00

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- (1) If it was necessary to do a gravity extension of the landing gear (because of the MLG (LH) downlock fault, do the Aircraft Configuration procedure (Ref. AMM TASK 32-33-00-720-001).
- (2) Do a check of the post flight report. If there is a L/G SYS DISAGREE ECAM message and related MLG (LH) downlock CFDS message, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (LH).
- (1) Do the inspection/check of the main gear (LH) (Ref. AMM TASK 32-11-00-200-001).
- (2) Do the inspection of the MLG (LH) proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-001).
- (3) Do the detailed dimensional check of the MLG (LH) lockstay assembly (Ref. AMM TASK 32-11-00-220-003).
- (4) Do the visual inspection of the MLG (LH) downlock springs (Ref. AMM TASK 32-11-19-200-001).
- (5) Do the detailed visual inspection of the MLG (LH) uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (6) Correct any fault found.
- (7) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

EFF: ALL 32-31-00

TROUBLE SHOOTING MANUAL

(8) If the fault continues, the MLG (LH) is slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-MLG L (2503GM) (Ref. AMM TASK 32-31-46-000-001) and (Ref. AMM TASK 32-31-46-400-001).

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-864

MLG (RH) Does Not Downlock

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- MLG (RH) proximity sensors and target clearances

- MLG (RH) lockstay assembly
- MLG (RH) downlock springs
- ACTG CYL-MLG R (2504GM)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	32-11-00-200-001	Inspection/Check of the Main Gear
AMM	32-11-00-220-003	Detailed Dimensional Check of the MLG Lockstay Assembly
AMM	32-11-19-200-001	Visual Check of Main Landing Gear Downlocking Springs and Sidestay Center Joint Links and Cuffs
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-46-000-001	Removal of the MLG Actuating Cylinder
AMM	32-31-46-400-001	Installation of the MLG Actuating Cylinder
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances
AMM	32-33-00-720-001	Functional Check of Free-Fall Extension

EFF: ALL

32-31-00

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TROUBLE SHOOTING MANUAL

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- (1) If it was necessary to do a gravity extension of the landing gear, do the Aircraft Configuration procedure (Ref. AMM TASK 32-33-00-720-001).
- (2) Do a check of the post flight report. If there is a L/G SYS DISAGREE ECAM message and related MLG (RH) downlock target-position CFDS message, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (RH).
- (1) Do the inspection/check of the main gear (RH) (Ref. AMM TASK 32-11-00-200-001).
- (2) Do the inspection of the MLG (RH) proximity sensors and target clearances (Ref. AMM TASK 32-31-73-200-001).
- (3) Do the detailed dimensional check of the MLG (RH) lockstay assembly (Ref. AMM TASK 32-11-00-220-003).
- (4) Do the visual inspection of the MLG (RH) downlock springs (Ref. AMM TASK 32-11-19-200-001).
- (5) Do the detailed visual inspection of the MLG (RH) uplock units and pins (Ref. AMM TASK 32-31-00-200-001).
- (6) Correct any fault found.
- (7) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

EFF: ALL 32-31-00

TROUBLE SHOOTING MANUAL

(8) If the fault continues, the MLG (RH) is slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-MLG R (2504GM) (Ref. AMM TASK 32-31-46-000-001) and (Ref. AMM TASK 32-31-46-400-001).

EFF: ALL
SROS

32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-865

NLG Does Not Uplock

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- UPLOCK ASSY-NLG (2530GM)

- ACTG CYL-NLG (2527GM)
- Grease contamination of the NLG UPLOCK
- proximity sensors and targets
- nose landing gear
- NLG hinge bearing clearances

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
32-3	1-00-810-846	L/G Failure of one of the uplock proximity sensors 8GA thru 13GA
AMM	32-21-00-200-004	<pre>Inspection/Check of the Clearance of the Nose-Gear Hinge Bearings</pre>
AMM	32-21-00-200-005	Detailed Inspection/Check of the NLG
AMM	32-31-00-200-001	Detailed Inspection of Gear Uplock and Door Uplock Units and Pins
AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear
AMM	32-31-21-000-001	Removal of the NLG Uplock Assy (2530GM)
AMM	32-31-21-400-001	Installation of the NLG Uplock Assy (2530GM)
AMM	32-31-22-000-001	Removal of the NLG Actuating Cylinder (2527GM)
AMM SIL	32-31-22-400-001 32-067	Installation of the NLG Actuating Cylinder (2527GM)

EFF: ALL

32-31-00

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SROS

R

TROUBLE SHOOTING MANUAL

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

R A. Test

- (1) If there has been a L/G NOT UPLOCKED indication, and TGT POS messages
 R 12GA and 13GA are shown on the PFR:
 - (a) Do the Fault Isolation Procedure.

R NOTE: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

- (1) Do a check for grease contamination of the UPLOCK ASSY-NLG (2530GM) proximity sensors and targets.
 - (a) Remove grease that is not necessary.

NOTE : Grease contamination of the NLG UPLOCK can cause incorrect indications.

- (2) Do The Detailed Visual Inspection of the NLG Uplock (Ref. AMM TASK 32-31-00-200-001).
- (3) Do a check of the UPLOCK ASSY-NLG (2530GM) proximity sensors and targets (Ref. TASK 32-31-00-810-846).
- (4) If necessary for a defect found in Para (2) or (3) replace the UPLOCK ASSY-NLG (2530GM), (Ref. AMM TASK 32-31-21-000-001) and (Ref. AMM TASK 32-31-21-400-001).
- (5) Do the detailed inspection/check of the nose landing gear, (Ref. AMM TASK 32-21-00-200-005).
- (6) Do the inspection/check of the NLG hinge bearing clearances (Ref. AMM TASK 32-21-00-200-004).

EFF: ALL

32-31-00

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- (7) Repair the defects found in Para. (5) and (6).
 - (a) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).
- (8) If the fault continues, the NLG is slow to operate or the fault continues after the subsequent flight, replace the ACTG CYL-NLG (2527GM) (Ref. AMM TASK 32-31-22-000-001) and (Ref. AMM TASK 32-31-22-400-001).

EFF: ALL | | SROS 32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-868

NLG Shock Absorber Does Not Extend

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- NLG proximity sensor and target clearances
- NLG torque link assembly
- charge pressure of the nose landing gear (NLG) shock absorber
- Nose Landing Gear Upper Support Anti-rotation Lugs.

2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	12-12-32-611-005	Replenishment of the NLG Shock Absorber (Aircraft on Jacks)
R	AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure
	AMM	32-21-00-200-002	General Visual Inspection of the Nose Landing Gear
	AMM	32-21-00-200-003	Check Torque Links for Excessive Play
	AMM	32-21-00-200-008	Borescope Inspection of the Nose Landing Gear Upper-Support Anti-Rotation lugs and Cylinder lugs
	AMM	32-31-00-720-003	Functional Test of the Normal Extension and Retraction of the Nose Landing Gear
	AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances

EFF: ALL 32-31-00

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

(1) Do a check of the post flight report. If there is LGCIU 1 and 2 FAULT ECAM messages and related NLG shock absorber target-position CFDS message, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 457-499, 503-549,

- R 551-599, 701-749,
- R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the NLG shock absorber.

- (1) Do the general visual inspection of the nose landing gear (Ref. AMM TASK 32-21-00-200-002).
- (2) Do the inspection of the NLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-002).
- (3) Do the inspection/check of the NLG torque link assembly (Ref. AMM TASK 32-21-00-200-003).
- (4) Do the check of the charge pressure of the nose landing gear (NLG) shock absorber (Ref. AMM TASK 12-14-32-614-004).
- (5) Do the replenishment of the NLG shock absorber (Ref. AMM TASK 12-12-32-611-005).
- (6) Correct any fault found.
- (7) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-456, 553-553, 555-555, R 564-599, R

R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599, R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Procedure

(1) Do the Borescope Inspection of the Nose Landing Gear Upper Support Anti-rotation Lugs. (Ref. AMM TASK 32-21-00-200-008).

NOTE: The borescope inspection task must be done when the ECAM WARNING "L/G SHOCK ABSORBER FAULT" and/or the CFDS messages "N L/G EXT PROX SNSR 24GA TGT POS" and "N L/G EXT PROX SNSR 25GA TGT POS" are shown. The borescope inspection can be done the next time at the main base, but must not exceed one hundred (100) flight cycles.

<u>NOTE</u>: The procedure that follows, gives the information necessary to identify mechanical faults related to the NLG shock absorber.

- (2) Do the general visual inspection of the nose landing gear (Ref. AMM TASK 32-21-00-200-002).
- (3) Do the inspection of the NLG proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-002).
- (4) Do the inspection/check of the NLG torque link assembly (Ref. AMM TASK 32-21-00-200-003).
- (5) Do the check of the charge pressure of the nose landing gear (NLG) shock absorber (Ref. AMM TASK 12-14-32-614-004).
- (6) Do the replenishment of the NLG shock absorber (Ref. AMM TASK 12-12-32-611-005).
- (7) Correct any fault found.
- (8) Do the functional test of the normal extension and retraction of the nose landing gear (Ref. AMM TASK 32-31-00-720-003).

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-869

MLG (LH) Shock Absorber Does Not Extend

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- MLG (LH) proximity sensor and target clearances
- MLG (LH) torque link damper assembly
- landing gear torque link excessive play
- MLG sliding tube.
- charge pressure of the main landing gear (LH) shock absorber
- fluid level of the MLG (LH) shock absorber

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	12-12-32-611-004	Check Fluid Level of Main Landing Gear Shock Absorber
AMM	12-14-32-614-003	Check Charge Pressure of Main Landing Gear Shock Absorber
AMM	32-11-00-200-001	Inspection/Check of the Main Gear
AMM	32-11-00-200-008	Detailed Inspection of MLG, Sliding Tube (Twin Wheel)
AMM	32-11-27-200-001	Check Torque Links for Excessive Play
AMM	32-11-27-210-001	Detailed Inspection of the Torque-Link Damper-Assemblies
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances

EFF: ALL

32-31-00

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

(1) Do a check of the post flight report. If there is LGCIU 1 and 2 FAULT ECAM messages and related MLG (LH) shock-absorber target-position CFDS messages, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (LH) shock absorber.

- (1) Do the inspection/check of the main gear (LH) (Ref. AMM TASK 32-11-00-200-001).
- (2) Do the inspection of the MLG (LH) proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-001).
- (3) Do the detailed inspection of the MLG (LH) torque link damper assembly (Ref. AMM TASK 32-11-27-210-001).
- (4) Do the check of the landing gear torque link excessive play (Ref. AMM TASK 32-11-27-200-001).
- (5) Do the detailed inspection of the MLG sliding tube. (Ref. AMM TASK 32-11-00-200-008).
- (6) Do the check of the charge pressure of the main landing gear (LH) shock absorber (Ref. AMM TASK 12-14-32-614-003).
- (7) Do the check of the fluid level of the MLG (LH) shock absorber (Ref. AMM TASK 12-12-32-611-004).
- (8) Correct any fault found.
- (9) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-870

MLG (RH) Shock Absorber Does Not Extend

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

1. Possible Causes

- MLG (RH) proximity sensor and target clearances
- MLG (RH) torque link damper assembly
- landing gear torque link excessive play
- MLG sliding tube.
- charge pressure of the main landing gear (RH) shock absorber
- fluid level of the MLG (RH) shock absorber

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	12-12-32-611-004	Check Fluid Level of Main Landing Gear Shock Absorber
AMM	12-14-32-614-003	Check Charge Pressure of Main Landing Gear Shock Absorber
AMM	32-11-00-200-001	Inspection/Check of the Main Gear
AMM	32-11-00-200-008	Detailed Inspection of MLG, Sliding Tube (Twin Wheel)
AMM	32-11-27-200-001	Check Torque Links for Excessive Play
AMM	32-11-27-210-001	Detailed Inspection of the Torque-Link Damper-Assemblies
AMM	32-31-00-720-002	Functional Test of the Normal Extension and Retraction of the Landing Gear
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances

EFF: ALL

32-31-00

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3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

(1) Do a check of the post flight report. If there is LGCIU 1 and 2 FAULT ECAM messages and related MLG (RH) shock-absorber target-position CFDS messages, do the Fault Isolation procedure.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

A. Procedure

NOTE: The procedure that follows, gives the information necessary to identify mechanical faults related to the MLG (RH) shock absorber.

- (1) Do the inspection/check of the main gear (RH) (Ref. AMM TASK 32-11-00-200-001).
- (2) Do the inspection of the MLG (RH) proximity sensor and target clearances (Ref. AMM TASK 32-31-73-200-001).
- (3) Do the detailed inspection of the MLG (RH) torque link damper assembly (Ref. AMM TASK 32-11-27-210-001).
- (4) Do the check of the landing gear torque link excessive play (Ref. AMM TASK 32-11-27-200-001).
- (5) Do the detailed visual inspection of the MLG sliding tube. (Ref. AMM TASK 32-11-00-200-008).
- (6) Do the check of the charge pressure of the main landing gear (RH) shock absorber (Ref. AMM TASK 12-14-32-614-003).
- (7) Do the check of the fluid level of the MLG (RH) shock absorber (Ref. AMM TASK 12-12-32-611-004).
- (8) Correct any fault found.
- (9) Do the functional test of the normal extension and retraction of the landing gear (Ref. AMM TASK 32-31-00-720-002).

EFF: ALL 32-31-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-872

LGCIU 1 (2) Fault

R WARNING : MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING R GEAR.

1. Possible Causes

R

R

R

- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE DESIGNATION

R AMM 29-10-00-864-001 AMM 31-32-00-860-009

Depressurize the Green Hydraulic System

Procedure to Get Access to the SYSTEM REPORT/TEST/L/G

Page

- 3. Fault Confirmation
 - A. Test
 - (1) Get access to the SYSTEM REPORT/TEST/L/G page. (Ref. AMM TASK 31-32-00-860-009).
 - (2) On the LGCIU main menu, Press the TROUBLE SHOOT DATA line key.
- R (3) If there are fault codes shown, do the applicable troubleshooting procedure, (Ref. P. Block 301).
 - (4) If there are no fault codes shown, do the procedure in Para. 4. B. to do a reset of the LGCIU 1 and 2.

R NOTE: If the LGCIU 2 FAULT is shown after a L/G free fall test it can be considered spurious.

EFF: ALL

32-31-00

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4. Fault Isolation

A. Procedure

R

R ((1)	Dο	а	reset	of	the	LGCIU	2	as	follows:
r ,		טע	а	1 6366	O I	LIIC	LGCIO	_	as	IULLUWS.

R (a) Make sure that the green hydraulic system is depessurised (Ref. R AMM TASK 29-10-00-864-001).

(b) Open the C/B's for LGCIU 1, , wait for three (3) seconds.

R (c) Close the C/B's for LGCIU 1. ditto for LGCIU2

R (d) Make sure that the ECAM WARNING has gone.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-875

L/G Uplock Locked When L/G is Locked Down

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

AMM 32-31-21-000-001 AMM 32-31-21-400-001 AMM 32-31-44-000-001 AMM 32-31-44-400-001 AMM 32-31-44-400-001 AMM 32-31-44-400-001 AMM 32-31-44-400-001	

3. Fault Confirmation

- A. Test
 - (1) Use the procedure given in the operational test that follows to open (unlock) the applicable uplock (Ref. AMM TASK 32-33-00-710-001).
- 4. Fault Isolation
 - A. Procedure
 - (1) If the uplock stays shut, replace the applicable Uplock Assembly:
 - for the NLG Uplock Assembly (2530GM) (Ref. AMM TASK 32-31-21-000-001) and (Ref. AMM TASK 32-31-21-400-001).
 - for the MLG Uplock Assembly (2509GM) or (2510GM) (Ref. AMM TASK 32-31-44-000-001) and (Ref. AMM TASK 32-31-44-400-001).

EFF: ALL 32-31-00

TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-876

NLG Shock Absorber - Sliding Tube Oil Seepage or Unusual Extension (Specially when Off-loading)

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

CAUTION: DO NOT FULLY COMPRESS THE NLG AFTER A FLIGHT IN NLG LEAK CONDITIONS.

FULL COMPRESSION CAN CAUSE INTERNAL DAMAGE TO THE SHOCK ABSORBER.

1. Possible Causes

- loss of gas or oil from the NLG shock absorber

2. Job Set-up Information

A. Referenced Information

REFERENCE

DESIGNATION

AMM 08-10-00-200-001 Weighing and Balancing
AMM 12-12-32-611-001 Check Shock Absorber Fluid Level

32-31-00-991-016 Fig. 202

3. Fault Confirmation

A. Test

(1) Test not applicable.

NOTE : If there is a loss of gas or oil from the NLG shock absorber, there can be an effect on the aircraft steering or loading/unloading properties.

4. Fault Isolation

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

A. Procedure

NOTE: If a leakage from the NLG shock absorber has occurred, one return flight is permitted for repair to be completed, if:

- the leak rate from the turning table drain hole is less than 10 drops/min, weight on wheels
- the servicing level of the shock absorber is done, less than one hour before a flight.

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|EFF :

ALL

SROS

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TROUBLE SHOOTING MANUAL

- (1) Use the data in the tables that follow to do a check of the NLG shock absorber extension (dimension H):
 - (a) At the NLG measure and record the dimension H. (Ref. Fig. 202/TASK 32-31-00-991-016)
 - (b) Compare the recorded dimension with the applicable dimension given in the tables that follow:
 - if the shock absorber extension is not correct, do the next step.

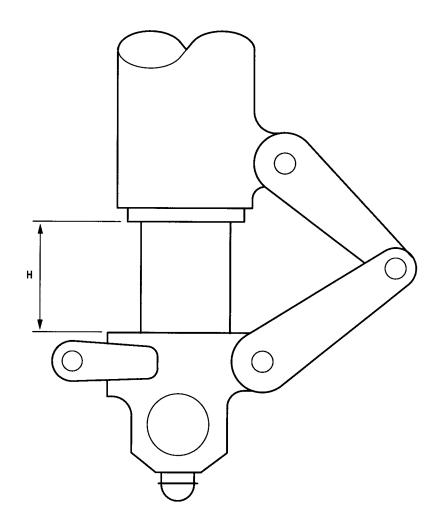
NOTE: The recorded dimension H must be equal to, or 15 mm (0.5905 in.) less than, the dimension given in the table.

NOTE: It is recommended that the complete procedure is done again with a different aircraft weight and/or C of G configuration. To find the weight and C of G of the aircraft, go to: (Ref. AMM TASK 08-10-00-200-001)

(2) Do a replenishment of the NLG shock absorber (Ref. AMM TASK 12-12-32-611-001).

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Nose Landing Gear - Dimension H Figure 202/TASK 32-31-00-991-016

EFF : ALL SROS

32-31-00

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		Dimension H (mm)							
A/C C of G		14	4%		17%				
Ambient Temp (Deg C)		-20	0	20	40	-20 -20	0	20	40
45000	66	63	101	119	71	89	108	126	
	47500	62	79	97	114	67	85	103	121
	50000	58	75	93	110	63	81	98	116
	52500	56	72	89	106	60	 77	91	112
	55000	52	69	85	102	56	73	91	108
A/C Weight	57500	49	65	82	99	53	70	87	104
(Kg) 	60000	46	63	79	96	51	67	84	101
	62500	44	60	76	93	48	65	81	98
	65000	42	58	74	90	46	62	79	
	67500	40	56	72	86	44	60	76	92
	70000	38		69	85	42	58	 74	90
	72500	36	52	67	83	40	56	72	88
	 75000	 34		 65	81	 3 8	 54	 70	 85

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

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TROUBLE SHOOTING MANUAL

		Dimension H (mm)							
A/C C of G			20)%		23%			
Ambient Temp	ent Temp (Deg C) -20 0 20			40	-20	0	20	40	
45000	77	96	115	133	85	104	123	142	
 	47500	73	91	110	121	80	98	116	136
 	50000	69	875	105	123	75	94	112	 131
 	52500	65	83	101	118	71	90	108	 126
 	55000	62	79	97	114	68	86	104	
A/C Weight	57500	58	76	93	110	64	82	100	
(Kg) 	60000	56	73	90	107	61	79	96	
	62500	53	70	87	104	58	76	93	
	65000	50	67	84	101	56	73	90	
 	67500	48	65	81	98	53	70	87	
	70000	46	62	79	95	51	68		
	72500	44	60	77	93	49	66	82	 99
 	 75000	42	58	74	91		63	80	 96

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

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		Dimension H (mm)							
A/C C of G		26	5%		29%				
Ambient Temp	(Deg C)	-20	0	20	40	-20 	0	20	40
45000	93	113	133	153	101	121	145	156	
 	47500	88	107	127	146	98	118	138	 159
 	50000	83	102	121	141	93	112	132	
 	52500	79	98	116	135	88	107	127	 146
 	55000	75	93	112	130	83	102	122	 141
A/C Weight	57500	71	89	108	126	79	98	117	
(Kg) 	60000	68	86	104	122	 76	94	113	 131
 	62500	65	83	100	118	73	91		 128
	65000	62	80	97	115	70	88	106	 124
 	67500	59		94	112	67	85	103	 120
 	70000	57	74	91	109	64		100	 117
 	72500	55	72	89	106	62	 79	 97	 114
 	 75000	53	 70	86	103	59	 77	 94	 111

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

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TROUBLE SHOOTING MANUAL

		Dimension H (mm)							
A/C C of G		32% 35%				 			
Ambient Temp	(Deg C)	-20	0	20	40	-20 -20	0	20	40
	45000	116	136	150	181	133	156	179	202
 	47500	110	131	152	173	125	148	170	 192
 	50000		125	145	166	119	140	162	
 	52500	99	119	139	160	113	131	155	 177
 	55000	94	114	134	154	107	128	149	 170
A/C Weight	57500	89	109	129	148	102	123	143	
(K g) 	60000	86	105	124	143	98	118	138	 159
	62500	82	101	120	139	94	114	134	
 	65000	79	97	116	135	90	110	129	
	67500	76	94	113	131	87	106		 145
 	70000	73	91	109	128	83	103		 141
 	72500	70	88	106	124	80	99		 137
 	 75000	67	85		121	 78	96	 115	 134

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

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TROUBLE SHOOTING MANUAL

		Dimension H (mm)							
A/C C of G	A/C C of G			3%		4 1%			
Ambient Temp (Deg C)		-20	0	20	40	-20	0	20	40
 	45000	154	179	204	228	181	211	236	265
 	47500	146	170	191	217	174	200	226	252
 	50000	138	161	181	208	164	190	215	241
 	52500	131	154	176	199	156	181	205	230
 	55000	124	147	169	191	148	173	197	221
A/C Weight	57500	119	141	163	184	142	165	189	213
(Kg) 	60000	114	135	157	178	136	159	182	205
 	62500	109	130	152	173	131	153	176	198
 	65000	105	126	147	167	126	148	170	193
 	67500	101	122	142	163	121	143	165	187
 	70000	97	118	138	158	117	138	160	182
 	72500	94	114	134	154	113	134	 155	
 	75000	91	110	130	150	109	130	151	172

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

A. Procedure

NOTE : If a leakage from the NLG shock absorber has occurred, one return flight is permitted for repair to be completed, if:

- the leak rate from the turning table drain hole is less than 10 drops/min, weight on wheels
- the servicing level of the shock absorber is done, less than one hour before a flight.
- (1) Use the data in the tables that follow to do a check of the NLG shock absorber extension (dimension H):
 - (a) At the NLG measure and record the dimension H. (Ref. Fig. 202/TASK 32-31-00-991-016)

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

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TROUBLE SHOOTING MANUAL

- (b) Compare the recorded dimension with the applicable dimension given in the tables that follow:
 - if the shock absorber extension is not correct, do the next step.

NOTE: The recorded dimension H must be equal to, or 15 mm (0.5905 in.) less than, the dimension given in the table.

NOTE: It is recommended that the complete procedure is done again with a different aircraft weight and/or C of G configuration. To find the weight and C of G of the aircraft, go to (Ref. AMM TASK 08-10-00-200-001)

(2) Do a replenishment of the NLG shock absorber (Ref. AMM TASK 12-12-32-611-001).

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EFF:

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

TROUBLE SHOOTING MANUAL

	ù	`` 	Dimension H (mm)							
A/C C of G		 	15	5%	; 			18%		
Ambient Temp	p (Deg C)	-20	0	20	40	-20	0	20	40	
	40000	90	110	129	149	98	118	138 1	158 	
	42500	84	104	123	142	91	111	131	151	
	45000	79	98	117	136	86	105	 125 	144	
	47500	75	93	112	130	81	100	118	138 	
	50000	71	89	107	125	77	95	114	133	
A/C Weight	52500	67	85	103	121	73	91	109	128	
(Kg) 	55000	63	81	98	116	69	87	105	123	
	57500	60	78	95	113	66	83	101	119	
	60000	57	75	92	109	62	80	98	115	
	62500	55	72	89	106	60	77	94	112	
	65000	52	69	86	103	57	74	91	108	
	67500	50	66	83	100	54	71	88	105	
	70000	47	64	81	97	52	69	86	103	
	72500	45 45	62	78 78	94	50	67	83 83	100	
	75000	43 43	60	76	92	48	64	81 81	97	
	77500	42	58	74	90	46	52	79	95	

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

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1		 		D ·	imensio	on H (r	mm)		
A/C C of G		21%				24%			
Ambient Temp	(Deg C)	-20	0	20	40	-20 	0	20	40
	40000	106	127	148	169	1116	138	159	181
	42500	98	120	140	161	109	130	151	172 1
	45000	94	113	133	153	103	123	144	164
	47500	88	106	127	147	97	117	137	167
 	50000	84	103	122	141	92	111	131	161
A/C Weight	52500	79	96	117	136	87	106	126	
(Kg) 	55000	75	94	112	131	83	102	121	 140
 	57500	72	90	108	126	 79	98	116	 135
 	60000	68	86	104	122	 75	94		 131
 	62500	65	83	101	119	72	90	108	 127
 	65000	62	80	96	115	69	87		 123
 	67500	60	77	95	112	66	84	102	 120
	70000	57	 74	92	109	63	81	99	 116
	72500	55	72	89	106	61	 78	96	 113
	75000	53	70	86	103	58	 76	93	 110
	77500	51	 67	83	101	 56	 73	91	

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

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		 		D ·	imensio	n H (r	mm)		
A/C C of G		27%				30%			
Ambient Temp	(Deg C)	-20	0	20	40	-20	0	20	40
	40000	128	161	173	196	143	167	190	214
 	42500	120	142	164	186	134	157	180	203
	45000	113	135	156	177	126	149	171	194
	47500	107	128	149	170	1119	141	163	185
]	50000	101	122	142	163	113	134	156	 177
A/C Weight	52500	96	116	136	157	107	128	149	 170
(Kg) 	55000	92	111	131	151	102	123	143	 164
	57500	87	107	126	146	98	118	138	 158
	60000	83	103	122	141	93	113		 153
	62500	80	99	118	136	89	109		 148
	65000	76	95	114	132	86	105		 144
	67500	73	92	110	129	82	101	120	139
 	70000	70	89	107	125	 79	 98		 136
] 	72500	68	86	104	122	 76	 95	113	 132
] 	75000	65	83	101	119	 73	 9 2	110	 129
	77500	63	80	98	116	 71	89	107	 116

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

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		 		D ·	imensio	on H (r	mm)		
A/C C of G			33	33% 36%				 	
Ambient Temp	(Deg C)	-20	0	20	40	-20	0	20	40
	40000	161	186	212	237	185	212	239	266
	42500	151	176	200	224	174	200	226	252 252
	45000	143	166	190	214	164	189	214	240
	47500	135	158	181	204	155	178	204	229
	50000	128	150	173	195	147	171	195	219
A/C Weight	52500	121	143	166	188	139	163	166	210
(K g) 	55000	116	137	159	180	133	156	179	202
 	57500	110	132	153	174	127	149		 194
 	60000	106	126	147	169	121	143		 187
 	62500	101	122	142	163	116	136		 181
 	65000	97	117	137	158	112	133	154	 176
 	67500	93	113	133	153	107	128	149	 170
 	70000	90	109	129	149	103	124	145	 165
	72500	86	105	125	145	100	120	140	 161
	75000	83	103	122	141	96	116	136	 156
	77500	80	99	119	137		113	133	 152

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

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TROUBLE SHOOTING MANUAL

		Dimension H (mm)							
A/C C of G		38%				 41%			
Ambient Temp	o (Deg C)	-20	0	20	40	-20 -20	O	20	40
	40000	210	247	277	306	247	278	310	342
 	42500	204	233	261	290	231	262	292	323
 	45000	192	220	247	275	217	247	277	306
 	47500	182	208	235	262	205	234	263 	
 	50000	172	198	224	250	195	222 	250 	 278
A/C Weight	52500	164	189	214	239	185	212	239 	
(K g) 	55000	156	181	205	230	176	202	229	255
 	57500	149	173	197	221	168	194	219	245
 	60000	142	166	190	213	161	186	211	236
 	62500	136	160	183	206	154	179	203	228
 	65000	131	154	177	199	148	172	196	220
 	67500	126	148	171	193	142	166	190	213
 	70000	121	143	165	187	137	160	184	207 207
 	72500	117	139	160	182	132	155		
 	75000	113	134	156	177	128	150	173	 195
 	77500	109	130	151	173	123	146	166	190

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

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		D ir	mensior	n H (mr	m)				
A/C C of G	A/C C of G			44%					
Ambient Temp	(Deg C)	 -20 	0	20	40				
	40000	308	345	381	416				
	42500	288	323	359	394				
	45000	271	305	339	372				
	47500	256	288	321	353				
	50000	242	274	305	336				
A/C Weight (Kg)	52500	230	260	291	321				
(kg) 	55000	219	248	278	308				
	57500	209	238	266	295				
	60000	200	228	256	284				
	62500	191	219	246	274				
	65000	184	211	237	264				
	67500	177	203	229	256				
	70000	170	196	222	248				
	72500	164	189	215	240				
	75000	158	183	208	233				
	77500	153	178	202	227				

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

A. Procedure

NOTE : If a leakage from the NLG shock absorber has occurred, one return flight is permitted for repair to be completed, if:

- the leak rate from the turning table drain hole is less than 10 drops/min, weight on wheels
- the servicing level of the shock absorber is done, less than one hour before a flight.

EFF: 227-227, 229-299, 426-450, 476-499, 503-549, 701-749, SROS

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- (1) Use the data in the tables that follow to do a check of the NLG shock absorber extension (dimension H):
 - (a) At the NLG measure and record the dimension H. (Ref. Fig. 202/TASK 32-31-00-991-016)
 - (b) Compare the recorded dimension with the applicable dimension given in the tables that follow:
 - if the shock absorber extension is not correct, do the next step.

NOTE: The recorded dimension H must be equal to, or 15 mm (0.5905 in.) less than, the dimension given in the table.

NOTE: It is recommended that the complete procedure is done again with a different aircraft weight and/or C of G configuration. To find the weight and C of G of the aircraft, go to (Ref. AMM TASK 08-10-00-200-001)

(2) Do a replenishment of the NLG shock absorber (Ref. AMM TASK 12-12-32-611-001).

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

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		Dimension H (mm)								
A/C C of G		14%				17.5%				
Ambient Temp	o (Deg C)	-20	0	20	40	-20 	0 	20	40 	
 	50000	95	115	135	155	104	125	145	166	
 	52500	90	110	130	149	99	119	139	160	
 	57500	82	101	120	139	89	109	129	148	
 	60000	78	97	115	134	85	105	124	143	
 	62500	75	93	112	130	82	101	120	139	
A/C Weight	65000	72	90	108	126	78	97	116	135	
(K g) 	67500	69	87	105	123	 75	94	112		
	70000	66	84	102	119	72	91	109	127	
 	72500	63	81	99	116	70	88		 124	
 	75000	61	78	96	113	67	85	103	121	
	77500	59	76	93	111	65	82	100	118	
 -	80000	56	74	91	108	62	80	97		
 -	82500	54	71	88	105	60	78			
 	85000	53	69	86	103	58	 75	93		
	87500	51	67	84	101	56	73	90	 108	
	90000	49	66	82	99	54	71	88	 105	
	93000	47	63	80	95	52	69	86	103	

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

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		Dimension H (mm)							 	
A/C C of G	 	20%				 22.5%				
Ambient Temp	o (Deg C)	-20	0	20	40	-20 -20	0	20	40 	
	50000	111	132	154	176	120	141	163	185 1	
 	52500	106	126	147	168	113	135	156	178 	
 	57500	96	118	136	156	103	124	144	165	
 	60000	92	111	131	151	99	119	139	159	
 	62500	88	107	127	146	94	114	134	154	
A/C Weight	65000	84	103	123	142	91	110	130	150	
(K g) 	67500	81	100	119	138	87	107	126	145	
 	70000	78	96	115	134	84	103	122	141	
 	72500	75	93	112	130	81	100	119	 138	
 	75000	72	90	109	127	78	97	115	134	
 	77500	70	88	106	124	 75	94	112		
 	80000	67	85	103	121	73	91	109	127	
 	82500	65	83	100	118	70	88	106	125	
 	85000	63	80	98	115	68	86	104		
 	87500	61	78	95	113	66	83	101		
 	90000	59	76	93	111	64	81	99		
	93000	56	74	91	108	61	 79	96		

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	Dimension H (mm)								
A/C C of G		25%			27 . 5%				
Ambient Temp	(Deg C)	-20	0	20	40	-20 	0	20 	40
 	50000	129	162	174	197	140	164	1 187 	 211
	52500	123	145	167	189	133	156	1 179	 202
	57500	111	133	154	175	121	143	165	
 	60000	107	128	146	169	116	138	159	
 	62500	102	123	143	164	111	132	154	
A/C Weight	65000	98	118	139	159	107	126	148	
(K g) 	67500	94	114	134	154	103	123	144	
 	70000	91	110	130	150	99	112	139	 160
 	72500	87	107	126	146	95	115	135	 155
 	75000	84	104	123	142	92	112	132	 151
 	77500	81	100	119	138	89	106	128	
 	80000	79	97	116	135	86	105	125	
 	82500	76	95	113	132	83	102	121	 140
 	85000	74	92	110	129	80	99	1116	
 	87500	71	90	108	126	 76	97	115	 134
 	90000	69	87	105	123	 76	94	113	 131
	93000	67	85	102	120	 73	91	110	 128

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		Dimension H (mm)					 		
A/C C of G		 	30)%		32.5%			
Ambient Temp	(Deg C)	-20	0	20	40	 -20 	0	20	40
 	50000	154	178	203	227	170	195	221	 247
	52500	146	170	194	218	161	186	211	 236
	57500	133	156	178	201	145	170	194	218
	60000	127	148	172	194	140	164	187	211
	62500	122	144	166	188	135	158	181	204
A/C Weight	65000	117	139	160	182	129	152	175	197
(K g) 	67500	113	134	155	177	124	147	169	191
 	70000	108	129	160	172	120	142	164	186
 	72500	105	125	146	167	116	137	159	180
	75000	101	121	142	162	112	133	154	175
 	77500	98	118	138	159	108	129	150	
 	80000	94	114	134	154	104	125	146	167
 	82500	91	111	131	151	101	122	142	163
 	85000	88		127	147	96	118	136	 159
 	87500	86	105	124	144	95	115		 155
 	90000	83	102	121	141	92	112	132	 152
 	93000	80	99	118	137	89	109	128	148

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		Dimension H (mm)				 			
A/C C of G			35% 37.5%					. 5%	
Ambient Temp	o (Deg C)	-20	0	20	40 	-20	0	20	40
	50000	189	217	244	271	214	243	273	3 02
 	52500	180	206	233	259	203	232	260	289
 	57500	163	189	214	239	185	212	239	286
 	60000	157	181	206	231	177	203	230	256
	62500	150	174	199	223	170	195	222	247
A/C Weight	65000	144	168	192	216	163	189	214	239
(K g) 	67500	139	162	186	209	157	182	207	232
	70000	134	157	180	203	151	176	200	225
	72500	129	152	174	197	146	170	194	218
	75000	125	147	169	192	141	165	188	212
	77500	121	143	165	187	136	160	183	206
	80000	117	138	160	182	132	155	178	201
 	82500	113	134	156	177	128	151	173	196
	85000	110	131	152	173	124	146	169	 191
 	87500	106	127	148	 168 	120	142	 164 	 186
 	90000	103	124	145	165	117	139	160	 182
	93000	100	120	141	161	113	134	156	 177

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	Dimension H (mm)								
A/C C of G		40%			 				
Ambient Temp	(Deg C)	-20	0	20	40	-20 	0	20 	40
	50000	247	278	311	342	281	315	350	385
 	52500	234	265	296	327	267	300	334	367 367
	57500	213	242	271	300	242	274	305	337 3
	60000	204	232	261	289	232	263	293	324
 	62500	196	223	251	279	223	252	282	312
A/C Weight	65000	188	215	242	270	214	243	272	
(K g) 	67500	181	207	231	261	206	234	263	
 	70000	174	200	227	253	198	226	256	 282
 	72500	168	194	219	245	191	219	246	 274
 	75000	162	188	213	238	185	212	239	 266
 	77500	157	182	207	231	179	205	231	258
 	80000	152	176	201	225	173	199	225	251
 	82500	147	171	195	219	167	193	219	 244
 	85000	143	167	190	214	162	188	213	238
 	87500	139	162	185	209	158	182	207	 232
 	90000	135	158	161	204	153	178	202	 227
 	93000	130	153	176	198	148	172	196	220

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

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-31-00-810-877

FWD Cargo - Door Indication Proximity-Switch TGT POS Fault (05MJ, 28WV, 30WV)

- 1. Possible Causes
 - PROX SW-HANDLE, FWD CARGO COMPT DOOR (28WV)
 - PROX SW-FRAME, FWD CARGO COMPT DOOR (30WV)
 - SW-LOCKING SHAFT (5MJ)
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific inductance meter

No specific multimeter

No specific 50VDC isolation tester

B. Referenced Information

REFERENCE DESIGNATION

AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-820-008	Inductance Check of the Proximity Sensors/Switches
AMM	52-31-00-710-001	Operational Test of the FWD Cargo-Compartment Door
AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
AMM	52-71-12-000-001	Removal of the Proximity Switches 28WV and 34WV
AMM	52-71-12-400-001	Installation of the Proximity Switches 28WV and 34WV
AMM	52-71-12-400-002	Installation of the Proximity Switches 30WV and 32WV

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3. Fault Confirmation

R A. Test

R

R

- (1) Do an operational test of the FWD cargo door (Ref. AMM TASK 52-31-00-710-001):
 - if the cargo door does not operate, or the symbol on the DOOR/OXY page stays amber, do the fault isolation procedure in Para. 4.A.
 - if the cargo door operates correctly and the symbol on the DOOR/OXY page goes green, no more maintenance work is necessary.

NOTE: The LGCIU only monitors the target position (TGT POS) of proximity switches, when all the shock absorbers are extended. The BITE test can not identify a TGT POS fault condition. Ground Scanning can show TGT POS messages, if all the shock absorbers are extended.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

4. Fault Isolation

A. Procedure

- (1) For the applicable proximity-switch shown on the Post Flight Report (PFR), do the inspection of the clearance between the proximity-sensor and its target:
 - for proximity-switch PROX SW-HANDLE, FWD CARGO COMPT DOOR (28WV), (Ref. AMM TASK 52-71-12-400-001)
 - for proximity-switch PROX SW-FRAME, FWD CARGO COMPT DOOR (30WV), (Ref. AMM TASK 52-71-12-400-002)
 - for proximity-switch SW-LOCKING SHAFT (5MJ), (Ref. AMM TASK 52-35-13-400-002).
 - (a) If the fault continues do step (2).
- (2) Use an inductance meter and do an inductance check of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008):
 - if the inductance value is not correct, do step (5)
 - if the inductance value is correct, do step (3).
 - <u>NOTE</u>: It is good practice to check the inductance of the other two proximity-sensors (related to the FWD cargo door) and replace those proximity-sensors that are not in specification.
- (3) Use a multimeter and do a check of the resistance of the applicable proximity-sensor shown on the PFR:
 - (a) Measure the resistance between pins A and B, which must be approximately 12 ohms for the ABSO121-10 and ABSO121-31 proximity-sensors, or 19 ohms for the ABSO121-40 proximity-sensor:

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- if the resistance value is not correct do step (5)
- if the resistance value is correct, do step (4).
- (4) Use a 50VDC isolation tester and do a check of the circuit-isolation of the applicable proximity-sensor, shown on the PFR:
 - (a) Connect the pins A and B together.
 - (b) Measure the resistance between pins AB and the case of the proximity-sensor, which must be more than 400 Megohms:
 - if the resistance value is not correct do step (5)
 - if the resistance value is correct, do step (6).

NOTE : The test signal is supplied for 5 seconds before the resistance value is read.

- (5) Replace the applicable proximity-sensor (Ref. AMM TASK 52-71-12-000-001) and (Ref. AMM TASK 52-71-12-400-001):
 - if the fault continues, do step (6).
- (6) Replace the applicable LGCIU:
 - if the PFR shows a message related to proximity-switches 28WV or 30WV, replace the LGCIU-1 (5GA1), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001)
 - if the PFR shows a message related to proximity-switch 05MJ replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para 3.A.

NOTE: To identify a TGT POS fault, the LGCIU has to be correctly connected to the related proximity sensor. Thus a check of the aircraft wiring is not necessary.

EFF: ALL

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TASK 32-31-00-810-879

LGCIU - No Data from CFDS

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR.

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- CFDIU (1TW)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION				
74 70 7/ 000 004	5 L C . L STSTU (471)				
AMM 31-32-34-000-001	Removal of the CFDIU (1TW)				
AMM 31-32-34-400-001	Installation of the CFDIU (1TW)				
AMM 32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)				
AMM 32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)				
AMM 32-69-00-740-001	BITE Check Landing Gear Control Interface Unit				
	(LGCIU) using MCDU to Ensure that Continuous BITE is				
	O perative				
ACM 72 41/02					

ASM 32-61/02

3. Fault Confirmation

A. Test

- (1) Do a BITE test of the applicable LGCIU 1(2) (Ref. AMM TASK 32-69-00-740-001):
 - if the test result is TEST OK, or END OF TEST, there is no fault
 - if the test does not start, do the fault isolation procedure given in Para. 4.

4. Fault Isolation

A. Procedure

- (1) Interchange LGCIU 1 with LGCIU 2.
- (2) Do the test given in Para 3:
 - if the test does not start, do the step at Para. (5)
 - if the test result is TEST OK, or END OF TEST, do the next step.

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- (3) Replace the initial LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (4) Make sure that the serviceable LGCIU is installed in its initial position.
- (5) Do the test given in Para 3:if the fault continues, do the step at Para. (7).
- (6) Replace the CFDIU (1TW), (Ref. AMM TASK 31-32-34-000-001) and (Ref. AMM TASK 31-32-34-400-001).
- (7) Do the test given in Para. 3.if the fault continues, do the next step.
- (8) Do a check of the aircraft wiring ARINC-commnection between the LGCIU 1(2) and the CFDIU (Ref. ASM 32-61/02), and repair as necessary.
- (9) Do the test given in Para. 3.

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R TASK 32-31-00-810-880 R L/G Shock Absorber Fault 1. Possible Causes - Shock Absorber R 2. Job Set-up Information A. Referenced Information ______ **DESIGNATION** R NLG Shock Absorber Does Not Extend R 32-31-00-810-868 R 32-31-00-810-869 MLG (LH) Shock Absorber Does Not Extend R 32-31-00-810-870 MLG (RH) Shock Absorber Does Not Extend R 3. Fault Confirmation R A. Test R (1) Do a check of the Post Flight Report (PFR). R (a) If there is a L/G SHOCK ABSORBER FAULT, ECAM WARNING: - Do the fault isolation. R R 4. Fault Isolation R A. Procedure NOTE: On the PFR if there is a L/G SHOCK ABSORBER FAULT, ECAM WARNING R (which does not have a related CFDS message with an LGCIU as the R source). It is not possible to identify which L/G has the defect. R (1) Do the TSM procedures that follow to find the defect: R - NLG Shock Absorber Does Not Extend (Ref. TASK 32-31-00-810-868) R - MLG L/H Shock Absorber Does Not Extend (Ref. TASK 32-31-00-810-869) R - MLG R/H Shock Absorber Does Not Extend (Ref. TASK 32-31-00-810-R 870).

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-881

LGCIU - The EFCS Does Not Receive Data from the LGCIU

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION				
AMM	31-60-00-860-001 32-31-71-000-001 32-31-71-400-001	EIS Start Procedure Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2)				
_	32-31/03 32-31/04					

3. Fault Confirmation

A. Test

- (1) Do the EIS Start Procedure (Upper and Lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- (2) At the ECAM Control Panel set the STS page.
- (3) Look at the Status Page for the message LGCIU 1 (2).
 - if the message is shown, do the fault isolation procedure in Para. 4.A.
 - if the message is not shown, there is no LGCIU 1 (2) fault.

4. Fault Isolation

A. Procedure

- (1) Interchange LGCIU 1 with LGCIU 2, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) Do the test in Para. 3.A:
 - if the fault stays in the initial system (identified in the failure message), do step (5)
 - if the fault moves to the opposite system, do the next step.
- (3) Replace the unserviceable LGCIU-1 (5GA1) or LGCIU-2 (5GA2).

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- (4) Make sure that the serviceable LGCIU is installed in its initial position.
- (5) Do the test in Para. 3.A:
 if the fault continues do the next step.
- (6) Do a check and repair the aircraft wiring between the applicable LGCIU and its related 28 VDC power supply C/B, (Ref. ASM 32-31/03) or (Ref. ASM 32-31/04).
- (7) Do the test in Para. 3.A.

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TASK 32-31-00-810-882

L/G - GEAR NOT DOWN Message Caused by Downlock Proximity Switch Fault (14GA thru 19GA)

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

REFERENCE		DESIGNATION					
AMM	31-60-00-860-001	EIS Start Procedure					
AMM	32-31-73-200-001	Inspection of the MLG Proximity Sensor and Target Clearances					
AMM	32-31-73-200-002	Inspection of the NLG Proximity Sensor and Target Clearances					
SIL	32-067						

- 3. Fault Confirmation
- R A. Test
 - (1) If the ECAM message L/G GEAR NOT DOWN occurs in flight, but is not shown on the Post Flight Report (PFR), there is no test: - do the fault isolation procedure in Para. 4.A., for the six
 - NOTE : An incorrectly adjusted downlock proximity switch can give the message L/G GEAR NOT DOWN, which can be an intermittent fault.

Some intermittent faults are not recorded on the PFR.

- (2) If the ECAM messages L/G GEAR NOT DOWN and L/G SYS DISAGREE are shown on the PFR, with the CFDS message * L/G DNLK PROX SNSR (**GA) TGT POS:
 - (a) Do the EIS Start procedure (Upper and Lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
 - (b) At the ECAM Control Panel, set the WHEEL page:

downlock proximity sensors (14GA thru 19GA).

- if a triangle symbol is red, do the fault isolation procedure for the downlock proximity switch identified in the CFDS message
- if a triangle symbol (which was initially red) goes green, the fault has gone.

NOTE: The red triangle symbol is shown in the position of the nose, left, or right L/G leg, applicable to the downlock proximity switch indentified in the CFDS message. The

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WHEEL page indications do not identify which LGCIU system has the fault.

R R NOTE : For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067)

4. Fault Isolation

A. Procedure

- (1) Do an inspection of the applicable MLG or NLG downlock proximity-switch sensor and target clearances:
 - for the MLG downlock proximity sensors (14GA,15GA,16GA,17GA) do the procedure in the AMM (Ref. AMM TASK 32-31-73-200-001)
 - for the NLG downlock proximity sensors (18GA,19GA) do the procedure in the AMM (Ref. AMM TASK 32-31-73-200-002).
- (2) Do the test in Para. 3.A.(2)(b).

NOTE: The LGCIU BITE test can not identify errors in proximity-switch target position. Differences between downlock (and uplock) proximity switches (which occur for more than 30 seconds) are sensed independently and the data is used to update the Last Leg Report, Ground Scanning and the WHEEL page.

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TASK 32-31-00-810-883

L/G - Gear Selector Valve (40GA) or Door Selector Valve (41GA) Fault

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - SEL VALVE-L/G (40GA)
 - SEL VALVE-L/G DOORS (41GA)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
32-31-00-810-806	L/G Selector Valve Fault (40GA)
32-31-00-810-807	L/G Doors Selector Valve System Fault (41GA)

3. Fault Confirmation

- A. Test
 - (1) Do a BITE test of the LGCIU-1 (5GA1) or LGCIU-2 (5GA2) identified on the Post Flight Report (PFR):
 - if the message LGCIU1(2)/VALVES 40GA/41GA is shown, do the fault isolation procedure in Para. 4.A.
 - if a different message is shown, do the trouble shooting procedure related to the maintenance message.
- 4. Fault Isolation
 - A. Procedure
 - (1) Do the fault isolation procedure for the SEL VALVE-L/G (40GA) (Ref. TASK 32-31-00-810-806).
 - (a) Do the test in Para. 3.A.:if the fault continues, do the next step.
 - (2) Do the fault isolation procedure for the SEL VALVE-L/G DOORS (41GA) (Ref. TASK 32-31-00-810-807).
 - (a) Do the test in Para. 3.A.

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TASK 32-31-00-810-884

L/G - VHF Transceiver Does Not Get Data from the LGCIU

1. Possible Causes

- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- XCVR-VHF, 1 (1RC1)
- XCVR-VHF, 2 (1RC2)
- XCVR-VHF, 3 (1RC3)
- aircraft wiring

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION			
AMM	23-12-00-740-001	BITE Test of the VHF System			
AMM	23-12-33-000-001	Removal of the VHF Transceiver (1RC1, 1RC2, 1RC3)			
AMM	23-12-33-400-001	<pre>Installation of the VHF Transceiver (1RC1, 1RC2, 1RC3)</pre>			
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)			
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)			
AMM	32-69-00-740-001	BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is Operative			
ASM ASM ASM	23-12/00 23-12/00 23-12/00				

3. Fault Confirmation

A. Test

- (1) Do a BITE test with the VHF transceiver that shows the fault message (Ref. AMM TASK 23-12-00-740-001).
- (2) If the test gives the message LGCIUx(5GAx)/VHFy(1RCy), do the procedure in Para. 4. A.

NOTE: x = 1 with y = 1, x = 2 with y = 2, x = 2 with y = 3.

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4. Fault Isolation

A. Procedure

- (1) Do a BITE test of the applicable LGCIU (Ref. AMM TASK 32-69-00-740-001).
- (2) If the test gives a fault message that includes the LGCIU, replace the applicable LGCIU-1 (5GA1) or LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (3) If the test gives the message TEST OK:
 - do a check of the aircraft wiring between the applicable transceiver and the applicable LGCIU, (Ref. ASM 23-12/00), (Ref. ASM 23-12/00) or (Ref. ASM 23-12/00)
 - repair all the unserviceable wiring and connectors
 - do the test in Para. 3.A.
- (4) If the fault continues:
 - replace the applicable XCVR-VHF, 1 (1RC1), XCVR-VHF, 2 (1RC2) or XCVR-VHF, 3 (1RC3), (Ref. AMM TASK 23-12-33-000-001) and (Ref. AMM TASK 23-12-33-400-001).

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-31-00-810-885

L/G - Lever Does Not Move - Retraction Inhibit Baulk Solenoid Does Not Release

- 1. Possible Causes
 - LEVER-L/G NORM CTL (6GA)
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
 - aircraft wiring/connectors
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific multimeter

B. Referenced Information

REFERENCE **DESIGNATION** AMM 32-31-00-720-002 Functional Test of the Normal Extension and Retraction of the Landing Gear AMM 32-31-11-000-001 Removal of the Landing Gear Normal Control lever (6GA) AMM 32-31-11-400-001 Installation of the Landing Gear Normal Control Lever AMM 32-31-71-000-001 Removal of the LGCIU (5GA1, 5GA2) AMM 32-31-71-400-001 Installation of the LGCIU (5GA1, 5GA2) ASM 32-31/05 ASM 32-31/06

3. Fault Confirmation

- A. Test
 - (1) If the L/G lever does not move to the UP position during a L/G retraction, do the Functional Test of the Normal Retraction and Extension of the Landing Gear (Ref. AMM TASK 32-31-00-720-002):
 - if the control lever does not move, because the retraction inhibit baulk solenoid does not release correctly, do the fault isolation procedure in Para. 4.A. (1)
 - if the control lever moves correctly, when LGCIU 1 only is in control, do the fault isolation procedure in Para. 4.A.(7)

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 if the control lever moves correctly, when LGCIU 1 only is in control and also when LGCIU 2 only is in control, then no more maintenance work is necessary.

NOTE: System 1 and System 2 each operate the baulk solenoid circuit independently. Thus for the baulk solenoid circuit not to operate there must be two faults, one in each system. Thus it is necessary to isolate System 2 and trouble shoot System 1, then isolate System 1 and trouble shoot System 2.

4. Fault Isolation

A. Procedure

- (1) If the Post Flight Report (PFR) shows a shock-absorber proximity-sensor maintenance message, do the trouble shooting procedure related to the maintenance message.
- B. Table of the circuit breakers used in this procedure:

PANEL	DESIGNATION		IDENT.	LOCATION
 49VU	 L/G/LGCIU/SYS1/NORM		 1GA	C09
12 1VU	HYDRAULIC/LGCIU/SYS2		2GA	Q35
12 1VU	HYDRAULIC/LGCIU/SYS1/GRND	SPLY	52GA	Q34

C. Procedure

- (1) Open the C/B 2GA (this will put LGCIU 1 only in control).
- (2) At the L/G Control Lever, get access to connector A, (Ref. AMM TASK 32-31-11-000-001).
 - (a) Disconnect the connector A.
 - (b) Use a multimeter to measure 28VDC at pin W on the free-end of connector A, (Ref. ASM 32-31/05):
 - if there is 28VDC, do step (3)
 - if there is not 28VDC, do step (4).
- (3) Replace the LEVER-L/G NORM CTL (6GA), (Ref. AMM TASK 32-31-11-400-001):
 - if the fault continues, do step (4)
 - if the fault goes, do step (7).
- (4) Do a check and repair as necessary the aircraft wiring/connectors between pin W on the free-end of connector A and pin AA-7F on the LGCIU 1 ARINC tray (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001), (Ref. ASM 32-31/05).

EFF: ALL

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- NOTE : It is good practice to check the two connectors to the L/G lever assembly, to make sure that all the pins are installed correctly.
- (a) Install the L/G control lever 6GA (Ref. AMM TASK 32-31-11-400-001) and make sure the applicable connector pins engage correctly.
- (b) Do the test in Para. 3.A.:
 - if the fault continues, do step (5).
 - if the fault goes, do step (6)
- (5) Replace the LGCIU-1 (5GA1), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para. 3.A. and make sure that System 1 operates the L/G correctly, then do the procedure for System 2 at step (7).
- (6) Open the C/Bs 1GA and 52GA, and close the C/B 2GA (this will put LGCIU 2 only in control).
 - NOTE: LGCIU 2 will do a power-up BITE which will take approximately 60 seconds.
- (7) At the L/G Control Lever, get access to connector B, (Ref. AMM TASK 32-31-11-000-001).
 - (a) Disconnect the connector B.
 - (b) Use a multimeter to measure 28VDC at pin J on the free-end of connector B, (Ref. ASM 32-31/05):
 - if there is 28VDC, do step (8)
 - if there is not 28VDC, do step (9).
- (8) Replace the LEVER-L/G NORM CTL (6GA), (Ref. AMM TASK 32-31-11-400-001).
 - if the fault goes, do step (11)
 - if the fault continues, do step (9).
- (9) Do a check and repair as necessary the aircraft wiring/connectors between pin J on the free-end of connector B and pin AA-7F on the LGCIU 2 ARINC tray, (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001), (Ref. ASM 32-31/06).
 - (a) Install the L/G control lever 6GA (Ref. AMM TASK 32-31-11-400-001) and make sure the applicable connector pins engage correctly.
 - (b) Do the test in Para. 3.A.:
 - if the fault goes, do step (11)
 - if the fault continues, do step (10).

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- (10) Replace the LGCIU-2 (5GA2), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001),
 - (a) Do the test in Para. 3.A. and make sure that System 2 operates the L/G correctly, then do step (11).
- (11) Close the C/Bs 1GA and 52GA and return the aircraft to its initial condition.

EFF: ALL
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TASK 32-31-00-810-886

AFT Cargo - Door Indication Proximity-Switch TGT POS Fault (12MJ, 32WV, 34WV)

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.
- 1. Possible Causes
 - PROX SW-HANDLE, AFT CARGO COMPT DOOR (34WV)
 - PROX SW-FRAME, AFT CARGO COMPT DOOR (32WV)
 - SW-LOCKING SHAFT (12MJ)
 - LGCIU-1 (5GA1)
 - LGCIU-2 (5GA2)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE

QTY DESIGNATION

No specific inductance meter

No specific multimeter

50VDC isolation tester No specific

B. Referenced Information

DESIGNATION

	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
	AMM	32-31-73-820-008	Inductance Check of the Proximity Sensors/Switches
	AMM	52-32-00-710-001	Operational Test of the AFT Cargo-Compartment Door
	AMM	52-35-13-400-002	Installation of the Proximity Switches 5MJ and 12MJ
	AMM	52-71-12-000-001	Removal of the Proximity Switches 28WV and 34WV
	AMM	52-71-12-400-001	Installation of the Proximity Switches 28WV and 34WV
	AMM	52-71-12-400-002	Installation of the Proximity Switches 30WV and 32WV
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3. Fault Confirmation

R A. Test

- (1) Do an operational test of the AFT cargo door (Ref. AMM TASK 52-32-00-710-001):
 - if the AFT cargo door does not operate, or the symbol on the DOOR/OXY page stays amber, do the fault isolation procedure in Para. 4.A.
 - if the AFT cargo door operates correctly and the symbol on the DOOR/OXY page goes green, no more maintenance work is necessary.

<u>NOTE</u>: The LGCIU only monitors the target position (TGT POS) of proximity switches, when all the shock absorbers are extended. The BITE test can not identify a TGT POS fault condition. Ground Scanning can show TGT POS messages, if all the shock absorbers are extended.

<u>NOTE</u>: For more information about LGCIU proximity sensor trouble shooting, refer to (Ref. SIL 32-067).

4. Fault Isolation

R A. Procedure

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- (1) For the applicable proximity-switch shown on the Post Flight Report (PFR), do the inspection of the clearance between the proximity-sensor and its target:
 - for proximity-switch PROX SW-HANDLE, AFT CARGO COMPT DOOR (34WV) ,
 (Ref. AMM TASK 52-71-12-400-001)
 - for proximity-switch PROX SW-FRAME, AFT CARGO COMPT DOOR (32WV), (Ref. AMM TASK 52-71-12-400-002)
 - for proximity-switch SW-LOCKING SHAFT (12MJ), (Ref. AMM TASK 52-35-13-400-002).
 - (a) If the fault continues do step (2).
- (2) Use an inductance meter and do an inductance check of the applicable proximity-sensor (Ref. AMM TASK 32-31-73-820-008):
 - if the inductance value is not correct, do step (5)
 - if the inductance value is correct, do step (3).

NOTE: It is good practice to check the inductance of the other two proximity-sensors (related to the AFT cargo door) and replace those proximity-sensors that are not in specification.

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- (3) Use a multimeter and do a check of the resistance of the applicable proximity-sensor shown on the PFR:
 - (a) Measure the resistance between pins A and B, which must be:
 - 11 to 13 ohms for a Ferrite proximity sensor (P/N 8-484-01)
 - 15 to 17 ohms for an all metal proximity sensor (P/N 9-933-01)
 - (b) if the resistance value is not correct do step (5)
 - (c) if the resistance value is correct, do step (4).
- (4) Use a 50VDC isolation tester and do a check of the circuit-isolation of the applicable proximity-sensor, shown on the PFR:
 - (a) Connect the pins A and B together.
 - (b) Measure the resistance between pins AB and the case of the proximity-sensor, which must be more than 400 Megohms:
 - if the resistance value is not correct do step (5)
 - if the resistance value is correct, do step (6).

NOTE: The test signal is supplied for 5 seconds before the resistance value is read.

- (5) Replace the applicable proximity-sensor (Ref. AMM TASK 52-71-12-000-001) and (Ref. AMM TASK 52-71-12-400-001):
 - if the fault continues, do step (6).
- (6) Replace the applicable LGCIU:
 - if the PFR shows a message related to proximity-switches 32WV or 34WV, replace the LGCIU-1 (5GA1), (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001)
 - if the PFR shows a message related to proximity-switch 12MJ replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (a) Do the test in Para 3.A.

<u>NOTE</u>: To identify a TGT POS fault, the LGCIU has to be correctly connected to the related proximity sensor. Thus a check of the aircraft wiring is not necessary.

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TASK 32-31-00-810-888

L/G SYS DISAGREE With No LGCIU BITE Message

<u>WARNING</u>: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

1. Possible Causes

- PROX SNSR-NLG DOORS CLOSED, SYS 1 (30GA)
- PROX SNSR-L L/G DOOR CLOSED, SYS 1 (27GA)
- PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA)
- UPLOCK ASSY-NLG DOOR (2534GM)
- UPLOCK ASSY-MLG DOOR, R (2520GM)
- UPLOCK ASSY-MLG DOOR, L (2521GM)
- PROX SNSR-NLG DOORS CLOSED, SYS 2 (31GA)
- PROX SNSR-L L/G DOOR CLOSED, SYS 2 (29GA)
- PROX SNSR-R L/G DOOR CLOSED, SYS 2 (28GA)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION				
AMM	31-32-00-860-009	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page				
AMM	32-00-00-860-001	Flight Configuration Precautions with Electrical Power				
AMM	32-31-14-000-001	Removal of the NLG Door Uplock Assy (2534GM)				
AMM	32-31-14-400-001	Installation of the NLG Door Uplock Assy (2534GM)				
AMM	32-31-33-000-001	Removal of the MLG Door Uplock 2521GM (2520GM)				
AMM	32-31-33-400-002	Installation of the MLG Door Uplock 2521GM (2520GM)				
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)				
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)				
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)				
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA, 18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA (38GA)				

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EFF:

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REFERENCE DESIGNATION

AMM 32-31-73-820-008

Inductance Check of the Proximity Sensors/Switches

3. Fault Confirmation

A. Test

- (1) Before the L/G doors are opened for maintenance:
 - (a) Get access to the L/G SYSTEM/REPORT/TEST L/G page (Ref. AMM TASK 31-32-00-860-009).
 - (b) Do a check of the LAST LEG REPORT and the GROUND SCANNING of LGCIU 1 and 2.
 - (c) If a fault message is shown do the applicable troubleshooting procedure.

NOTE: If the L/G doors are opened for maintenance before you get access to the LGCIU LAST LEG REPORT and the GROUND SCANNING. A message unrelated to the defect will be shown.

NOTE: The ECAM WARNING "L/G SYS DISAGREE" is inhibited during flight phases, 03, 04, 05, 07 and 08.

- (2) If no maintenance message is shown:
 - (a) Do the trouble shooting from Para. 4.

4. Fault Isolation

A. Table of the circuit breakers used in this procedure:

PANEL DESIGNATION	IDENT.	LOCATION
49VU L/G/LGCIU/SYS1/NORM	1GA	C09
121VU HYDRAULIC/LGCIU/SYS2	2GA	Q35
121VU HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

B. Procedure

- (1) Make sure that all the L/G doors are in the closed position.
- (2) Do the flight configuration precautions, (Ref. AMM TASK 32-00-00-860-001), make sure the aircraft has ground electrical power.

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- (3) To put LGCIU 1 in control:
 - (a) Make sure C/B's 1GA and 52GA are closed and open the C/B 2GA.
 - (b) On the ECAM WHEEL PAGE make sure that the L/G door indication shows all the doors closed.
- (4) If the L/G door indication is correct, go to step (12).
- (5) If a L/G door indication does not show closed:
 - (a) Do an inductance test of the applicable proximity sensor (Ref. AMM TASK 32-31-73-820-008):
 - for the NLG door PROX SNSR-NLG DOORS CLOSED, SYS 1 (30GA)
 - for the L MLG door PROX SNSR-L L/G DOOR CLOSED, SYS 1 (27GA)
 - for the R MLG door PROX SNSR-R L/G DOOR CLOSED, SYS 1 (26GA).
- (6) If no defect is found continue at step (12).
- (7) If a defect is found, replace the applicable proximity sensor:
 - for a NLG door proximity sensor (Ref. AMM TASK 32-31-73-000-005) and (Ref. AMM TASK 32-31-73-400-005)
 - for a MLG door proximity sensor (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- (8) Do the test in steps (1) thru (3) again.
- (9) If the fault continues:
 - (a) Replace the applicable uplock:
 - for UPLOCK ASSY-NLG DOOR (2534GM), (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001)
 - for UPLOCK ASSY-MLG DOOR, R (2520GM) or UPLOCK ASSY-MLG DOOR, L (2521GM), (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002).
- (10) Do the test in steps (1) thru (3) again.
- (11) Close the C/B 2GA.
- (12) To troubleshoot System 2:
 - (a) Make sure that all the L/G doors are in the closed position.
 - (b) Do the flight configuration precautions, (Ref. AMM TASK 32-00-00-860-001), make sure the aircraft has electrical power.

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- (13) To put LGCIU 2 in control:
 - (a) Make sure C/B 2GA is closed and open the C/B's 1GA and 52GA.
 - (b) On the ECAM WHEEL PAGE make sure that the L/G door indication shows all the doors closed.
- (14) If a L/G door indication does not show closed:
 - (a) Do an inductance test of the applicable proximity sensor (Ref. AMM TASK 32-31-73-820-008):
 - for the NLG door PROX SNSR-NLG DOORS CLOSED, SYS 2 (31GA)
 - for the L MLG door PROX SNSR-L L/G DOOR CLOSED, SYS 2 (29GA)
 - for the R MLG door PROX SNSR-R L/G DOOR CLOSED, SYS 2 (28GA).
- (15) Replace the defective proximity sensor:
 - for a NLG door proximity sensor (Ref. AMM TASK 32-31-73-000-005)
 and (Ref. AMM TASK 32-31-73-400-005)
 - for a MLG door proximity sensor (Ref. AMM TASK 32-31-73-000-001) and (Ref. AMM TASK 32-31-73-400-001).
- (16) Do the test in steps (12) and (13) again.
- (17) If the fault continues:
 - (a) Replace the applicable uplock:
 - for UPLOCK ASSY-NLG DOOR (2534GM), (Ref. AMM TASK 32-31-14-000-001) and (Ref. AMM TASK 32-31-14-400-001)
 - for UPLOCK ASSY-MLG DOOR, R (2520GM) or UPLOCK ASSY-MLG DOOR, L (2521GM), (Ref. AMM TASK 32-31-33-000-001) and (Ref. AMM TASK 32-31-33-400-002).
- (18) Do the test in steps (12) and (13) again.

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EFF: ALL

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NORMAL EXTENSION AND RETRACTION - TASK SUPPORTING DATA

1. General

The task supporting data is given in the sequence that follows:

- Para. 2. gives a table of the LGCIU trouble shooting fault code numbers and their related data

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- Para. 3. gives a typical procedure for trouble shooting LGCIU discrete output faults
- Para. 4. gives a typical procedure for trouble shooting proximity sensor and/or related circuit faults
- Para. 5. gives a list of the fault messages that the LGCIU1 can send to the CFDS
- Para. 6. gives a list of the fault messages that the LGCIU2 can send to the CFDS.

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2. LGCIU Trouble Shooting Fault Code Numbers and Related Data.

The table that follows gives the faults that each LGCIU can find during:

- normal system operation (system monitoring)
- the BITE test.
 - The table has these headings:
- CODE, the number that the trouble shooting data gives to identify a system FAULT
- DESIGNATION, the specified fault
- LGCIU No. 1 No. 2, the LGCIU that can find the fault
- ON STANDBY, a fault that causes the master LGICU to change its status to On Standby (this causes the other LGCIU to control the L/G system Ref. AMM 32-31-00)
- TSM PROCEDURE, the number of the trouble shooting procedure given in 32-31-00 for the specified fault
- CFDS MESSAGE NUMBER, a number that identifies the message that the LGCIU sends for a specified fault (Refer to Para. 7. or 8.).

The trouble shooting data that includes the FAULT code number is shown on the MCDU as follows:

	-						
	ù		L	GCIU 1		> ù	
	ù	TF	OUBLE	SHOOTING DAT	Α	ù	
L1	ù	XY -	ABCD	DATE: N	10V 20	ù	R 1
	ù	FAULT	GMT	ATA	CNT	PH ù	
L2	ù	G123	1220	32-31-71	01	05 ù	R2
	ù	A003	1100	32-31-73	02	05 ù	
L3	ù					ù	R3
	ù					ù	
L4	ù					ù	R4
	ù					ù	
L5	ù					ù	R5
	ù					ù	
L6	ù	< RETUR	RN		PRI	NT > ù	R6
	_		. – – – – –				

EFF: ALL

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NOTE: The letter at the start of the fault code number shows the location of the fault. The letter A shows the fault is external to the LGCIU and it is recommended that the LGCIU is not replaced until it is sure that there are no external faults. The letters B thru J show the fault is internal to the LGCIU. The fault code letters are:

- A LGCIU Not affected LRU (Prox Sensor Etc.)
- B Output Card
- C Proximity Card 1
- D Proximity Card 2
- E Interface Card 1
- F Interface Card 2
- G Interface Card 3
- H LGCIU Microprocessor Card
- I LGCIU Power Supply Module
- J LGCIU OBRM

CODE	DESIGNATION		CIU No.2	CONTROL FAULT	TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
A001	Not Used on Software Standards 4B 4C, 4D.					
A002	CFDS or input ARINC 429 Bus pins AA-12J/K No Input Data for 20 secs. Commonly seen as LGCIU Remains powered when CFDS is off.	1	2	No	801	2
A003	CFDS failure. The data recieved by LGCIU is the wrong parity.	1	2	no	801	2
A004	Gear retract solenoid, short circuit.	1	2	Yes	806	3
A005	Gear extend solenoid, short circuit.	1	2	Yes	806	3
A006	Gear doors open solenoid, short circuit.	1	2	Yes	807	5
A007	Gear doors close solenoid, shorting circuit.	t 1	2	Yes	807	5
800A	LGCIU operational signal fault	1	2	Yes	802	1

EFF: ALL

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CODE	DESIGNATION		No.2		=	CFDS MESSAGE NUMBER
	Not used					
	Not used					
	Not used	_	_			
AU12	Nose gear shock absorber	1	2	No	812	11
	'not extended' after					
	commencement of retraction,					
	triggers retraction inhibit. 5 seconds confirmation time.					
۸N17	Not Used					
	Not Used					
_	Gear selector lever 'up'switches	. 1	2	VAS	809	14
AU 17	disagree.) 1	۷	yes	007	1-7
ΔΠ16	Gear selector lever'down'	1	2	Yes	809	14
A0 10	switches disagree.	•	_	103	007	1-7
A017	Gear selector lever both up and	1	2	Yes	809	14
	down selected.	-	_			
A018	Nose gear extended/centered	1	2	Yes	815	17
	prox sensor open or short					
	circuit. If fault is still					
	present, interactive mode not					
	possible unless ground power					
	connected.					
A019	RH gear extended prox sensor	1	2	Yes	813	15
	open circuit. See A018					
A020	Nose gear uplock prox sensor	1	2	Yes	827	30
	open or short circuit.					
A021	RH gear uplock prox sensor	1	2	Yes	825	28
	open or short circuit.		_		_	_
A022	RH gear door fully open prox	1	2	Yes	816	18
	sensor open or short circuit.		_			
AU23	Nose gear downlock prox sensor	1	2	Yes	824	27
	open or short circuit.		_	.,	0.40	20
AU24	RH nose door fully open prox	1	2	Yes	818	20
402E	sensor open or short circuit.	4	2	V	0.40	24
AUZO	LH nose door fully open prox	1	2	Yes	818	21
1026	sensor open or short circuit.	1	2	V	027	24
AUZO	LH gear downlock prox sensor open or short circuit.	'	2	Yes	823	26
۸D27	RH gear dowwnlock prox sensor	1	2	yes	822	25
AULI	open or short circuit.	'	۷	yes	022	23
4 028	Nose gear doors lock prox sensor	. 1	2	Yes	821	24
	open or short circuit.	·	_		<u> </u>	L-7
A029	RH door lock prox sensor	1	2	Yes	819	22
	open or short circuit.	•	_		-	
A030	Not used					
	Not used					
	LH gear uplock prox	1	2	Yes	826	29
	- · · ·					

EFF: ALL

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CODE	DESIGNATION	No.1	No.2	FAULT	TSM PROCEDURE IN 32-31-00	MESSAGE Number
A033	switch signal invalid. LH gear shock absorber extend prox sensor open					16
A034	or short circuit. See A018 FWD cargo door safety mechanism			No	832	33
A035	AFT cargo door safety mechanism prox sensor open or short circuit	1		No	833	34
A036	FWD cargo door lockshaft prox sensor open or short circui		2	No	834	35
A037	AFT cargo door lockshaft prox sensor open or short circui		2	No	835	36
A038	LH gear door lock prox sensor open or short circuit.	1	2	Yes	820	23
A039	LH gear door fully open prox sensor open or short circuit.	1	2	Yes	817	19
A040	FWD cargo door handle prox sensor open or short circuit.	1		No	830	31
A041	Aft cargo door handle prox sensor open or short circuit.	1		No	831	32
A042	LH flap prox sensor open or short circuit.	1	2	No	828	37
A043	RH flap prox sensor open or short circuit.	1	2	No	829	38
	Not used Not used					
CODE	DESIGNATION	No.1	No.2	FAULT	TSM PROCEDURE IN 32-31-00	MESSAGE Number
	Not used					
	Not used Gear retract solenoid on when neutral selected.	1	2	Yes	806	1
B049	Gear extend solenoid on when neutral selected.	1	2	Yes	806	1
B050	Gear doors open solenoid on when neutral selected.	1	2	Yes	807	1
B051	Gear doors close solenoid on when neutral selected.	1	2	Yes	807	1
B052	Gear retract solenoid transistors incompatible.	1	2	Yes	806	1
B053	Gear extend solenoid transistors incompatible.	1	2	Yes	806	1
B054	Doors open solenoid	1	2	Yes	807	1

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CODE	DESIGNATION			CONTROL FAULT	TSM PROCEDURE IN 32-31-00	MESSAGE
	transistors incompatible.					
B055	Doors close solenoid	1	2	yes	807	1
	transistors incompatible.			•		
B056	Any solenoid on when	1	2	Yes	806/807	1
	drive transistors disabled.					
B057	Output card power supply failure	. 1	2	Yes	802	1
C058	Nose gear shock absorber	1	2	Yes	802	1
	channel fault on prox card.					
C059	Right gear shock absorber	1	2	Yes	802	1
	channel fault on prox card.					
C060	Nose gear uplock channel	1	2	Yes	802	1
	fault on prox card.					
C061	Right gear uplock channel	1	2	Yes	802	1
	fault on prox card.	_	_			_
C062	Right gear door fully open	1	2	Yes	802	1
	channel fault on prox card.		_		222	
CU63	Nose gear downlock	1	2	Yes	802	1
00//	channel fault on prox card.		2	v	000	_
CU64	Nose gear door right open	1	2	Yes	802	1
00/5	channel fault on prox card.		2	V	000	4
LU65	Nose gear door left open	1	2	Yes	802	1
0044	channel fault on prox card.	4	2	V	903	4
CUBB	LH gear downlock	1	2	Yes	802	1
C047	channel fault on prox card.	1	2	Yes	802	1
CUBI	RH gear downlock channel fault on prox card.		2	165	002	ı
rn48	Nose gear lock	1	2	Yes	802	1
0000	channel fault on prox card.	'	_	103	002	•
C069	RH gear door lock	1	2	Yes	802	1
0007	channel fault on prox card.	•	_	100	00L	•
C070	Prox card self test erro.	1	2	Yes	802	1
	Prox card 1	1	2	Yes	802	1
	power supply failure.	•	_		-	-
C072	Not used					
	Not used					
	LH gear uplock	1	2	Yes	802	1
	channel fault on prox card.					
D075	LH gear shock absorber	1	2	Yes	802	1
	channel fault on prox card.					
D076	FWD cargo door safety mechanism	1		No	802	1
	channel fault on prox card.					
D077	AFT cargo door safety mechanism	1		No	802	1
	channel fault on prox card.					
D078	FWD cargo door lockshaft		2	No	802	1
	channel fault on prox card.					
D079	AFT cargo door lockshaft		2	No	802	1
	channel fault on prox card.					

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CODE	DESIGNATION			CONTROL FAULT	TSM PROCEDURE IN 32-31-00	MESSAGE
D080	LH gear door lock channel fault on prox card.	1	2	Yes	802	1
D081	LH gear door fully open channel fault on prox card.	1	2	Yes	802	1
D083 D084	Not used					
D089)					
	Proximity card 2 self test error	_		Yes	802	1
DU91	Proximity card 2 power supply fault.	1	2	Yes	802	1
E092	LH & RH gear compressed interface signal fault, for LGCI	1 :U	2	No	802	1
E093	pins affected see code E198. LH & RH gear compressed	1	2	No	802	1
	interface signal fault, for LGCI pins affected see code E199.	.U				
E094	LH & RH gear compressed	1	2	No	802	1
	interface signal fault, for LGCI	U				
E095	pins affected see code E200. LH & RH gear compressed		2	No	802	1
	interface signal fault, for LGCI pins affected see code E201.	·U				
E096	Nose gear compressed	1	2	No	802	1
	interface signal fault, for LGCI	U				
FN97	pins affected see code E202. LH gear compressed	1	2	No	802	1
2071	interface signal fault, for LGCI	-	_	110	00L	•
	pins affected see code E203.					
E098	Nose gear compressed		2	No	802	1
	interface signal fault, for LGCI pins affected see code E204.	.U				
E099	LH gear compressed	1	2	No	802	1
	interface signal fault, for LGCI	U				
-400	pins affected see code E205.		2		000	4
E 100	LH gear compressed interface signal fault, for LGCI	1	2	No	802	1
	pins affected see code E206.	. •				
E101	LH gear compressed	1	2	No	802	1
	interface signal fault, for LGCI	U				
E 102	pins affected see code E207. LH gear compressed	1	2	No	802	1
L 102	interface signal fault, for LGCI	•	د	NU	002	ı
	pins affected see code E208.					
E103	RH gear compressed	1	2	No	802	1
	interface signal fault,	1	2	No	802	

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CODE					TSM PROCEDURE IN 32-31-00	MESSAGE
E104	pins affected see code E209. RH gear compressed interface signal fault, for LGCI	1 U	2	No	802	1
E105	pins affected see code E210. RH gear compressed interface signal fault, for LGCI	1 U	2	No	802	1
E106	pins affected see code E211. RH gear compressed interface signal fault, for LGCI	1 U	2	No	802	1
F 107	pins affected see code E212. LH & RH gear downlocked interface signal fault, for LGCI	1 U	2	No	802	1
F 108	pins affected see code E213. Nose gear downlocked interface signal fault, for LGCIU	1	2	No	802	1
F 109	pins affected see code E214. Nose gear downlocked interface signal fault, for LGCIU	1	2	No	802	1
F110	pins affected see code E215. Nose gear downlocked interface interface signal fault, for LGCI	1 U	2	No	802	1
F111	pins affected see code E216. LH gear downlocked interface signal fault, for LGCIU pins	1	2	No	802	1
F 1 12	affected see code F217. RH gear downlocked interface signal fault, for LGCIU pins	1	2	No	802	1
F 1 13	affected see code F218. LH & RH gear extended interface signal fault, for	1	2	No	802	1
	signal fault, for LGCIU pins	9. 1	2	No	802	1
F 1 1 5	affected see code F220. LH gear extended interface signal fault, for LGCIU pins	1	2	No	802	1
F116	affected see code F221. LH gear extended interface signal fault, for LGCIU pins	1	2	No	802	1
F 1 1 7	RH gear extended interface signal fault, for LGCIU pins	1	2	No	802	1
F 1 18	affected see code F223. RH gear extended interface signal fault, for LGCIU pins	1	2	No	802	1
F119	affected see code F224. Not used					

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CODE					TSM PROCEDURE IN 32-31-00	MESSAGE
F 120	RH L/G Gear locked up interface signal fault, for LGCIU pins affected see code F226.	1	2	No	802	1
G121	LH & RH gear compressed interfact signal fault, for LGCIU pins affected see code G227.	e 1	2	No	802	1
G122	LH & RH L/G compressed interface signal fault, for LGCIU pins affected see code G228.	1	2	No	802	1
G123	LH & RH gear compressed interfact signal fault, for LGCIU pins affected see code G229.	e 1	2	No	802	1
G124	FWD cargo door interface signal fault, for LGCIU pins affected see code G230.	1		No	802	1
G125	LH & RH gear extended interface signal fault, for LGCIU pins affected see code G23.	1	2	No	802	1
G126	LH & RH gear extended interface signal fault, for LGCIU pins affected see code G232.	1	2	No	802	1
G127	LH & RH gear extended interface signal fault, for LGCIU pins affected see code G233.	1	2	No	802	1
G128	AFT cargo door signal fault for LGCIU affected pins see code G23	1		No	802	1
G129	Nose gear extended interface signal fault, for LGCIU pins affected see code G235.	1	2	No	802	1
G130	Nose gear extended interface signal fault, for LGCIU pins affected see code G236.	1	2	No	802	1
G131	Nose gear extended interface signal fault, for LGCIU pins affected see code G237.	1	2	No	802	1
G132	Nose gear locked up interface signal fault, for LGCIU pins affected see code G238.	1	2	No	802	1
H133	OBRM corruption error.	1	2	Yes	802	1
	NOVOL storage checksum failure.	1	2	Yes	802	1
	NOLVOL RAM bus failure, read/write error.	1	2	Yes	802	1
H136	External RAM/bus failure, read/write error.	1	2	Yes	802	1
H137	On chip RAM/bus failure, read/write error.	1	2	Yes	802	1
H138	ARINC output bus	1	2	No	850	1

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CODE	DESIGNATION		CIU No.2	CONTROL FAULT	TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
	wrap around error.					
H139	Solenoids not disabled on power-up.	1	2	Yes	802	1
H14N	Not used					
_	ARINC chip transmit buffer	1	2	No	802	1
	not ready.					
H124	Not used					
	Not used					
	Not used		_			
H145	Non-changeover of landing gear control,	1	2	No	802, 804	41
	(due to control circuit).					
H146	Watchdog timer fault during	1	2	Yes	802	1
	initialization.					
H147	Watchdog timer reset, audit	1	2	Yes	802	1
	trail fault.					
H148	Watchdog timer reset, software	1	2	Yes	802	1
	overrun.		_			_
J 149	Software fault log pointer corruption.	1	2	Yes	802	1

NOTE: The specified proximity switches identify total sensing circuits (a proximity sensor and a channel of a proximity conditioning card).

R **ON A/C 227-227, 229-231, 276-281,

A165)

CODE	DESIGNATION	LGCIU No.1 No.2	CONTROL FAULT	TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
A150) thru) not	used				

NOTE: The specified proximity switches identify total sensing circuits (a (a proximity sensor and a channel of a proximity conditioning card).

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**ON A/C ALL

R Post SB 32-1145 For A/C 227-227,229-231,276-281,

CODE	DESIGNATION		CIU No.2	CONTROL Fault	TSM PROCEDURE IN 32-31-00	
A150	RH gear extended prox sensor disagreement.	1	2	no	854	44
A151	LH gear extended prox sensor disagreement.	1	2	no	854	45
A152	Nose gear extended prox sensor disagreement.	1	2	no	854	46
A153	RH gear door fully open prox sensor disagreement.	1	2	no	854	47
A154	LH gear door fully open prox sensor disagreement.	1	2	no	854	48
A155	Nose gear RH door open prox sensor disagreement.	1	2	no	854	49
A156	Nose gear LH door open prox sensor disagreement.	1	2	no	854	50
A157	RH gear door closed prox sensor disagreement.	1	2	no	854	51
A158	LH gear door closed prox sensor disagreement.	1	2	no	854	52
A159	Nose gear door closed prox sensor disagreement.	1	2	no	854	53
A160 thru A165) Not used					

NOTE: The specified proximity switches identify total sensing circuits (a (a proximity sensor and a channel of a proximity conditioning card).

EFF : ALL

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**ON A/C ALL

CODE	DESIGNATION		CIU No.2		TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
C166	Nose gear extended/centered signal conditioning failure.	1	2	Yes	815	17
C167	RH gear extended signal conditioning failure.	1	2	Yes	813	15
C168	Nose gear uplock signal conditioning failure.	1	2	Yes	827	30
C169	RH gear uplock signal conditioning failure.	1	2	Yes	825	28
C170	RH gear door open signal conditioning failure.		2	yes	817	18
	Nose gear downlock signal conditioning failure.	1	2	Yes	824	27
	Nose gear RH door open signal conditioning failure.	1	2	Yes	818	20
	Nose gear LH door open signal conditioning failure.	1	2	Yes	818	21
	LH gear downlock signal conditioning failure.	1	2	Yes	823	26 2
	RH gear downlock signal conditioning failure. Nose gear doors uplock signal	1	2	Yes Yes	822 821	24
	conditioning failure. RH gear doors lock signal	1	2	Yes	819	22
	conditioning failure. Prox card 1 bus read/write error		2	Yes	802	1
C179	Not used		_		-	
	LH gear uplock signal conditioning failure.	1	2	Yes	826	29
D182	LH gear extended signal conditioning failure.	1	2	Yes	814	16
	FWD cargo door safety mechanism signal conditioning failure.	1		No	832	33
	AFT cargo door safety mechanism signal conditioning failure.	1		No	833	34
	FWD cargo door lockshaft signal conditioning failure.		2	No	834	35
	AFT cargo door lockshaft signal conditioning failure.	4	2	No	835	36
	LH gear door closed signal conditioning failure.	1	2	Yes	820	23
	LH gear fully open signal conditioning failure.	1	2	Yes	817	19
9ארע	FWD cargo door locking handle	1		No	830	31

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CODE			CIU No.2		TSM PROCEDURE IN 32-31-00	
D190	signal conditioning failure. AFT cargo door locking handle signal conditioning failure.	1		No	831	32
D191	LH flap disconnect signal conditioning failure.	1	2	No	828	37
	RH flap disconnect signal conditioning failure. Not used	1	2	No	829	38
D 194 D 195	Not used Not used					
	Not used	4	2	V	902	4
	Prox card 2 PCB bus error.		2	Yes	802	1
E 198	LH & RH gear compressed interfact signal fault, AB-1A, 1B, 2A, 2B, 3A, 3B, 4A, 4B.		2	No	802	1
E199	LH & RH gear compressed interfact signal fault, pins AB-1C, 1D, 2C 2D, 3D.		2	No	802	1
E200	LH & RH gear compressed interfact signal fault, pins AB-3C, 4C, 4D 5C, 5D, 3E.		2	No	802	1
E201	LH & RH GEAR compressed interfact signal fault, pins AA-10K, 10J, 11K, 11J.	e 1	2	No	802	1
E202	Nose gear compressed interface signal fault, pins AB-6A, 6B, 7A, 7B, 8A, 8B, 9A, 9B.	1	2	No	802	1
E203	LH gear compressed interface signal fault, pins AB-1H, 2H, 3H, 4H.	1	2	No	802	1
E204	Nose gear compressed interface signal fault, pinsAB-15A, 15B, 15C, 15D.	1	2	No	802	1
E205	LH gear compressed interface signal fault, pins AB-15K only.	1	2	No	802	1
E206	LH gear compressed interface signal fault, pins AB-15J only.	1	2	No	802	1
E207	LH gear compressed interface signal fault, pins AB-1F, 1G, 2F, 2G, 3F, 3G, 4F, 4G.	1	2	No	802	1
E208	LH gear compressed interface signal fault, pins AB-14A, 14B, 14C, 14D.	1	2	No	802	1
E209	RH gear compressed interface signal fault, pin AB-13K.	1	2	No	802	1
E210	RH gear compressed interface signal fault, pins AB-13J.	1	2	No	802	1

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CODE	DESIGNATION		CIU No.2	CONTROL FAULT	TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
E211	RH gear compressed interface signal fault, pins AB-1J, 1K, 2J, 2K, 3J, 3K, 4J, 4K.	1	2	No	802	1
E212	RH gear compressed interface signal fault, pins AB-13E, 14E, 13D, 13C.	1	2	No	802	1
F213	LH & RH gear compressed interfact signal fault, pins AB-6J, 6K, 7J. 7K.	e 1	2	No	802	1
F214	Nose L/G downlocked interface signal fault, pin AB-11K.	1	2	No	802	1
	Nose gear downlocked interface signal fault, pin AB-11J.	1	2	No	802	1
F216	Nose gear downlocked interface signal fault, pin AB-12A, 12B, 13A, 13B.	1	2	No	802	1
F217	LH gear downlocked interface signal fault, pins AB-6F, 7F, 6G, 7G.	1	2	No	802	1
F218	RH gear downlocked interface signal fault, pin AA-11G	1	2	No	802	1
F219	LH & RH gear extended interface signal fault, pins AB-12G, 12H, 12J, 12K.	1	2	No	802	1
F220	Nose gear extended interface signal fault, pins AB-14G, 14H, 14J, 14K.	1	2	No	802	1
F221	LH gear extended interface signal fault, pins AB-6C, 7C, 6D, 7D, 6E, 7E.	1	2	No	802	1
F222	LH gear extended interface signal fault, pins AA-8C, 9C, 8D, 9D, 10D, 8E, 9E, 10E.	1	2	No	802	1
F223	RH gear extended interface signal fault, pins AB-8J, 8K, 9J, 9K, 10J, 10K.	1	2	No	802	1
F224	RH gear extended interfac signal fault, pins AB-8G, 8H, 9G, 9H, 10G, 10H.	1	2	No	802	1
	Not used RH gear locked up interface	1	2	No	802	1
G227	signal fault, pins AA-9G. LH & RH gear compressed interfacting signal fault, pins AA-14A.	e 1	2	No	802	1
G228	LH & RH gear compressed interfact signal fault pins AA-15A.	e 1	2	No	802	1
G229	LH & RH gear compressed interfac	e 1	2	No	802	1

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CODE		No.1			TSM PROCEDURE IN 32-31-00	MESSAGE Number
G230	signal fault, pins AA-15B FWD cargo door interface signal fault, pin AB-11A.	1		No	802	1
G231	(LGCIU 1) only LH & RH gear extended interface	1	2	No	802	1
G232	signal fault, pin AA-10D. LH & RH gear extended interface signal fault, pin AA-11D.	1	2	No	802	1
G233	LH & RH gear extended interface signal fault, pin AA-12D.	1	2	No	802	1
G234	AFT cargo door interface signal fault, pin AB-11B. (LGCIU 1 only)	1		No	802	1
G235	Nose gear extended interface signal fault, pin AA-10A.	1	2	No	802	1
G236	Nose gear extended interface signal fault, pin AA-11A.	1	2	No	802	1
G237	Nose gear extended interface signal fault, pins AB-14K, 14H, 14J, 14G.	1	2	No	802	1
G238	Nose gear not locked up interfact signal fault, pin AB-11D.	e 1	2	No	802	1
н239	Watchdog timer reset failure.	1	2	Yes	802	1
**ON	A/C ALL					
Post	SB 32-1145 For A/C 227-227,229-	231,2	276-28	31,		
A240	RH gear uplock prox sensor disagreement.	1	2	no	854	57
A241	LH gear uplock prox sensor disagreement.	1	2	no	854	58
A242	Nose gear uplock prox sensor disagreement.	1	2	no	854	59
A243	RH gear downlock prox sensor disagreement.	1	2	no	854	54
A244	LH gear downlock prox sensor disagreement.	1	2	no	854	55
	Nose gear downlock prox sensor disagreement	1	2	no	854	56
	Not used Not used					

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CODE	DESIGNATION	LGCIU No.1 No.2	CONTROL FAULT	TSM PROCEDURE IN 32-31-00	CFDS MESSAGE NUMBER
A249	AFT cargo door lock handle prox sensor disagreement.	1	no	854	61
A250	FWD cargo door lockshaft prox sensor disagreement.	2	no	854	64
A251	AFT cargo door lockshaft prox sensor disagreemen.	2	no	854	65
A252	FWD cargo door safety mechanism prox sensor disagreement.	1	no	854	62
A253	AFT cargo door safety mechanism prox sensor disagreement.	1	no	854	63

**ON A/C ALL

3. Trouble shooting LGCIU discrete output faults

A. Procedure

- (1) The procedure that follows gives a standard fault confirmation/isolation for all LGCIU discrete circuit faults.
 - (a) Look at the AVIONICS STATUS page.
 - (b) If the avionics status report shows a group of LRU's with external class 1, 2 or class 3 faults, access the relevant system report to find if the message is LGCIU related.
 - (c) Troubleshoot any L/G proximity sensor fault shown before the next step.
 - (d) Go to the ASM to find the LRU to transistor drive group correlation. The ASM 326201S01 and the ASM 326202S01 gives the equipment interconnection and group details.
 - (e) If the faulty LRU's group to a 'ONE' function or an 'AND' function transistor marker (e.g MC 4 or LHC 3), then the fault is with the LGCIU.
 - (f) If the faulty LRU's group to a 'ONE' function and to an 'AND' function (e.g MC 4 and RHC 3) then the fault is with a proximity sensor.
 - (g) To find the identity of the failed proximity sensor.

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- (h) Use the ASM 323103S01, to correlate the LRU's to the 'ONE' and the 'AND' functions of the LGCIU to find the failed proximity sensor.
- (i) If there is only one LRU fault to a 'ONE' function or to an 'AND' function, then the fault is with the LRU.
- 4. Trouble shooting proximity sensor and/or related circuit faults.

A. Procedure

- (1) The test equipment used is:
 - the ELDEC trouble shooting unit model 38-368-02.
 - the ELDEC calibration target GO GAUGE P/N 8-751-01.
- (2) To test a proximity sensor.
 - (a) Disconnect the electrical connector from the applicable sensor.
 - (b) Connect the terminals of the test box to pins A and B of the applicable sensor (use a two wire lead terminated at one end with a ASNEO052R883ASNE connector or equivalent).
 - (c) Turn the tester POWER switch to ON.
 - (d) The test unit should now show TARGET FAR.
 - (e) Put the calibrated target into contact with the proximity sensor.
 - (f) The test unit should now show TARGET NEAR.
 - (g) These results are for a serviceable proximity sensor.
- (3) To test the related electrical circuit after a 'NO FAULT FOUND' condition for the proximity sensor.
 - (a) Connect the aircraft electrical connector to the applicable proximity sensor.
 - (b) Go to the applicable aircraft wiring circuit and use an ARINC breakout box to connect the test unit to the proximity sensor circuit.
 - (c) Turn the test unit POWER switch to ON.
 - (d) The test unit should now show TARGET FAR.
 - (e) Put the calibrated target into contact with the proximity sensor.
 - (f) The test unit should now show TARGET NEAR.

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- (g) These results are for a serviceable proximity sensor and elctrical circuit.
- (4) If the proximity sensor fails the test at Para. A.(2) replace the unserviceable proximity sensor.
- (5) Do Para. (2) again.
- (6) If there is a circuit/interface fault do the repair.
- (7) Do Para. (3) again.
- R **ON A/C 227-227, 229-231, 276-281,
 - 5. The table that follows shows the LGCIU1 fault messages.

		ATA REFERENCE	MESSAGE TEXT
1		323171	LGCIU1 05GA1
2		313234	LGCIU1: NO DATA FROM CFDS
3		323112	LGCIU1: NO DATA FROM CFDS L/G SEL VALVE 40GA
4	Not	used	
5		323134	L/G DOORS SEL VALVE 41GA
6	Not	used	
7	Not	used	
		used	
9	Not	used	
_		used	
			N L/G SHOCK ABSORBER
		used	
		used	
14		323111	L/G CONTROL LEVER O6GA
			R L/G EXT PROX SNSR 20GA
			L L/G EXT PROX SNSR 21GA
			N L/G EXT PROX SNSR 24GA
			R L/G DOOR OPEN PROX SNSR 32GA
		323173	L L/G DOOR OPEN PROX SNSR 33GA
20		323173	N L/G R DOOR OPEN PROX SNSR 36GA N L/G L DOOR OPEN PROX SNSR 37GA R L/G DOOR CLOSED PROX SNSR 26GA
21		323173	N L/G L DOOR OPEN PROX SNSR 3/GA
22		323173	R L/G DOOR CLOSED PROX SNSR 26GA
			L L/G DOOR CLOSED PROX SNSR 27GA
			N L/G DOORS CLOSED PROX SNSR 30GA
			R L/G DNLK PROX SNSR 14GA
26 27			L L/G DNLK PROX SNSR 15GA N L/G DNLK PROX SNSR 18GA
28			R L/G UPLK PROX SNSR 18GA
28 29		323113 333173	L L/G UPLK PROX SNSR OBGA
30		323173 323173	N L/G UPLK PROX SNSR U9GA N L/G UPLK PROX SNSR 12GA
31		523113 527112	FWD CARGO DOOR HANDLE PROX SNSR 28WV
ا د		261116	TWD CARGO DOOK HANDLE PROX 3N3K ZOWY

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MESSAGE Number	ATA Reference	MESSAGE TEXT
32	527112	AFT CARGO DOOR HANDLE PROX SNSR 34WV
33	527112	FWD CARGO DOOR SAFETY MECHANISM PROX SNSR 30WV
34	527112	AFT CARGO DOOR SAFETY MECHANISM PROX SNSR 32WV
35 Not	used	
36 Not	used	
37	275115	L FLP DISC PROX SNSR 37CV
38	275115	R FLP DISC PROX SNSR 38CV
39 Not	used	
40 Not	used	
41	323171	LGCIU2 O5GA2

6. The table that follows shows the LGCIU2 fault messages.

	GE ATA R REFERENCE	MESSAGE TEXT
1	323171	LGCIU2 05GA2
2	313234	LGCIU2: NO DATA FROM CFDS
3	323112	L/G SEL VALVE 40GA
4 N	Not used	
5	323134	L/G DOORS SEL VALVE 41GA
6 N	Not used	
7 N	Not used	
8 1	Not used	
9 N	Not used	
	Not used	
11	322113	N L/G SHOCK ABSORBER
	Not used	
	Not used	
		L/G CONTROL LEVER O6GA
		R L/G EXT PROX SNSR 22GA
		L L/G EXT PROX SNSR 23GA
		N L/G EXT PROX SNSR 25GA
18		R L/G DOOR OPEN PROX SNSR 34GA
19		L L/G DOOR OPEN PROX SNSR 35GA
20		N L/G R DOOR OPEN PROX SNSR 38GA
21		N L/G L DOOR OPEN PROX SNSR 39GA
		R L/G DOOR CLOSED PROX SNSR 28GA
		L L/G DOOR CLOSED PROX SNSR 29GA
24		N L/G DOORS CLOSED PROX SNSR 31GA
25		R L/G DNLK PROX SNSR 16GA
26	323173	L L/G DNLK PROX SNSR 17GA
27		N L/G DNLK PROX SNSR 19GA
28		R L/G UPLK PROX SNSR 10GA
29		L L/G UPLK PROX SNSR 11GA
30	525175	N L/G UPLK PROX SNSR 13GA

EFF: 227-227, 229-231, 276-281,

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MESSAGE Number	ATA Reference	MESSAGE TEXT
31 Not	used	
32 Not	used	
33 Not	used	
34 Not	used	
35	523513	FWD CARGO DOOR LOCKSHAFT PROX SNSR 05MJ
36	523513	AFT CARGO DOOR LOCKSHAFT PROX SNSR 12MJ
37	275115	L FLP DISC PROX SNSR 39CV
38	275115	R FLP DISC PROX SNSR 40CV
39 N ot	used	
40 Not	used	
41	323171	LGCIU1 05GA1

**ON A/C ALL

- R Post SB 32-1145 For A/C 227-227,229-231,276-281,
 - 5. The table that follows shows the LGCIU1 fault messages.

	AGE ATA ER REFERENCE	MESSAGE TEXT
1	323171	LGCIU1 05GA1
2	313234	LGCIU1: NO DATA FROM CFDS
3		L/G SEL VALVE 40GA
	Not used	
5	323134	L/G DOORS SEL VALVE 41GA
6	Not used	
7	Not used	
8	Not used	
9	Not used	
_	Not used	
11	322113	N L/G SHOCK ABSORBER 2526GM
12	Not used	
	Not used	
14	323111	L/G CONTROL LEVER O6GA
		R L/G EXT PROX SNSR 20GA
16		L L/G EXT PROX SNSR 21GA
17	323173	N L/G EXT PROX SNSR 24GA
18	323173	R L/G DOOR OPEN PROX SNSR 32GA
19		L L/G DOOR OPEN PROX SNSR 33GA
20		N L/G R DOOR OPEN PROX SNSR 36GA
21		N L/G L DOOR OPEN PROX SNSR 37GA
22		R L/G DOOR CLOSED PROX SNSR 26GA
23		L L/G DOOR CLOSED PROX SNSR 27GA
24	323173	N L/G DOORS CLOSED PROX SNSR 30GA

R EFF : ALL
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	ATA Reference	
25	323173	R L/G DNLK PROX SNSR 14GA
		L L/G DNLK PROX SNSR 15GA
27	323173	N L/G DNLK PROX SNSR 18GA
		R L/G UPLK PROX SNSR O8GA
29	323173	L L/G UPLK PROX SNSR O9GA
		N L/G UPLK PROX SNSR 12GA
		FWD CARGO DOOR HANDLE PROX SNSR 28WV
32	523215	AFT CARGO DOOR HANDLE PROX SNSR 34WV
		FWD CARGO DOOR SAFETY MECHANISM PROX SNSR 30WV
34	523215	AFT CARGO DOOR SAFETY MECHANISM PROX SNSR 32WV
35 Not	Used	
	Used	
		L FLP DISC PROX SNSR 37CV
38	275115	R FLP DISC PROX SNSR 38CV
39 N ot	used	
	used	
41	323171	LGCIU2 05GA2
42 Not	used	
43 Not		
44	323173	R L/G EXT PROX SNSR 20GA TGT POS
45	323173	L L/G EXT PROX SNSR 21GA TGT POS
		N L/G EXT PROX SNSR 24GA TGT POS
		R L/G DOOR OPEN PROX SNSR 32GA TGT POS
48	323173	L L/G DOOR OPEN PROX SNSR 33GA TGT POS
49	323173	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS
50	323173	N L/G L DOOR OPEN PROX SNSR 37GA TGT POS
51	323173	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS
52	323173	
53		N L/G DOORS CLOSED PROX SNSR 30GA TGT POS
		R L/G DNLK PROX SNSR 14GA TGT POS
55	323173	L L/G DNLK PROX SNSR 15GA TGT POS
	323173	N L/G DNLK PROX SNSR 18GA TGT POS
57	323173	R L/G UPLK PROX SNSR O8GA TGT POS
58	323173	L L/G UPLK PROX SNSR O9GA TGT POS
59	323173	N L/G UPLK PROX SNSR 12GA TGT POS
60	523115	FWD CARGO DOOR HANDLE PROX SNSR 28WV TGT POS
61	523215	AFT CARGO DOOR HANDLE PROX SNSR 34WV TGT POS
62	523115	FWD CARGO DR SAFETY MECH PROX SNSR 30WV TGT POS
63	523215	AFT CARGO DR SAFETY MECH PROX SNSR 32WV TGT POS
64 Not	Used	
65 Not	Used	

EFF : ALL

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R 6. The table that follows shows the LGCIU2 fault messages.

IESSAGE ATA IUMBER REFERENCE	MESSAGE TEXT
1 323171	
2 313234	LGCIU2: NO DATA FROM CFDS
3 323112	L/G SEL VALVE 40GA
4 Not used	
	L/G DOORS SEL VALVE 41GA
6 Not used	
7 Not used	
8 Not used	
9 Not used	
10 Not used	
	N L/G SHOCK ABSORBER
12 Not used	
13 Not used	
	L/G CONTROL LEVER O6GA
15 323173	R L/G EXT PROX SNSR 22GA
16 323173	L L/G EXT PROX SNSR 23GA
17 323173	N L/G EXT PROX SNSR 25GA
18 323173	R L/G DOOR OPEN PROX SNSR 34GA
19 323173	L L/G DOOR OPEN PROX SNSR 35GA
20 323173	N L/G R DOOR OPEN PROX SNSR 38GA
21 323173	N L/G L DOOR OPEN PROX SNSR 39GA
22 323173	R L/G DOOR CLOSED PROX SNSR 28GA
23 323173	L L/G DOOR CLOSED PROX SNSR 29GA
24 323173	N L/G DOORS CLOSED PROX SNSR 31GA
25 323173	R L/G DNLK PROX SNSR 16GA
26 323173	L L/G DNLK PROX SNSR 17GA
27 323173	N L/G DNLK PROX SNSR 19GA
	R L/G UPLK PROX SNSR 10GA
	L L/G UPLK PROX SNSR 11GA
30 323173	N L/G UPLK PROX SNSR 13GA
31 Not Used	
32 Not Used	
33 Not Used	
34 Not Used	
35 523513	FWD CARGO DOOR LOCKSHAFT PROX SNSR O5MJ
36 523513	AFT CARGO DOOR LOCKSHAFT PROX SNSR 12MJ
37 275115	L FLP DISC PROX SNSR 39CV
	R FLP DISC PROX SNSR 40CV
39 Not used	
40 Not used	
	LGCIU1 05GA1
42 Not used	
43 Not used	
	R L/G EXT PROX SNSR 20GA TGT POS
45 323173	L L/G EXT PROX SNSR 21GA TGT POS

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	ATA REFERENCE	MESSAGE TEXT
47	323173	R L/G DOOR OPEN PROX SNSR 32GA TGT POS
48		L L/G DOOR OPEN PROX SNSR 33GA TGT POS
49	323173	N L/G R DOOR OPEN PROX SNSR 36GA TGT POS
50		N L/G L DOOR OPEN PROX SNSR 37GA TGT POS
51	323173	R L/G DOOR CLOSED PROX SNSR 26GA TGT POS
52	323173	L L/G DOOR CLOSED PROX SNSR 27GA TGT POS
53	323173	N L/G DOORS CLOSED PROX SNSR 30GA TGT POS
54	323173	R L/G DNLK PROX SNSR 14GA TGT POS
55	323173	L L/G DNLK PROX SNSR 15GA TGT POS
56	323173	N L/G DNLK PROX SNSR 18GA TGT POS
57	323173	R L/G UPLK PROX SNSR O8GA TGT POS
58	323173	L L/G UPLK PROX SNSR O9GA TGT POS
59	323173	N L/G UPLK PROX SNSR 12GA TGT POS
60 Not	Used	
61 Not	Used	
62 Not	Used	
63 Not	Used	
64	523513	FWD CARGO DOOR LOCKSHAFT PROX SNSR 30WV TGT POS
65	523513	AFT CARGO DOOR LOCKSHAFT PROX SNSR 32WV TGT POS

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EFF :

ALL

GA319/A320/A321

TROUBLE SHOOTING MANUAL

WHEELS - FAULT ISOLATION PROCEDURES

TASK 32-41-00-810-801

Vibrations During Takeoff because of Wheel Unbalance

- 1. Possible Causes
 - WHEEL-MLG, 2 (2649GM)
 - WHEEL-MLG, 4 (2650GM)
 - WHEEL-MLG, 1 (2651GM)
 - WHEEL-MLG, 3 (2652GM)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE DESIGNATION

R AMM 32-41-11-000-006 Removal of the MLG Wheel (2649GM,2650GM,2651GM,2652GM)
R AMM 32-41-11-400-006 Installation of the MLG Wheel (2649GM,2650GM,2651GM,2652GM)

- 3. Fault Confirmation
 - A. Test Not applicable.
- 4. Fault Isolation
 - A. If vibrations occur:
 - remove the MLG wheels to do a check of the wheel balance:

WHEEL-MLG, 2 (2649GM)

WHEEL-MLG, 4 (2650GM)

WHEEL-MLG, 1 (2651GM)

WHEEL-MLG, 3 (2652GM)

(Ref. AMM TASK 32-41-11-000-006) (Ref. AMM TASK 32-41-11-400-006).

B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

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R

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NORMAL BRAKING - FAULT ISOLATION PROCEDURES

TASK 32-42-00-810-801

Failure of the Normal Brake Pressure Transducer (Wheel 1)

1. Possible Causes

- PRESS XDCR-NORM BRK WHEEL 1 (11GG)
- BSCU (10GG)
- wiring for a ground signal at the wheel 1 normal brake pressure-transducer
 (11GG) pin A/B
- wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/A and the first terminal block
- wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/D, E and the BSCU (10GG) pin AB/9H, 9G

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM AMM	32-42-21-000-001 32-42-21-400-001	Removal of the Normal-Brake Pressure Transducer Installation of the Normal-Brake Pressure Transducer	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM ASM	32-46-00-740-001 32-42/01	BITE Test of the BSCU	

3. Fault Confirmation

A. Test

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Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the BITE test gives the maintenance message: BRK PRESS TRANSDUCER 11GG
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 1 normal brake pressure-transducer (11GG) pin A/B (Ref. ASM 32-42/01).
- (3) If the fault continues:
 - do a check and repair the wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
- (4) If the fault continues:
 - do a check and repair the wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/D, E and the BSCU (10GG) pin AB/9H, 9G (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the BITE test gives the maintenance message:

BRK PRESS XDCR1 (11GG)

- replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
- (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 1 normal brake pressure-transducer (11GG) pin A/B (Ref. ASM 32-42/01).
- (3) If the fault continues:
 - do a check and repair the wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
- (4) If the fault continues:
 - do a check and repair the wiring between the wheel 1 normal brake pressure-transducer (11GG) pin A/D, E and the BSCU (10GG) pin AB/9H, 9G (Ref. ASM 32-42/01).

**ON A/C ALL

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

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TASK 32-42-00-810-802

Failure of the Normal Brake Pressure Transducer (Wheel 2)

1. Possible Causes

- PRESS XDCR-NORM BRK WHEEL 2 (13GG)
- BSCU (10GG)
- wiring for a ground signal at the wheel 2 normal brake pressure-transducer (13GG) pin A/B
- wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/A and the first terminal block
- wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/D, E and the BSCU (10GG) pin AB/10H, 10G

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
АММ	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/01	BITE Test of the BSCU

3. Fault Confirmation

A. Test Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the BITE test gives the maintenance message:
 - BRK PRESS TRANSDUCER 13GG
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 2 normal brake pressure-transducer (13GG) pin A/B, (Ref. ASM 32-42/01).
- (3) If the fault continues:
 - do a check and repair the wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/A and the first terminal block, (Ref. ASM 32-42/01).
- (4) If the fault continues:
 - do a check and repair the wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/D, E and the BSCU (10GG) pin AB/10H, 10G, (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the BITE test gives the maintenance message: BRK PRESS XDCR2 (13GG)
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 2 normal brake pressure-transducer (13GG) pin A/B, (Ref. ASM 32-42/01).
 - (3) If the fault continues:
 - do a check and repair the wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/A and the first terminal block, (Ref. ASM 32-42/01).
 - (4) If the fault continues:
 - do a check and repair the wiring between the wheel 2 normal brake pressure-transducer (13GG) pin A/D, E and the BSCU (10GG) pin AB/10H, 10G, (Ref. ASM 32-42/01).

**ON A/C ALL

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

EFF: ALL

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TASK 32-42-00-810-803

Failure of the Normal Brake Pressure Transducer (Wheel 3)

1. Possible Causes

- PRESS XDCR-NORM BRK WHEEL 3 (12GG)
- BSCU (10GG)
- wiring for a ground signal at the wheel 3 normal brake pressure-transducer (12GG) pin A/B
- wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/A and the first terminal block
- wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/D,E and the BSCU (10GG) pin AB/11H, 11G

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/01	BITE Test of the BSCU

3. Fault Confirmation

A. Test Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the BITE test gives the maintenance message:
 - BRK PRESS TRANSDUCER 12GG
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL **SROS**

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- (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 3 normal brake pressure-transducer (12GG) pin A/B (Ref. ASM 32-42/01).
- (3) If the fault continues:
 - do a check and repair the wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
- (4) If the fault continues:
 - do a check and repair the wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/D,E and the BSCU (10GG) pin AB/11H, 11G (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the BITE test gives the maintenance message: BRK PRESS XDCR3 (12GG)
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 3 normal brake pressure-transducer (12GG) pin A/B (Ref. ASM 32-42/01).
 - (3) If the fault continues:
 - do a check and repair the wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
 - (4) If the fault continues:
 - do a check and repair the wiring between the wheel 3 normal brake pressure-transducer (12GG) pin A/D,E and the BSCU (10GG) pin AB/11H, 11G (Ref. ASM 32-42/01).

**ON A/C ALL

SROS

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

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-804

Failure of the Normal Brake Pressure Transducer (Wheel 4)

1. Possible Causes

- PRESS XDCR-NORM BRK WHEEL 4 (14GG)
- BSCU (10GG)
- wiring for a ground signal at the wheel 4 normal brake pressure-transducer (14GG) pin A/B
- wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/A and the first terminal block
- wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/D, E and the BSCU (10GG) pin AB/12H, 12G

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/01	BITE Test of the BSCU

3. Fault Confirmation

A. Test Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the BITE test gives the maintenance message:
 - BRK PRESS TRANSDUCER 14GG
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL **SROS**

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- (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 4 normal brake pressure-transducer (14GG) pin A/B (Ref. ASM 32-42/01).
- (3) If the fault continues:
 - do a check and repair the wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
- (4) If the fault continues:
 - do a check and repair the wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/D, E and the BSCU (10GG) pin AB/12H, 12G (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the BITE test gives the maintenance message: BRK PRESS XDCR4 (14GG)
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG), (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring for a ground signal at the wheel 4 normal brake pressure-transducer (14GG) pin A/B (Ref. ASM 32-42/01).
 - (3) If the fault continues:
 - do a check and repair the wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/A and the first terminal block (Ref. ASM 32-42/01).
 - (4) If the fault continues:
 - do a check and repair the wiring between the wheel 4 normal brake pressure-transducer (14GG) pin A/D, E and the BSCU (10GG) pin AB/12H, 12G (Ref. ASM 32-42/01).

**ON A/C ALL

SROS

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

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-805

Electrical or hydraulic failure of the Normal Brake Servovalve 15GG.

1. Possible Causes

- SERVOVALVE-NORM BRK WHEEL 1 (15GG)
- PRESS XDCR-NORM BRK WHEEL 1 (11GG)
- BSCU (10GG)
- wiring from the BSCU (10GG) to the wheel 1- norm brake servovalve (15GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AM	324202\$01	
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM	32-46-00-740-005	BITE Test of the Normal Braking System
ASM	32-42/02	
TSM	32-42-00 P.Block 301	NORMAL BRAKING

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

- (1) Do the operational test of the normal braking system (Ref. AMM TASK 32-42-00-710-001).
- (2) Do the ground scanning of the BSCU during the operational test of the normal braking system (Ref. AMM TASK 32-46-00-740-002).

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(3) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301)

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
- (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU. (Ref. TSM 32-42-00 P.Block 301)

**ON A/C ALL

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 15GG and the TROUBLE SHOOTING DATA gives the fault code 1E:
 - replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVALVE 15GG and the TROUBLE SHOOTING DATA gives the fault code 1A:
 - do a continuity /resistance test at the servovalve.

NOTE: The resistance must be between:

- 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
- 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
- (1) if the test is not ok:
 - replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)

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- (2) if the test is ok:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 1- norm brake servovalve (15GG) pins AB/9K, 9J to pins A/C, A. (Ref. ASM 32-42/02)
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 1- norm brake servovalve (15GG) pins AB/9A, 9B to pins A/F, E. (Ref. AM 324202S01)

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,

- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV1 (15GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 41 or 49 or 510 or 520.
 - replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVLV1 (15GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 25 or 33 or 85. do a continuity /resistance test at the servovalve.
 - **NOTE**: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) if the test is not ok:
 - replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (2) if the test is ok:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 1- norm brake servovalve (15GG) pins AB/9K, 9J to pins A/C, A. (Ref. ASM 32-42/02)

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- if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 1- norm brake servovalve (15GG) pins AB/9A, 9B to pins A/F, E. (Ref. AM 324202S01)

**ON A/C ALL

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

EFF: ALL
SROS

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TASK 32-42-00-810-806

Electrical or hydraulic failure of the Normal Brake Servovalve 17GG.

1. Possible Causes

- SERVOVALVE-NORM BRK WHEEL 2 (17GG)
- PRESS XDCR-NORM BRK WHEEL 2 (13GG)
- BSCU (10GG)
- wiring from the BSCU (10GG) to the wheel 2- norm brake servovalve (17GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM	32-46-00-740-005	BITE Test of the Normal Braking System
ASM	32-42/02	
TSM	32-42-00 P.Block 301	NORMAL BRAKING

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

- (1) Do the operational test of the normal braking system (Ref. AMM TASK 32-42-00-710-001).
- (2) Do the ground scanning of the BSCU during the operational test of the normal braking system (Ref. AMM TASK 32-46-00-740-002).
- (3) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301)

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
- (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU. (Ref. TSM 32-42-00 P.Block 301)

**ON A/C ALL

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 17GG and the TROUBLE SHOOTING DATA gives the fault code 1F:
 - replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVALVE 17GG and the TROUBLE SHOOTING DATA gives the fault code 1B:
 - do a continuity/resistance test at the servovalve.
 - **NOTE**: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)

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- (2) If the test is OK:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 2- norm brake servovalve (17GG) pins AB/10K, 10J to pins A/C, A. (Ref. ASM 32-42/02)
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 2- norm brake servovalve (17GG) pins AB/10A, 10B to pins A/F, E. (Ref. ASM 32-42/02)

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,

- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV2 (17GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 42 or 50 or 511 or 521.
 - replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVLV2 (17GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 26 or 34 or 86. do a continuity/resistance test at the servovalve.
 - **NOTE**: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (2) If the test is OK:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 2- norm brake servovalve (17GG) pins AB/10K, 10J to pins A/C, A. (Ref. ASM 32-42/02)

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- if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 2- norm brake servovalve (17GG) pins AB/10A, 10B to pins A/F, E. (Ref. ASM 32-42/02)

**ON A/C ALL

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

EFF: ALL
SROS

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TASK 32-42-00-810-807

Electrical or hydraulic failure of the Normal Brake Servovalve 16GG.

1. Possible Causes

- PRESS XDCR-NORM BRK WHEEL 3 (12GG)
- SERVOVALVE-NORM BRK WHEEL 3 (16GG)
- BSCU (10GG)
- SERVOVALVE-NORM BRK WHEEL 3 (16GG)
- wiring from the BSCU (10GG) to the wheel 3- norm brake servovalve (16GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-00-710-001	Operational Check of the Normal Braking System	
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer	
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve	
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve	
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning	
AMM	32-46-00-740-005	BITE Test of the Normal Braking System	
ASM	32-42/02	- <i>,</i>	
TSM	32-42-00 P.Block 30	1 NORMAL BRAKING	

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

- (1) Do the operational test of the normal braking system (Ref. AMM TASK 32-42-00-710-001).
- (2) Do the ground scanning of the BSCU during the operational test of the normal braking system (Ref. AMM TASK 32-46-00-740-002).
- (3) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301)

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
- (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU. (Ref. TSM 32-42-00 P.Block 301)

**ON A/C ALL

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 16GG and the TROUBLE SHOOTING DATA gives the fault code 20:
 - replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVALVE 16GG and the TROUBLE SHOOTING DATA gives the fault code 1C:

 do a continuity/resistance test at the servovalve.
 - NOTE: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)

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- (2) If the test is OK:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 3- norm brake servovalve (16GG) pins AB/11K, 11J to pins A/C, A. (Ref. ASM 32-42/02)
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 3- norm brake servovalve (16GG) pins AB/11A, 11B to pins A/F, E. (Ref. ASM 32-42/02)

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,

- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV3 (16GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 43 or 51 or 512 or 522.
 - replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVLV3 (16GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 27 or 35 or 87. do a continuity/resistance test at the servovalve.
 - **NOTE**: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (2) If the test is OK:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the wheel 3- norm brake servovalve (16GG) pins AB/11K, 11J to pins A/C, A. (Ref. ASM 32-42/02)

EFF: ALL

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 if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 3- norm brake servovalve (16GG) pins AB/11A, 11B to pins A/F, E. (Ref. ASM 32-42/02)

**ON A/C ALL

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

EFF: ALL
SROS

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TASK 32-42-00-810-808

Electrical or hydraulic failure of the Normal Brake Servovalve 18GG.

1. Possible Causes

- SERVOVALVE-NORM BRK, WHEEL 4 (18GG)
- PRESS XDCR-NORM BRK WHEEL 4 (14GG)
- BSCU (10GG)
- wiring from the BSCU (10GG) to the wheel 4- norm brake servovalve (18GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM	32-46-00-740-005	BITE Test of the Normal Braking System
ASM	32-42/02	
TSM	32-42-00 P.Block 30	1 NORMAL BRAKING

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

- (1) Do the operational test of the Normal braking system (Ref. AMM TASK 32-42-00-710-001).
- (2) Do the ground scanning of the BSCU during the operational test of the Normal braking system (Ref. AMM TASK 32-46-00-740-002).

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(3) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301)

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
- (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU. (Ref. TSM 32-42-00 P.Block 301)

**ON A/C ALL

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 18GG and the TROUBLE SHOOTING DATA gives the fault code 21:
 - replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVALVE 18GG and the TROUBLE SHOOTING DATA gives the fault code 1D:
 do a continuity /resistance test at the servovalve.
 - NOTE: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)

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- (2) If the test is OK:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1,do a check and repair the wiring from the BSCU (10GG) to the wheel 4- norm brake servovalve (18GG) pins AB/12K, 12J to pins A/C, A. (Ref. ASM 32-42/02)
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 4- norm brake servovalve (18GG) pins AB/12A, 12B to pins A/F, E. (Ref. ASM 32-42/02)

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,

- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV4 (18GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 44 or 52 or 513 or 523.
 - replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG), (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
 - B. If the test gives the maintenance message BRK NORM SERVOVLV4 (18GG) and the TROUBLE SHOOTING DATA gives one of these fault codes: 28 or 36 or 88. do a continuity /resistance test at the servovalve.
 - **NOTE**: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG) (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)
 - (2) If the test is OK:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (a) If the fault continues:
 - if the source of the message is BSCU 1,do a check and repair the wiring from the BSCU (10GG) to the wheel 4- norm brake servovalve (18GG) pins AB/12K, 12J to pins A/C, A. (Ref. ASM 32-42/02)

EFF: ALL

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- if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the wheel 4- norm brake servovalve (18GG) pins AB/12A, 12B to pins A/F, E. (Ref. ASM 32-42/02)

**ON A/C ALL

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

EFF: ALL
SROS

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TASK 32-42-00-810-813

Electrical Failure of the Selector Valve

- 1. Possible Causes
 - BSCU (10GG)
 - SEL VALVE-BRK (23GG)
 - wiring from the selector valve (23GG) to the BSCU (10GG)
 - wiring from the selector valve (23GG) pin A/B to the ground
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
A MM	32-42-00-710-001	Operational Check of the Normal Proking System
AMM AMM	32-42-00-710-001	Operational Check of the Normal Braking System Removal of the Brake Selector Valve 23GG
AMM	32-42-11-400-001	Installation of the Brake Selector Valve 23GG
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM ASM	32-46-00-740-005 32-42/01	BITE Test of the Normal Braking System

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

- (1) Do the operational test of the normal braking system (Ref. AMM TASK 32-42-00-710-001)
- (2) Do the ground scanning of the BSCU (Ref. AMM TASK 32-46-00-740-002).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test
 - (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

EFF: ALL
SROS

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**ON A/C ALL

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message:

BRAKE SELECTOR VALVE 23GG OR BSCU

- replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (1) If the fault continues:
 - do a check for a ground signal at pin A/B of the selector valve (23GG) (Ref. ASM 32-42/01)
 - (a) If there is a ground signal:
 - do a check and repair the wiring from the selector valve (23GG) to the BSCU (10GG) pin A/A to pin AB/4C, (Ref. ASM 32-42/01).
 - (b) If there is no ground signal:
 - repair the wiring from the selector valve (23GG) pin A/B to the ground (Ref. ASM 32-42/01).
- (2) If the fault continues:
 - Replace the SEL VALVE-BRK (23GG) (Ref. AMM TASK 32-42-11-000-001) (Ref. AMM TASK 32-42-11-400-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message:

BRK SELECTOR VALVE (23GG) / BSCU (10GG)

- replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (1) If the fault continues:
 - do a check for a ground signal at pin A/B of the selector valve (23GG) (Ref. ASM 32-42/01)
 - (a) If there is a ground signal:
 - do a check and repair the wiring from the selector valve (23GG) to the BSCU (10GG) pin A/A to pin AB/4C, (Ref. ASM 32-42/01).
 - (b) If there is no ground signal:
 - repair the wiring from the selector valve (23GG) pin A/B to the ground (Ref. ASM 32-42/01).

EFF: ALL
SROS

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@A319/A320/A321

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- (2) If the fault continues:
 - Replace the SEL VALVE-BRK (23GG) (Ref. AMM TASK 32-42-11-000-001) (Ref. AMM TASK 32-42-11-400-001).

**ON A/C ALL

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

EFF: ALL SROS 32-42-00

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GA319/A320/A321

TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-814

Failure of the Selector Valve (closed)

- 1. Possible Causes
 - SEL VALVE-BRK (23GG)
 - Green system hydraulic pipes
 - wiring between the BSCU (10GG) and the brake selector valve (23GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-00-710-001 AMM 32-42-00-870-001 AMM 32-42-11-000-001 AMM 32-42-11-400-001 AMM 32-42-36-860-001 AMM 32-46-00-740-005 ASM 32-42/01	Operational Check of the Normal Braking System Bleeding of the Normal Braking at the Brake Units Removal of the Brake Selector Valve 23GG Installation of the Brake Selector Valve 23GG Reactivation of the Normal-Brake Safety-Valve BITE Test of the Normal Braking System

3. Fault Confirmation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

A. Test

SROS

- (1) Do the operational test of the NORMAL BRAKING SYSTEM (Ref. AMM TASK 32-42-00-710-001).
 - Make sure that, on the panel 400 VU the brake yellow pressure triple indicator shows the left and right side pressure values.
 - Do a check for leaks or rupture on the hydraulic pipes related to the Green system on a same landing gear.

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
 - Make sure that, on the panel 400VU the brake yellow pressure triple indicator shows the left and right side pressure values.
 - Do a check for leaks or rupture on the hydraulic pipes related to the Green system on a same landing gear.

**ON A/C ALL

4. Fault Isolation

- A. If you find leaks or rupture:
 - replace the Green system hydraulic pipes
 - reactivate the related brake safety valves (Ref. AMM TASK 32-42-36-860-001)
 - bleed the Normal brake system at the brake unit (Ref. AMM TASK 32-42-00-870-001).
 - (1) If you do not find leaks or ruptures:
 - replace the SEL VALVE-BRK (23GG), (Ref. AMM TASK 32-42-11-000-001) and (Ref. AMM TASK 32-42-11-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring between the BSCU (10GG) and the brake selector valve (23GG) (Ref. ASM 32-42/01).

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TASK 32-42-00-810-815

Loss of the Signal from the Tachometer (Wheel 4) to the BSCU

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG) pins AB/8K, 8J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/02	

3. Fault Confirmation

A. Test

Do the functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003)

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check and repair the wiring from the BSCU (10GG) pins AB/8K, 8J to the first terminal block (Ref. ASM 32-42/02).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- B. Do the functional test given in Para. 3.A.

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TASK 32-42-00-810-816

Failure of the Tachometer (Wheel 4)

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
- TACHOMETER-WHEEL 4 (22GG)
- wiring from the tachometer (22GG) pins A/A,C to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
31-3	32-00-810-933	Failure of the Analog Links
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-57-000-001	Removal of the Tachometer
AMM	32-42-57-400-001	Installation of the Tachometer
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
ASM	27-92/25	
ASM	32-42/02	

3. Fault Confirmation

A. Not applicable

4. Fault Isolation

- A. Remove the hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
 - (1) Do a visual inspection of the tachometer drive mechanism and make sure that:
 - the tachometer drive shaft moves freely.
 - there is no deformation (twisting) and/or sign of friction on the drive shaft.
 - the splines of the tachometer drive shaft are in the correct condition.
 - the splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.

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EFF:

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- (2) If the tachometer drive is damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003).
- (3) If the tachometer hubcap or the debris guard (if brakes fans are installed) is damaged:
 - replace the tachometer hubcap or the debris guard (if brakes fans are installed) (Ref. AMM TASK 32-41-11-000-006).
- (4) If the tachometer drive mechanism is not damaged:
 - do a functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003).
 - (a) if the test is OK:
 - Make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006). No other maintenance action is necessary.
 - (b) if the test confirms the fault:
 - replace the TACHOMETER-WHEEL 4 (22GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
- (5) If the fault continues:
 - do the trouble shooting procedure (Ref. TASK 31-32-00-810-933)
 related to the ANI-6 analog input signal of the SEC 2 COM and SEC 3
 COM (Ref. ASM 27-92/25).
- (6) If the fault continues:
 - do a check and repair the wiring from the tachometer (22GG) pins
 A/A,C to the first terminal block (Ref. ASM 32-42/02).
- B. Do the functional test given in Para. 4.A.(4)

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-817

Loss of the Signal from the Tachometer (Wheel 1) to the BSCU

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG) pins AB/5K, 5J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/02	

3. Fault Confirmation

A. Test

Do the functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003)

4. Fault Isolation

- A. It the test confirms the fault:
 - do a check and repair the wiring from the BSCU (10GG) pins AB/5K, 5J to the first terminal block (Ref. ASM 32-42/02).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- B. Do the functional test given in Para. 3.A.

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-818

Failure of the Tachometer (Wheel 1)

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- TACHOMETER-WHEEL 1 (19GG)
- wiring from the tachometer (19GG) pins A/A,C to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
31-3	2-00-810-933	Failure of the Analog Links
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-57-000-001	Removal of the Tachometer
AMM	32-42-57-400-001	Installation of the Tachometer
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
ASM	27-92/25	
ASM	32-42/02	
ASM	27-92/25	Installation of the MLG Tachometer-Drive

3. Fault Confirmation

A. Not appplicable

4. Fault Isolation

- A. Remove the hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
 - (1) Do a visual inspection of the tachometer drive mechanism and make sure that:
 - the tachometer drive shaft moves freely.
 - there is no deformation (twisting) and/or sign of friction on the drive shaft.
 - the splines of the tachometer drive shaft are in the correct condition.
 - the splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.

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- (2) If the tachometer drive is damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003).
- (3) If the tachometer hubcap or the debris guard (if brake fans are installed) is damaged:
 - replace the tachometer hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
- (4) If the tachometer drive mechanism is not damaged:
 - do a functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003).
 - (a) if the test is OK:
 - Make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006).
 No other maintenance action is necessary.
 - (b) if the test confirms the fault:
 - replace the TACHOMETER-WHEEL 1 (19GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
- (5) If the fault continues:
 - do the trouble shooting procedure (Ref. TASK 31-32-00-810-933)
 related to the ANI-6 analog input signal of the SEC 2 COM and SEC 3
 COM (Ref. ASM 27-92/25).
- (6) If the fault continues:
 - do a check and repair the wiring from the tachometer (19GG) pins
 A/A,C to the first terminal block (Ref. ASM 32-42/02).
- B. Do the functional test given in Para. 4.A.(4)

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TASK 32-42-00-810-819

Loss of the Signal from the Tachometer (Wheel 2) to the BSCU

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG) pins AB/6K, 6J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM 32-42-00	0-720-002	Functional test of the tachometers
AMM 32-42-00	0-720-003	Functional Test of the tachometers with the AIDS.
AMM 32-42-34	4-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34	4-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM 32-42/02	2	

3. Fault Confirmation

A. Test

Do the functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003)

4. Fault Isolation

- A. If the test confirms the fault:
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AB/6K,
 6J to the first terminal block (Ref. ASM 32-42/02).
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- B. Do the functional test given in Para. 3.A.

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TASK 32-42-00-810-820

Failure of the Tachometer (Wheel 2)

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- TACHOMETER-WHEEL 2 (21GG)
- wiring from the tachometer (21GG) pins A/A,C to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
31-3	32-00-810-933	Failure of the Analog Links
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-57-000-001	Removal of the Tachometer
AMM	32-42-57-400-001	Installation of the Tachometer
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
ASM	27-92/25	
ASM	32-42/02	

3. Fault Confirmation

A. Not applicable

4. Fault Isolation

- A. Remove the hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
 - (1) Do a visual inspection of the tachometer drive mechanism and make sure that:
 - the tachometer drive shaft moves freely.
 - there is no deformation (twisting) and/or sign of friction on the drive shaft.
 - the splines of the tachometer drive shaft are in the correct condition.
 - the splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.

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- (2) If the tachometer drive is damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003).
- (3) If the tachometer hubcap or the debris guard (if brake fans are installed) is damaged:
 - replace the tachometer hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
- (4) If the tachometer drive mechanism is not damaged:
 - do a functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003).
 - (a) if the test is OK:
 - Make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006). No other maintenance action is necessary.
 - (b) if the test confirms the fault:
 - replace the TACHOMETER-WHEEL 2 (21GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
- (5) If the fault continues:
 - do the trouble shooting procedure (Ref. TASK 31-32-00-810-933)
 related to the ANI-6 analog input signal of the SEC 2 COM and SEC 3
 COM (Ref. ASM 27-92/25).
- (6) If the fault continues:
 - do a check and repair the wiring from the tachometer (21GG) pins
 A/A,C to the first terminal block (Ref. ASM 32-42/02).
- B. Do the functional test given in Para. 4.A.(4)

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TASK 32-42-00-810-821

Loss of the Signal from the Tachometer (Wheel 3) to the BSCU

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG) pins AB/7K, 7J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
A M M	32-42-00-720-002	Frankings took of the technology
AMM		Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/02	

3. Fault Confirmation

A. Test

Do the functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003)

4. Fault Isolation

- A. It the test confirms the fault:
 - do a check and repair the wiring from the BSCU (10GG) pins AB/7K, 7J to the first terminal block (Ref. ASM 32-42/02).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- B. Do the functional test given in Para. 3.A.

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TASK 32-42-00-810-822

Failure of the Tachometer (Wheel 3)

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- TACHOMETER-WHEEL 3 (20GG)
- wiring from the tachometer (20GG) pins A/A,C to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
31-3	2-00-810-933	Failure of the Analog Links
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-00-720-002	Functional test of the tachometers
AMM	32-42-00-720-003	Functional Test of the tachometers with the AIDS.
AMM	32-42-57-000-001	Removal of the Tachometer
AMM	32-42-57-400-001	Installation of the Tachometer
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
ASM	27-92/25	
ASM	32-42/02	

3. Fault Confirmation

A. Not applicable

4. Fault Isolation

- A. Remove the hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
 - (1) Do a visual inspection of the tachometer drive mechanism and make sure that:
 - the tachometer drive shaft moves freely.
 - there is no deformation (twisting) and/or sign of friction on the drive shaft.
 - the splines of the tachometer drive shaft are in the correct condition.
 - the splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.

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- (2) If the tachometer drive is damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003).
- (3) If the tachometer hubcap or the debris guard (if brake fans are installed) is damaged:
 - replace the tachometer hubcap or the debris guard (if brake fans are installed) (Ref. AMM TASK 32-41-11-000-006).
- (4) If the tachometer drive mechanism is not damaged:
 - do a functional test of the tachometer (Ref. AMM TASK 32-42-00-720-002) or (Ref. AMM TASK 32-42-00-720-003).
 - (a) if the test is OK:
 - Make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006).
 No other maintenance action is necessary.
 - (b) if the test confirms the fault:
 - replace the TACHOMETER-WHEEL 3 (20GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
- (5) If the fault continues:
 - do the trouble shooting procedure (Ref. TASK 31-32-00-810-933)
 related to the ANI-6 analog input signal of the SEC 2 COM and SEC 3
 COM (Ref. ASM 27-92/25).
- (6) If the fault continues:
 - do a check and repair the wiring from the tachometer (20GG) pins
 A/A,C to the first terminal block (Ref. ASM 32-42/02).
- B. Do the functional test given in Para. 4.A.(4)

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TASK 32-42-00-810-823

Loss of the Signal from the Green Pressure Switch

- 1. Possible Causes
 - PRESS SW-FLT CTL, G (1151GN)
 - BSCU (10GG)
 - wiring from the pressure switch (1151GN) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	29-32-12-000-001	Removal of the System Pressure Switch (1151GN)
AMM	29-32-12-400-001	Installation of the System Pressure Switch (1151GN)
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/03	

- 3. Fault Confirmation
 - A. Test Not applicable
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
 - A. If the PFR gives the maintenance message GREEN SYSTEM 1151GN; PRESS SWITCH:
 - replace the PRESS SW-FLT CTL, G (1151GN) (Ref. AMM TASK 29-32-12-000-001) and (Ref. AMM TASK 29-32-12-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring from the pressure switch (1151GN) to the BSCU (10GG) pin A/C to pin AA/13F (Ref. ASM 32-42/03).

EFF: ALL **SROS**

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the PFR gives the maintenance message GREEN SYSTEM PRESS SWITCH (1151GN):
 - replace the PRESS SW-FLT CTL, G (1151GN) (Ref. AMM TASK 29-32-12-000-001) and (Ref. AMM TASK 29-32-12-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check and repair the wiring from the pressure switch (1151GN) to the BSCU (10GG) pin A/C to pin AA/13F (Ref. ASM 32-42/03).

**ON A/C ALL

B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL 32-42-00

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TASK 32-42-00-810-824

Loss of the 115VAC Power Supply of the BSCU-SYS 1

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pin AB/15H to the ground terminal
 - wiring from the BSCU (10GG) pin AB/14H to the circuit breaker (1GG)
 - C/B-HYD/BRK & STRG SYS 1/CTL (1GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test with the BSCU channel that is the source of the fault message (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. If the BITE test is not available:
 - do a check of the circuit breaker (1GG) status:
 - (1) If the circuit breaker is closed:
 - do a check for 115VAC at pin AB/14H of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (a) If there is 115VAC:
 - do a check for a ground signal at pin AB/15H of the BSCU (10GG) (Ref. ASM 32-42/01).
 - 1 If there is no ground signal:
 - repair the wiring from the BSCU (10GG) pin AB/15H to the ground terminal (Ref. ASM 32-42/01).

EFF: ALL

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- 2 If there is ground signal:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (b) If there is no 115VAC:
 - do a check of the wiring from the BSCU (10GG) pin AB/14H to the circuit breaker (1GG) (Ref. ASM 32-42/01).
 - 1 If there is no continuity: - repair the related wiring.
 - 2 If there is continuity:
 - replace the C/B-HYD/BRK & STRG SYS 1/CTL (1GG) (Ref. ASM 32-42/01).
- (2) If the circuit breaker is opened:
 - close the circuit breaker.
 - (a) If it trips:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - 1 If the fault continues:
 - do a check for a short to ground at the wiring from the BSCU (10GG) pin AB/14H to the circuit breaker (1GG) (Ref. ASM 32-42/01).
 - <u>a</u> If there is a short to ground:repair the related wiring.
 - <u>b</u> If there is no a short to ground:replace the circuit breaker (1GG) (Ref. ASM 32-42/01).
- B. Do the test given in Para. 3.A.

EFF: ALL

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TASK 32-42-00-810-825

Loss of the 115VAC Power Supply of the BSCU-SYS 2

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pin AB/15C to the ground terminal
 - wiring from the BSCU (10GG) pin AB/14C to the circuit breaker (3GG)
 - C/B-HYD/BRK & STRG/SYS 2/CTL (3GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION	
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM 32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM 32-46-00-740-001 ASM 32-42/01	BITE Test of the BSCU	

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test with the BSCU channel that is the source of the fault message (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. If the BITE test is not available:
 - do a check of the circuit breaker (3GG) status:
 - (1) If the circuit breaker is closed:
 - do a check for 115VAC at pin AB/14C of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (a) If there is 115VAC:
 - do a check for a ground signal at pin AB/15C of the BSCU (10GG) (Ref. ASM 32-42/01).
 - 1 If there is no ground signal:
 - repair the wiring from the BSCU (10GG) pin AB/15C to the ground terminal (Ref. ASM 32-42/01).

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- 2 If there is a ground signal:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (b) If there is no 115VAC:
 - do a check of the wiring from the BSCU (10GG) pin AB/14C to the circuit breaker (3GG) (Ref. ASM 32-42/01).
 - 1 If there is no continuity:
 repair the related wiring.
 - 2 If there is continuity:
 - replace the C/B-HYD/BRK & STRG/SYS 2/CTL (3GG) (Ref. ASM 32-42/01).
- (2) If the circuit breaker is opened:
 - close the circuit breaker.
 - (a) If it trips:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - 1 If the fault continues:
 - do a check for a short to ground at the wiring from the BSCU (10GG) pin AB/14C to the circuit breaker (3GG) (Ref. ASM 32-42/01).
 - <u>a</u> If there is a short to ground:repair the related wiring.
 - <u>b</u> If there is no short to ground:
 replace the circuit breaker (3GG) (Ref. ASM 32-42/01).
- B. Do the test given in Para. 3.A.

EFF: ALL

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TASK 32-42-00-810-827

Electrical failure of the Brake Pedal Transmitter-Unit

- 1. Possible Causes
 - BSCU (10GG)
 - XMTR UNIT-BRK PEDAL (9GG)
 - wiring from the BSCU (10GG) to the transmitter unit (9GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-47-000-001	Removal of the Transmitter Unit - Brake Pedal (9GG)	
AMM	32-42-47-400-001	<pre>Installation of the Transmitter Unit - Brake Pedal (9GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-42/01		

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU OR PEDAL XMTR:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - replace the XMTR UNIT-BRK PEDAL (9GG) (Ref. AMM TASK 32-42-47-000-001) and (Ref. AMM TASK 32-42-47-400-001).
 - (2) If the fault continues:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5K, 3K, 1K, 7K, 8K, 6K, 4K, 2K to pins A/M, A, G, U, V, N, B, K (Ref. ASM 32-42/01).

EFF: ALL

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- if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5A, 3A, 1A, 7A, 8A, 6A, 4A, 2A to pins A/P, C, H, Y, Z, R, D, J (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK PEDAL XMTR(9GG)/BSCU(10GG):
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - replace the XMTR UNIT-BRK PEDAL (9GG) (Ref. AMM TASK 32-42-47-000-001) and (Ref. AMM TASK 32-42-47-400-001).
 - (2) If the fault continues:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5K, 3K, 1K, 7K, 8K, 6K, 4K, 2K to pins A/M, A, G, U, V, N, B, K (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5A, 3A, 1A, 7A, 8A, 6A, 4A, 2A to pins A/P, C, H, Y, Z, R, D, J (Ref. ASM 32-42/01).

**ON A/C ALL

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

EFF: ALL 32-42-00

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TASK 32-42-00-810-828

Loss of the 28VDC Supply of the BSCU SYS 1

1. Possible Causes

- BSCU (10GG)
- PRESS XDCR-NORM BRK WHEEL 3 (12GG)
- PRESS XDCR-NORM BRK WHEEL 2 (13GG)
- BOARD-ANN LT TEST & INTFC (1LP)
- wiring from the BSCU (10GG) pin AB/15K to the ground terminal
- SW-A/SKID & NW STRG (5GG)
- wiring from the BSCU (10GG) to the switch (5GG)
- wiring from the switch (5GG) pin 1E to the circuit breaker (2GG)
- C/B HYD/BRK & STRG/SYS 1/IND & SPLY (2GG)
- RELAY-WHEEL 1 SPEED (25GG)
- wiring between the circuit breaker (2GG) and the six units
- C/B-HYD/BRK & STRG/SYS 1/IND & SPLY (2GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer	
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	33-14-33-000-001	Removal of the Annunciator-Light Test and	
		Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP, 8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	
AMM	33-14-33-400-001	Installation of the Annunciator-Light Test and	
,,,,,,		Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,	
		8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	
ASM	32-42/01		
ASM	32-42/03		

3. Fault Confirmation

A. Test

(1) Not applicable

EFF: ALL

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4. Fault Isolation

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

PANEL DESIGNATION

IDENT. LOCATION

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2GG M33

- B. Do the BITE test of the BSCU with the BSCU channel that is the source of the fault message (Ref. AMM TASK 32-46-00-740-001).
 - do a check of the status of the circuit breaker (2GG)
- C. If the circuit breaker (2GG) is closed:
 - do a check for 28VDC at pin AB/14K of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (1) If there is 28VDC:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If there is no 28VDC:
 - do a check for a ground signal at pin AB/15K of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (a) If there is no ground signal:
 - repair the wiring from the BSCU (10GG) pin AB/15K to the ground terminal (Ref. ASM 32-42/01).
 - (b) If there is a ground signal:
 - replace the SW-A/SKID & NW STRG (5GG) (Ref. ASM 32-42/01).
 - 1 If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the switch (5GG), pin AB/14K to pin 2E (Ref. ASM 32-42/01)
 - do a check and repair the wiring from the switch (5GG) pin 1E to the circuit breaker (2GG) (Ref. ASM 32-42/01).
 - 2 If the fault continues:
 - replace the C/B HYD/BRK & STRG/SYS 1/IND & SPLY (2GG) (Ref. ASM 32-42/01).
- D. If the circuit breaker (2GG) is open:
 - disconnect these six units:

BSCU (10GG)

PRESS XDCR-NORM BRK WHEEL 3 (12GG)

PRESS XDCR-NORM BRK WHEEL 2 (13GG)

RELAY-WHEEL 1 SPEED (25GG)

SW-A/SKID & NW STRG (5GG)

BOARD-ANN LT TEST & INTFC (1LP).

- close the circuit breaker (2GG).

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- (1) If the circuit breaker (2GG) stays closed:
 - connect the units one by one until the circuit breaker (2GG) trips again.
 - replace the related unit:

for the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)

for the pressure transducer (12GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001)

for the pressure transducer (13GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001)

for the relay (25GG) (Ref. ASM 32-42/01)

for the switch (5GG) (Ref. ASM 32-42/01)

for the board (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001)

- connect all the units.
- (2) If the circuit breaker (2GG) trips again:
 - do a check for a short to ground at the wiring between the circuit breaker (2GG) and the six units (Ref. ASM 32-42/01) and (Ref. ASM 32-42/03).
 - (a) If there is a short to ground:
 - repair the related wiring.
 - (b) If there is no short to ground:
 - replace the C/B-HYD/BRK & STRG/SYS 1/IND & SPLY (2GG) (Ref. ASM 32-42/01).
- E. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-829

Loss of the 28VDC Supply of the BSCU SYS 2

1. Possible Causes

- BSCU (10GG)
- PRESS XDCR-NORM BRK WHEEL 1 (11GG)
- PRESS XDCR-NORM BRK WHEEL 4 (14GG)
- wiring from the BSCU (10GG) pin AB/15A to the ground terminal
- SW-A/SKID & NW STRG (5GG)
- wiring from the BSCU (10GG) to the switch (5GG)
- wiring from the switch (5GG) pin 1C to the circuit breaker (4GG)
- C/B HYD/BRK & STRG/SYS 2/SPLY (4GG)
- RELAY-WHEEL 3 SPEED (24GG)
- wiring between the circuit breaker (4GG) and the five units

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
ASM	32-42/01	
ASM	32-42/03	

3. Fault Confirmation

- A. Test
 - (1) Not applicable

4. Fault Isolation

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

PANEL DESIGNATION IDENT. LOCATION

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4GG

EFF: ALL

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- B. Do the BITE test of the BSCU with the BSCU channel that is the source of the fault message (Ref. AMM TASK 32-46-00-740-001).
 - do a check of the status of the circuit breaker (4GG)
- C. If the circuit breaker (4GG) is closed:
 - do a check for 28VDC at pin AB/14A of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (1) If there is 28VDC:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If there is no 28VDC:
 - do a check for a ground signal at pin AB/15A of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (a) If there is no ground signal:
 - repair the wiring from the BSCU (10GG) pin AB/15A to the ground terminal (Ref. ASM 32-42/01).
 - (b) If there is a ground signal:
 - replace the SW-A/SKID & NW STRG (5GG) (Ref. ASM 32-42/01).
 - 1 If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the switch (5GG), pin AB/14A to pin 2C (Ref. ASM 32-42/01)
 - do a check and repair the wiring from the switch (5GG) pin 1C to the circuit breaker (4GG) (Ref. ASM 32-42/01).
 - 2 If the fault continues:
 - replace the C/B HYD/BRK & STRG/SYS 2/SPLY (4GG) (Ref. ASM 32-42/01).
- D. If the circuit breaker is open:
 - disconnect these five units:

BSCU (10GG)

PRESS XDCR-NORM BRK WHEEL 1 (11GG)

PRESS XDCR-NORM BRK WHEEL 4 (14GG)

RELAY-WHEEL 3 SPEED (24GG)

SW-A/SKID & NW STRG (5GG)

- close the circuit breaker (4GG).
- (1) If the circuit breaker (4GG) stays closed:
 - connect the units one by one until the circuit breaker (4GG) trips again.
 - replace the related unit:

for the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)

for the pressure transducer (11GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001)

for the pressure transducer (14GG) (Ref. AMM TASK 32-42-21-000-001)

and (Ref. AMM TASK 32-42-21-400-001)

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for the relay (24GG) (Ref. ASM 32-42/01) for the switch (5GG) (Ref. ASM 32-42/01)

- connect all the units.
- (2) If the circuit breaker (4GG) trips again:
 - do a check for a short to ground at the wiring between the circuit breaker (4GG) and the five units (Ref. ASM 32-42/01) and (Ref. ASM 32-42/03).
 - (a) If there is a short to ground:repair the related wiring.
 - (b) If there is no short to ground:
 - replace the C/B HYD/BRK & STRG/SYS 2/SPLY (4GG) (Ref. ASM 32-42/01).
- E. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

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TASK 32-42-00-810-830

Loss of the L Shock-Absorber Compressed Signal from the LGCIU 2 to the BSCU

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - BSCU (10GG)
 - PROX SNSR-L L/G EXT, SYS 2 (23GA)
 - wiring from the BSCU (10GG) to the LGCIU 2 (5GA2)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),	
		35GA(34GA)	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)	
		(10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit	
		(BSCU) (10GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-42/02		

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU 2 L SHOCK ABSORBER SIGNAL:
 - replace the PROX SNSR-L L/G EXT, SYS 2 (23GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).

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- (1) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 (5GA2), pin AA/13D to pin AB/4F (Ref. ASM 32-42/02).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU2(5GA2) LEFT SHOCK ABSORB SIGNAL/BSCU(10GG):
 - replace the PROX SNSR-L L/G EXT, SYS 2 (23GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (1) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 (5GA2), pin AA/13D to pin AB/4F (Ref. ASM 32-42/02).

**ON A/C ALL

- B. Test
 - (1) Do the test given in Para. 3.A.

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TASK 32-42-00-810-831

Loss of the R Shock-Absorber Compressed Signal from the LGCIU 2 to the BSCU

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - BSCU (10GG)
 - PROX SNSR-L L/G EXT, SYS 2 (22GA)
 - wiring from the BSCU (10GG) to the LGCIU 2 (5GA2)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
		35GA(34GA)
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)
		(10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit
		(BSCU) (10GG)
AMM	32-46-00-740-001	BITE Test of the BSCU
ASM	32-42/02	

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU2 R SHOCK ABSORBER SIGNAL:
 - replace the PROX SNSR-L L/G EXT, SYS 2 (22GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).

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- (1) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 (5GA2), pin AA/14D to pin AB/2J (Ref. ASM 32-42/02).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU2(5GA2) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG):
 - replace the PROX SNSR-L L/G EXT, SYS 2 (22GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (1) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 (5GA2), pin AA/14D to pin AB/2J (Ref. ASM 32-42/02).

**ON A/C ALL

- B. Test
 - (1) Do the test given in Para. 3.A.

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EFF: ALL

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TASK 32-42-00-810-832

Loss of the R Shock-Absorber Compressed Signal from the LGCIU 1 to the BSCU

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - BSCU (10GG)
 - PROX SNSR-R L/G EXT, SYS 1 (20GA)
 - wiring from the BSCU (10GG) to the LGCIU 1 (5GA1)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),	
		35GA(34GA)	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)	
		(10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit	
		(BSCU) (10GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-42/02		

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU1 R SHOCK ABSORBER SIGNAL:
 - replace the PROX SNSR-R L/G EXT, SYS 1 (20GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).

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- (1) If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU1 (5GA1), pin AA/12G to pin AB/2J (Ref. ASM 32-42/02).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU1(5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG):
 - replace the PROX SNSR-R L/G EXT, SYS 1 (20GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (1) If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU1 (5GA1), pin AA/12G to pin AB/2J (Ref. ASM 32-42/02).

**ON A/C ALL

- B. Test
 - (1) Do the test given in Para. 3.A.

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EFF: ALL

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TASK 32-42-00-810-833

Brake Pedal-Transmitter-Unit Inoperative

- 1. Possible Causes
 - XMTR UNIT-BRK PEDAL (9GG)
 - BSCU (10GG)
 - wiring from the BSCU (10GG) to the transmitter unit (9GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-47-000-001	Removal of the Transmitter Unit - Brake Pedal (9GG)
AMM	32-42-47-400-001	<pre>Installation of the Transmitter Unit - Brake Pedal (9GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM ASM	32-46-00-740-005 32-42/01	BITE Test of the Normal Braking System

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
 - (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Tests
 - (1) Do the BITE test of the Normal Braking system. (Ref. AMM TASK 32-46-00-740-005)

EFF: ALL
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(2) Do the GROUND SCANNING of the BSCU. (Ref. AMM TASK 32-46-00-740-002)

**ON A/C ALL

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message BRAKE PEDAL XMTR 9GG:
 - replace the XMTR UNIT-BRK PEDAL (9GG) (Ref. AMM TASK 32-42-47-000-001) and (Ref. AMM TASK 32-42-47-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code OD:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3K, 1K, 7K to pins A/A, G, U (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3A, 1A, 7A to pins A/C, H, Y (Ref. ASM 32-42/01).
 - (3) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code OE:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5K, 1K, 7K to pins A/M, G, U (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5A, 1A, 7A to pins A/P, H, Y (Ref. ASM 32-42/01).
 - (4) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code OF:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/4K, 2K, 8K to pins A/B, K, V (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/4A, 2A, 8A to pins A/D, J, Z (Ref. ASM 32-42/01).
 - (5) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 10:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/6K, 2K, 8K to pins A/N, K, V (Ref. ASM 32-42/01).

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- if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/6A, 2A, 8A to pins A/R, J, Z (Ref. ASM 32-42/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK PEDAL XMTR(9GG):
 - replace the XMTR UNIT-BRK PEDAL (9GG) (Ref. AMM TASK 32-42-47-000-001) and (Ref. AMM TASK 32-42-47-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 152:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3K, 1K, 7K to pins A/A, G, U (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3A, 1A, 7A to pins A/C, H, Y (Ref. ASM 32-42/01).
 - (3) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 154:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/4K, 2K, 8K to pins A/B, K, V (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/4A, 2A, 8A to pins A/D, J, Z (Ref. ASM 32-42/01).
 - (4) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 156:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5K, 1K, 7K to pins A/M, G, U (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5A, 1A, 7A to pins A/P, H, Y (Ref. ASM 32-42/01).
 - (5) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 158:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/6K, 2K, 8K to pins A/N, K, V (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/6A, 2A, 8A to pins A/R, J, Z (Ref. ASM 32-42/01).

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- (6) If the fault continues and the TROUBLE SHOOTING DATA gives the fault
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3K, 1K, 7K to pins A/A, G, U and from pins AA/4K, 2K, 8K to pins A/B, K, V (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/3A, 1A, 7A to pins A/C, H, Y and from pins AA/4A, 2A, 8A to pins A/D, J, Z (Ref. ASM 32-42/01).
- (7) If the fault continues and the TROUBLE SHOOTING DATA gives the fault code 161:
 - if the source of the message is BSCU SYS1, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5K, 1K, 7K to pins A/M, G, U and from pins AA/6K, 2K, 8K to pins A/N, K, V (Ref. ASM 32-42/01).
 - if the source of the message is BSCU SYS2, do a check and repair the wiring from the BSCU (10GG) to the transmitter unit (9GG) pins AA/5A, 1A, 7A to pins A/P, H, Y and from pins AA/6A, 2A, 8A to pins A/R, J, Z (Ref. ASM 32-42/01).

**ON A/C ALL

R R

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R

B. Test

(1) Do the test given in Para. 3.A.

EFF: ALL **SROS**

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TASK 32-42-00-810-839

No Braking of the Wheels during the Landing Gear Retraction

1. Possible Causes

- LEVER-L/G NORM CTL (6GA)
- BSCU (10GG)
- wiring from the L/G Normal control lever (6GA) to the BSCU (10GG)
- wiring from the L/G Normal control lever (6GA) pin A/H to the ground terminal

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
4 M M - 7'	2 74 44 000 004	Book of the Leville Con Name Control In a
AMM 3	2-31-11-000-001	Removal of the Landing Gear Normal Control lever (6GA)
AMM 3	2-31-11-400-001	Installation of the Landing Gear Normal Control Lever (6GA)
AMM 3	2-42-00-710-004	Operational Test of the Automatic Braking when the Landing Gear is retracted
AMM 3	2-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 3	2-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM 3	2-42/01	

3. Fault Confirmation

A. Test

- (1) Do the operational test of the automatic braking when the landing gear is retracted (Ref. AMM TASK 32-42-00-710-004).
- (2) Make sure that the brake unit pistons do not come out of their housings.

4. Fault Isolation

R

R

R

- A. If the test confirms the fault:
 - replace the LEVER-L/G NORM CTL (6GA) (Ref. AMM TASK 32-31-11-000-001) and (Ref. AMM TASK 32-31-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (2) If the fault continues:
 - do a check for a ground signal at the L/G Normal control lever (6GA) pin A/H (Ref. ASM 32-42/01).
 - (a) If there is a ground signal:
 - do a check and repair the wiring from the L/G Normal control lever (6GA) to the BSCU (10GG) pin A/B to pin AA/12E.
 - (b) If there is no ground signal:
 - repair the wiring from the L/G Normal control lever (6GA) pin A/H to the ground terminal.
- B. Test

Do the test given in Para. 3.A.(1).

EFF: ALL 32-42-00

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TASK 32-42-00-810-840

Loss of the Pin Programming Data of the BSCU

- 1. Possible Causes
 - BSCU (10GG)
 - wiring of the PIN PROGRAMMING of the BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
ASM	32-42/02	

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU-A/C PIN PROGRAMMING DISAGREE:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring of the PIN PROGRAMMING of the BSCU (10GG) (Ref. ASM 32-42/02).

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message WRG PIN PROG/BSCU(10GG):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring of the PIN PROGRAMMING of the BSCU (10GG) (Ref. ASM 32-42/02).

**ON A/C ALL

B. Do the test given in Para. 3.

EFF: ALL **SROS**

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TASK 32-42-00-810-841

Vibration and Noise during Normal Braking

1. Possible Causes

- BRAKE-WHEEL 2 (2641GM)
- BRAKE-WHEEL 4 (2642GM)
- BRAKE-WHEEL 1 (2643GM)
- BRAKE-WHEEL 3 (2644GM)
- WHEEL-MLG, 2 (2649GM)
- WHEEL-MLG, 4 (2650GM)
- WHEEL-MLG, 1 (2651GM)
- WHEEL-MLG, 3 (2652GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-41-00-210-002	Inspection/Check of the Wheels and Tires
AMM	32-41-11-000-006	Removal of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM	32-42-27-210-001	Inspection/Check of the Brake with the Wheel
		Installed
AMM	32-42-27-400-001	Installation of the Brake
		(2641GM,2642GM,2643GM,2644GM)

3. Fault Confirmation

A. Test

Not applicable, the fault is evident.

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4. Fault Isolation

- A. If vibration and noise occur during braking:
 do an inspection/check of the wheels (Ref. AMM TASK 32-41-00-210-002).
 - (1) If the inspection/check of the wheels is OK:
 - do an inspection/check of the brake (Ref. AMM TASK 32-42-27-210-001).
 - (a) If the inspection/check of the brake is not OK:
 - replace the defective BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM). (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001)
 - (b) If the inspection/check of the brake is OK:
 remove the wheel to do a check of the wheel balance.
 - (2) If the inspection/check of the wheels is not OK:
 - replace the defective WHEEL-MLG, 2 (2649GM) or WHEEL-MLG, 4 (2650GM) or WHEEL-MLG, 1 (2651GM) or WHEEL-MLG, 3 (2652GM). (Ref. AMM TASK 32-41-11-000-006)
- B. After the subsequent flight, make sure that the fault does not continue.

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TASK 32-42-00-810-842

Braking not Symmetrical during Normal Braking because of Failure of the Low Pressure-Control System

1. Possible Causes

- MASTER CYL-BRK CTL,L (2625GM)
- MASTER CYL-BRK CTL,R (2626GM)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- hydraulic pipes

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking	
AMM	32-43-00-710-001	Operational Check of Alternate Braking System	
	32-43-12-000-001	Removal of the Brake Control Master Cylinder (2625GM, 2626GM)	
AMM	32-43-12-400-001	Installation of the Brake Control Master Cylinder (2625GM,2626GM)	
AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution	
AMM	32-43-14-400-001	<pre>Installation of the Dual-Valve 2577GM Alternate Brake-Distribution</pre>	

3. Fault Confirmation

A. Test

(1) Do the operational test of Alternate braking with/without anti skid (Ref. AMM TASK 32-43-00-710-001).

Do a check to confirm that when you put a same force on the left and right brake pedals, the left and right braking pressures do not increase symmetrically.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check for leakage on:
 - . the master cylinders (2625GM) and (2626GM)
 - the Alternate-brake distribution dual-valve (2577GM)
 - the connections and hydraulic pipes between the master cylinder and the Alternate-brake distribution dual-valve.

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- (1) If there are leaks:
 - replace the defective component:
 - the MASTER CYL-BRK CTL,L (2625GM) or MASTER CYL-BRK CTL,R
 (2626GM) (Ref. AMM TASK 32-43-12-000-001) (Ref. AMM TASK 32-43-12-400-001)
 - . the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) (Ref. AMM TASK 32-43-14-400-001)
 - . the hydraulic pipes.
- (2) If there are no leaks:
 - bleed the low pressure-control system (Ref. AMM TASK 32-43-00-612-001).

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TASK 32-42-00-810-843

Failure of the Brake Selector Valve (Jammed Open)

- 1. Possible Causes
 - SEL VALVE-BRK (23GG)
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-11-000-001	Removal of the Brake Selector Valve 23GG
AMM	32-42-11-400-001	Installation of the Brake Selector Valve 23GG
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-003	BITE Test of the BSCU - LRU Identification
AMM	32-46-00-740-005	BITE Test of the Normal Braking System

3. Fault Confirmation

- A. Test
 - (1) Do the LRU IDENTIFICATION selection of the BSCU (Ref. AMM TASK 32-46-00-740-003)
 - NOTE : Print or record the reference of the P/N of the BSCU which is shown on the LRU IDENTIFICATION page.
 - (2) If the BSCU LRU IDENTIFICATION gives the P/N C202XXXXXXXXX :
 - do the operational test of the Normal braking system (Ref. AMM TASK 32-42-00-710-001).
 - (3) If the BSCU LRU IDENTIFICATION gives a P/N other than P/N C202XXXXXXXXX :
 - do the BITE test of the Normal Braking System (Ref. AMM TASK 32-46-00-740-005).

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4. Fault Isolation

- A. If the test confirms the fault:
 - replace the SEL VALVE-BRK (23GG) (Ref. AMM TASK 32-42-11-000-001) (Ref. AMM TASK 32-42-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- B. Do the test given in Para.3.A.

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TASK 32-42-00-810-844

Drift of the Normal Brake Servovalve (Wheel 1)

- 1. Possible Causes
 - SERVOVALVE-NORM BRK WHEEL 1 (15GG)
 - PRESS XDCR-NORM BRK WHEEL 1 (11GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer
AMM 32-42-21-400-001 AMM 32-42-48-000-001	Installation of the Normal-Brake Pressure Transducer Removal of the Normal Brake Servovalve
AMM 32-42-48-400-001 AMM 32-46-00-740-001 AMM 32-46-00-740-005	Installation of the Normal Brake Servovalve BITE Test of the BSCU BITE Test of the Normal Braking System
3. Fault Confirmation	BILL TEST OF THE NOTHIAL BLAKING System

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

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**ON A/C ALL

- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 15GG:
 replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV1 (15GG):
 - replace the SERVOVALVE-NORM BRK WHEEL 1 (15GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).

**ON A/C ALL

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

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TASK 32-42-00-810-845

Drift of the Normal Brake Servovalve (Wheel 3)

- 1. Possible Causes
 - SERVOVALVE-NORM BRK WHEEL 3 (16GG)
 - PRESS XDCR-NORM BRK WHEEL 3 (12GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer	
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer	
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve	
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-46-00-740-005	BITE Test of the Normal Braking System	
3. F	ault Confirmation		

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

32-42-00 EFF: ALL

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**ON A/C ALL

- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 16GG:
 replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001)
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV3 (16GG):
 - replace the SERVOVALVE-NORM BRK WHEEL 3 (16GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 3 (12GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001)

**ON A/C ALL

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

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EFF:

ALL

TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-846

Drift of the Normal Brake Servovalve (Wheel 2)

- 1. Possible Causes
 - SERVOVALVE-NORM BRK WHEEL 2 (17GG)
 - PRESS XDCR-NORM BRK WHEEL 2 (13GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-21-000-001 AMM 32-42-21-400-001 AMM 32-42-48-000-001 AMM 32-42-48-400-001 AMM 32-46-00-740-001 AMM 32-46-00-740-005	Removal of the Normal-Brake Pressure Transducer Installation of the Normal-Brake Pressure Transducer Removal of the Normal Brake Servovalve Installation of the Normal Brake Servovalve BITE Test of the BSCU BITE Test of the Normal Braking System
3. Fault Confirmation	

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

EFF: ALL 32-42-00

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**ON A/C ALL

- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 17GG:
 replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV2 (17GG):
 - replace the SERVOVALVE-NORM BRK WHEEL 2 (17GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 2 (13GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).

**ON A/C ALL

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

EFF: ALL 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-847

Drift of the Normal Brake Servovalve (Wheel 4)

- 1. Possible Causes
 - SERVOVALVE-NORM BRK, WHEEL 4 (18GG)
 - PRESS XDCR-NORM BRK WHEEL 4 (14GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION	
AMM 32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer	
AMM 32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer	
AMM 32-42-48-000-001	Removal of the Normal Brake Servovalve	
AMM 32-42-48-400-001	Installation of the Normal Brake Servovalve	
AMM 32-46-00-740-001	BITE Test of the BSCU	
AMM 32-46-00-740-005	BITE Test of the Normal Braking System	
3. Fault Confirmation		
**ON A/C 201-225, 227-	227, 229-255, 276-299, 426-450, 476-499, 503-549,	

- A. Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,

551-599, 701-749,

- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

EFF: ALL 32-42-00

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**ON A/C ALL

- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK NORM SERVOVALVE 18GG:
 replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BRK NORM SERVOVLV4 (18GG):
 - replace the SERVOVALVE-NORM BRK, WHEEL 4 (18GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001).
 - (1) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) and (Ref. AMM TASK 32-42-21-400-001).

**ON A/C ALL

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

EFF: ALL 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-848

Loss of Normal Braking on One Wheel only (No Hydraulic Pressure)

1. Possible Causes

- BRAKE-WHEEL 2 (2641GM)
- BRAKE-WHEEL 4 (2642GM)
- BRAKE-WHEEL 1 (2643GM)
- BRAKE-WHEEL 3 (2644GM)
- self-sealing coupling

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM	32-42-27-400-001	Installation of the Brake
		(2641GM,2642GM,2643GM,2644GM)

3. Fault Confirmation

A. Do an operational test of the Normal braking system (Ref. AMM TASK 32-42-00-710-001).

Make sure that the related pistons do not extend.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the related self-sealing coupling for correct condition.
 - (1) If not correct:
 - connect it correctly.
 - (a) If the fault continues:
 - replace the self-sealing coupling.
 - (2) If correct:
 - replace the related BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-400-001).

EFF: ALL

32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-849

Failure of the Two Hydraulic Pipes (Green System) on the Same Landing Gear (Normal Brake System Inoperative)

1. Possible Causes

- SEL VALVE-BRK (23GG)
- Green system hydraulic pipes
- wiring between the BSCU (10GG) and the brake selector valve (23GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-00-870-001 AMM 32-42-36-860-001 ASM 32-42/01	Bleeding of the Normal Braking at the Brake Units Reactivation of the Normal-Brake Safety-Valve

3. Fault Confirmation

A. Test

(1) Do a check for leaks or rupture on the hydraulic pipes related to the Green system on a same landing gear.

4. Fault Isolation

- A. If you find leaks or rupture:
 - replace the Green system hydraulic pipes
 - reactivate the related brake safety valves (Ref. AMM TASK 32-42-36-860-001)
 - bleed the Normal brake system at the brake unit (Ref. AMM TASK 32-42-00-870-001).
 - (1) If you do not find leaks or ruptures:
 - check the wiring between the BSCU (10GG) and the brake selector valve (23GG) (Ref. ASM 32-42/01).

 - (b) if the wiring is not correct
 repair the wiring.

EFF: ALL 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-851

Loss of the RLG/GND1 Signal

- 1. Possible Causes
 - LGCIU-1 (5GA1)
 - BSCU (10GG)
 - PROX SNSR-R L/G EXT, SYS 1 (20GA)
 - wiring from the BSCU (10GG) to the LGCIU1 (5GA1)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
32-42-00-810-839		No Braking of the Wheels during the Landing Gear
AMM	32-31-71-000-001	Retraction Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA), 35GA(34GA)
AMM	32-31-73-400-001	<pre>Installation of the Proximity-Sensors 9GA(8GA), 11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA), 17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)</pre>
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/02	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU1 R SHOCK ABS SIGNAL OR L/G LEVER:
 - do a check for a ground signal at pin A/12G of the BSCU (Ref. ASM 32-42/02).

EFF: ALL

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- (1) If there is a ground signal: - (Ref. TASK 32-42-00-810-839).
- (2) If there is no ground signal:
 - replace the PROX SNSR-R L/G EXT, SYS 1 (20GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (a) If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (c) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU1 (5GA1) pin A/12G to pin AB/2J (Ref. ASM 32-42/02).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU1 (5GA1) RIGHT SHOCK ABSORB SIGNAL/BSCU(10GG):
 - do a check for a ground signal at pin A/12G of the BSCU (Ref. ASM 32-42/02).
 - (1) If there is a ground signal:
 - (Ref. TASK 32-42-00-810-839).
 - (2) If there is no ground signal:
 - replace the PROX SNSR-R L/G EXT, SYS 1 (20GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (a) If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (c) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU1 (5GA1) pin A/12G to pin AB/2J (Ref. ASM 32-42/02).

**ON A/C ALL

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

EFF: ALL **SROS**

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TASK 32-42-00-810-852

Loss of the LLG/GND2 Signal

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - BSCU (10GG)
 - PROX SNSR-L L/G EXT, SYS 2 (23GA)
 - wiring from the BSCU (10GG) to the LGCIU2
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),	
		35GA(34GA)	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)	
		(10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit	
,	32 12 31 100 001	(BSCU) (10GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-42/02	BITE 1636 OF CHE BOOK	
_		No Book to of the Obest of also the Lordine Con-	
ISM	32-42-00-810-839	No Braking of the Wheels during the Landing Gear Retraction	

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU2 L SHOCK ABS SIGNAL OR L/G LEVER
 - do a check for a ground signal at pin A/13D of the BSCU (Ref. ASM 32-42/02).

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- (2) If there is no ground signal:
 - replace the PROX SNSR-L L/G EXT, SYS 2 (23GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (a) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001)
 (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (c) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 pin A/13D to pin AB/4F (Ref. ASM 32-42/02).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU2 L SHOCK ABSORB SIGNAL/BSCU(10GG)
 - do a check for a ground signal at pin A/13D of the BSCU (Ref. ASM 32-42/02).
 - (1) If there is a ground signal:
 - (Ref. TSM TASK 32-42-00-810-839).
 - (2) If there is no ground signal:
 - replace the PROX SNSR-L L/G EXT, SYS 2 (23GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (a) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001)
 (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (c) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 pin A/13D to pin AB/4F (Ref. ASM 32-42/02).

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**ON A/C ALL

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

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TASK 32-42-00-810-853

Loss of the RLG/GND2 Signal

- 1. Possible Causes
 - LGCIU-2 (5GA2)
 - BSCU (10GG)
 - PROX SNSR-L L/G EXT, SYS 2 (22GA)
 - wiring from the BSCU (10GG) to the LGCIU2
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)	
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)	
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),	
		35GA(34GA)	
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),	
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),	
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)	
		(10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit	
		(BSCU) (10GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM			
_	32-42-00-810-839	No Braking of the Wheels during the Landing Gear	
. 3	= = = = = = = = = = = = = = = = = = = =	Retraction	

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message CHECK LGCIU2 R SHOCK ABS SIGNAL OR L/G LEVER
 - do a check for a ground signal at pin A/14D of the BSCU (Ref. ASM 32-42/02).
 - (1) If there is a ground signal:
 (Ref. TSM TASK 32-42-00-810-839).

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- (2) If there is no ground signal:
 - replace the PROX SNSR-L L/G EXT, SYS 2 (22GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001).
 - (a) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - (b) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (c) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the LGCIU2 pin A/14D to pin AB/2J (Ref. ASM 32-42/02).
- B. Do the test given in Para.3.A

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-854

Loss of the NLG/DLK Signal

1. Possible Causes

- BSCU (10GG)
- LGCIU-2 (5GA2)
- LGCIU-1 (5GA1)
- PROX SNSR-NLG DNLK, SYS 2 (19GA)
- wiring from the BSCU (10GG) to the LGCIU2 (5GA2)
- PROX SNSR-NLG DNLK, SYS 1 (18GA)
- wiring from the BSCU (10GG) to the LGCIU1 (5GA1)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
AMM	32-31-73-000-001	Removal of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
		17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA),
		35GA(34GA)
AMM	32-31-73-000-005	Removal of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
		(38GA)
AMM	32-31-73-400-001	Installation of the Proximity-Sensors 9GA(8GA),
		11GA(10GA), 27GA(26GA), 29GA(28GA), 15GA(14GA),
	70 74 77 (00 005	17GA(16GA), 21GA(20GA), 23GA(22GA), 33GA(32GA)
AMM	32-31-73-400-005	Installation of the NLG Proximity-Sensors 12GA, 13GA,
		18GA, 19GA, 24GA, 25GA, 30GA, 31GA, 37GA (36GA), 39GA
AMM	32-42-34-000-001	(38GA) Removed of the Backing/Steeping Control Unit (BSCII)
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit
Ariri	32 42 34 400 001	(BSCU) (10GG)
AMM	32-46-00-740-001	BITE Test of the BSCU
ASM		22.2 .000 0. 0.0 2000

3. Fault Confirmation

A. Test

Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

EFF : ALL **SROS**

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4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CHECK LGCIU1/2 NOSE DN/LK STGNAL:
 - do a check for a ground signal at pin A/11G of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (1) If there is a ground signal:
 - do a check for a ground signal at pin A/12D of the BSCU (10GG)
 (Ref. ASM 32-42/01).
 - (a) If there is a ground signal:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (b) If there is no ground signal:
 - replace the PROX SNSR-NLG DNLK, SYS 2 (19GA) (Ref. AMM TASK 32-31-73-000-005) (Ref. AMM TASK 32-31-73-400-005).
 - 1 If the fault continues:
 - do a check of the wiring from the BSCU (10GG) to the LGCIU2 (5GA2) pin A/12D to pin AB/12B (Ref. ASM 32-42/01).
 - a If there is continuity:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - <u>b</u> If there is no continuity:repair the related wiring.
 - (2) If there is no ground signal:
 - replace the PROX SNSR-NLG DNLK, SYS 1 (18GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001)
 - (a) If the fault continues:
 - do a check of the wiring from the BSCU (10GG) to the LGCIU1 (5GA1) pin A/11G to pin AB/12B (Ref. ASM 32-42/01).
 - 1 If there is continuity:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001)(Ref. AMM TASK 32-31-71-400-001).
 - a If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - If there is no continuity:repair the related wiring.

EFF: ALL

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message LGCIU1(5GA1) NLG DNLK SIGNAL/BSCU (10GG) or LGCIU2(5GA2) NLG DNLK SIGNAL/BSCU(10GG):
 - do a check for a ground signal at pin A/11G of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (1) If there is a ground signal:
 - do a check for a ground signal at pin A/12D of the BSCU (10GG) (Ref. ASM 32-42/01).
 - (a) If there is a ground signal:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (b) If there is no ground signal:
 - replace the PROX SNSR-NLG DNLK, SYS 2 (19GA) (Ref. AMM TASK 32-31-73-000-005) (Ref. AMM TASK 32-31-73-400-005).
 - If the fault continues:
 - do a check of the wiring from the BSCU (10GG) to the LGCIU2 (5GA2) pin A/12D to pin AB/12B (Ref. ASM 32-42/01).
 - a If there is continuity:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - b If there is no continuity:
 - repair the related wiring.
 - (2) If there is no ground signal:
 - replace the PROX SNSR-NLG DNLK, SYS 1 (18GA) (Ref. AMM TASK 32-31-73-000-001) (Ref. AMM TASK 32-31-73-400-001)
 - (a) If the fault continues:
 - do a check of the wiring from the BSCU (10GG) to the LGCIU1 (5GA1) pin A/11G to pin AB/12B (Ref. ASM 32-42/01).
 - If there is continuity:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - a If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) (Ref. AMM TASK 32-31-71-400-001).
 - 2 If there is no continuity:
 - repair the related wiring.

205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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**ON A/C ALL

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

EFF: ALL SROS 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-855

Loss of the BSCU BUS 3 SYS1 Input

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pin AA/13H, 13J to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
ASM	32-46/01	

- 3. Fault Confirmation
 - A. Test
 Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM CFDIU:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pin AA/13H,
 13J to the first terminal block (Ref. ASM 32-46/01).

EFF: ALL 32-42-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message CFDIU(1TW)/BSCU(10GG):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pin AA/13H,
 13J to the first terminal block (Ref. ASM 32-46/01).

**ON A/C ALL

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

EFF: ALL 32-42-00

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TASK 32-42-00-810-856

Loss of the BSCU BUS 4 SYS2 Input

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pin AA/13B, 13C to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-46/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM CFDIU: replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pin AA/13B, 13C to the first terminal block (Ref. ASM 32-46/01).

EFF: ALL 32-42-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message CFDIU(1TW)/BSCU(10GG):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pin AA/13B,
 13C to the first terminal block (Ref. ASM 32-46/01).

**ON A/C ALL

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

EFF: ALL 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-859

Failure of the BSCU SYS1 Identified by the SDAC1 or the SDAC2

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM AMM	31-50-00-710-002 32-42-34-000-001	Operational Test of the Flight Warning Computer (FWC) Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the Flight Warning Computer (Ref. AMM TASK 31-50-00-710-002).
- 4. Fault Isolation
 - A. If the test gives the maintenance message SDAC1: NO DATA FROM BSCU1 or SDAC2: NO DATA FROM BSCU1:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL 32-42-00

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TASK 32-42-00-810-861

Failure of the BSCU SYS1 Identified by the CFDIU

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 31-32-00-869-002 AMM 32-42-34-000-001	Procedure for Class 3 Faults Reading Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)

3. Fault Confirmation

A. Test

On the CFDS MENU page, get access to the AVIONICS STATUS page (Ref. AMM TASK 31-32-00-869-002).

- 4. Fault Isolation
 - A. If the test gives the maintenance message NO BSCU A DATA:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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EFF:

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TASK 32-42-00-810-862

Failure of the BSCU SYS2 Identified by the CFDIU

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM 31	-32-00-869-002	Procedure for Class 3 Faults Reading
AMM 32	-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32	-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>

3. Fault Confirmation

A. Test

On the CFDS MENU page, get access to the AVIONICS STATUS page (Ref. AMM TASK 31-32-00-869-002).

- 4. Fault Isolation
 - A. If the test gives the maintenance message NO BSCU B DATA:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL 32-42-00

TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-863

Failure of the BSCU SYS1 Identified by the AFS

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 22-91-00-710-001	Ground Scanning of the AFS
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the ground scanning (Ref. AMM TASK 22-91- 00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message AFS BSCU1:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL 32-42-00

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TASK 32-42-00-810-864

Failure of the BSCU SYS2 Identified by the AFS

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 22-91-00-710-001	Ground Scanning of the AFS
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the ground scanning (Ref. AMM TASK 22-91- 00-710-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message AFS: BSCU2:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL 32-42-00

TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-867

Loss of the BSCU BUS 4 Output Detected by the CFDIU

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU pins AA/8E, 8F to the first terminal block
- A/SKID & N/W STRG switch (5GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	31-32-00-869-002	Procedure for Class 3 Faults Reading
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/01	
ASM	32-46/01	

3. Fault Confirmation

A. Test

On the CFDS MENU page, get access to the AVIONICS STATUS page (Ref. AMM TASK 31-32-00-869-002).

NOTE: If the fault message "NO BSCU 2 DATA" is shown on the Current Flight Report or on the Post Flight Report after reset of the anti skid and nose wheel steering system with the A/SKID & NOSE WHEEL control switch (5GG)

- no action is necessary

4. Fault Isolation

- A. If the test gives the maintenance message NO BSCU 2 DATA:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU pins AA/8E, 8F to the first terminal block: (Ref. ASM 32-46/01).
 - (2) If the fault continues:
 - replace the A/SKID & N/W STRG switch (5GG) (Ref. ASM 32-42/01)

EFF: ALL 32-42-00

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B. Test

(1) Do the test given in Para.3.

EFF: ALL

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TASK 32-42-00-810-868

Loss of the BSCU BUS 2 Output Detected by the SDAC2

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU pins AA/6E, 6F to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	31-50-00-710-002	Operational Test of the Flight Warning Computer (FWC)
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-46/01	

3. Fault Confirmation

A. Test

Do the operational test of the Flight Warning Computer (Ref. AMM TASK 31-50-00-710-002).

4. Fault Isolation

- A. If the test gives the maintenance message SDAC2: NO DATA FROM BSCU1:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU pins AA/6E, 6F to the first terminal block (Ref. ASM 32-46/01).
- B. Test

Do the test given in Para.3.

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-869

Loss of the BSCU BUS 2 Output Detected by the SDAC1

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU pins AA/6E, 6F to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	31-50-00-710-002	Operational Test of the Flight Warning Computer (FWC)
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-46/01	

3. Fault Confirmation

A. Test

Do the operational test of the Flight Warning Computer (Ref. AMM TASK 31-50-00-710-002).

4. Fault Isolation

- A. If the test gives the maintenance message $SDAC1: NO\ DATA\ FROM\ BSCU1:$
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU pins AA/6E, 6F to the first terminal block (Ref. ASM 32-46/01).
- B. Test

Do the test given in Para.3.

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EFF:

TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-870

Loss of the BSCU BUS 2 Output Detected by the CFDIU

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU pins AA/6E, 6F to the first terminal block
 - A/SKID & N/W STRG switch (5GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM AMM	31-32-00-869-002 32-42-34-000-001	Procedure for Class 3 Faults Reading Removal of the Braking/Steering Control Unit (BSCU)	
AMM	32-42-34-400-001	(10GG) Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
ASM ASM	32-42/01 32-46/01	(1000) (1000)	

3. Fault Confirmation

- A. Test
 - (1) On the CFDS MENU page, get access to the AVIONICS STATUS page (Ref. AMM TASK 31-32-00-869-002)

NOTE: If the fault message "NO BSCU 1 DATA" is shown on the Current Flight Report or on the Post Flight Report after reset of the anti skid and nose wheel steering system with the A/SKID & NOSE WHEEL control switch (5GG):

- no action is necessary

4. Fault Isolation

- A. If the test gives the maintenance message NO BSCU 1 DATA:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU pins AA/6E, 6F to the first terminal block (Ref. ASM 32-46/01).
 - (2) If the fault continues:
 - replace the A/SKID & N/W STRG switch (5GG) (Ref. ASM 32-42/01).

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B. Test

(1) Do the test given in Para.3.

EFF: ALL SROS 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-889

One Autobrake Mode Pushbutton Switch Inoperative

1. Possible Causes

- BSCU (10GG)
- P/BSW AUTO BRK/LO (8GG)
- wiring from the AUTO BRK/LO pushbutton switch (8GG) pin A/A3 to the ground terminal
- wiring from the AUTO BRK/LO pushbutton switch (8GG) to the BSCU (10GG)
- P/BSW AUTO BRK/MED (7GG)
- wiring from the AUTO BRK/MED pushbutton switch (7GG) pin A/A3 to the ground terminal
- wiring from the AUTO BRK/MED pushbutton switch (7GG) to the BSCU (10GG)
- P/BSW AUTO BRK/MAX (6GG)
- wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal
- wiring from the AUTO BRK/MAX pushbutton switch (6GG) to the BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM	32-42/03	

3. Fault Confirmation

- A. Test
 - (1) Not applicable.

4. Fault Isolation

- A. If you cannot engage the AUTO BRAKE mode
 - - (a) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL

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- (b) If the fault continues:
 - do a check for a ground signal at pin A/A3 of the AUTO BRK/LO pushbutton switch (8GG) (Ref. ASM 32-42/03).
 - 1 If there is no ground signal:
 - repair the wiring from the AUTO BRK/LO pushbutton switch (8GG) pin A/A3 to the ground terminal (Ref. ASM 32-42/03).
 - 2 If there is a ground signal:
 - do a check and repair the wiring from the AUTO BRK/LO pushbutton switch (8GG) to the BSCU (10GG) pin A/A1 to pin AA/15E (Ref. ASM 32-42/03).
- (2) With the AUTO BRK/MED pushbutton switch (7GG):
 replace the P/BSW AUTO BRK/MED (7GG) (Ref.AWM 20-45-11)
 - (a) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (b) If the fault continues:
 - do a check for a ground signal at pin A/A3 of the AUTO BRK/MED pushbutton switch (7GG) (Ref. ASM 32-42/03).
 - 1 If there is no ground signal:
 - repair the wiring from the AUTO BRK/MED pushbutton switch (7GG) pin A/A3 to the ground terminal (Ref. ASM 32-42/03).
 - 2 If there is a ground signal:
 - do a check and repair the wiring from the AUTO BRK/MED pushbutton switch (7GG) to the BSCU (10GG) pin A/A1 to pin AA/14E (Ref. ASM 32-42/03).
- (3) With the AUTO BRK/MAX pushbutton switch (6GG):
 - replace the P/BSW AUTO BRK/MAX (6GG). (Ref .AWM 20-45-11)
 - (a) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (b) If the fault continues:
 - do a check for a ground signal at pin A/A3 of the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ASM 32-42/03).
 - 1 If there is a ground signal:
 - repair the wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal (Ref. ASM 32-42/03).
 - do a check and repair the wiring from the AUTO BRK/MAX pushbutton switch (6GG) to the BSCU (10GG) pin A/A1 to pin AA/13E (Ref. ASM 32-42/03).

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-912

Brake Grabbing Felt at Pedal Operation

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
- DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- TACHOMETER-WHEEL 1 (19GG)
- TACHOMETER-WHEEL 3 (20GG)
- TACHOMETER-WHEEL 2 (21GG)
- TACHOMETER-WHEEL 4 (22GG)
- SERVOVALVE-NORM BRK WHEEL 1 (15GG)
- SERVOVALVE-NORM BRK WHEEL 3 (16GG)
- SERVOVALVE-NORM BRK WHEEL 2 (17GG)
- SERVOVALVE-NORM BRK, WHEEL 4 (18GG)
- BRAKE-WHEEL 2 (2641GM)
- BRAKE-WHEEL 4 (2642GM)
- BRAKE-WHEEL 1 (2643GM)
- BRAKE-WHEEL 3 (2644GM)
- bleeding of the related braking system
- bleeding of the control system of the alternate braking with A/SKID

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-004	Operational Test of the Automatic Braking when the Landing Gear is retracted
AMM	32-42-00-870-001	Bleeding of the Normal Braking at the Brake Units
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM	32-42-27-210-001	Inspection/Check of the Brake with the Wheel Installed
AMM	32-42-27-400-001	<pre>Installation of the Brake (2641GM,2642GM,2643GM,2644GM)</pre>
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve
AMM	32-42-48-400-001	Installation of the Normal Brake Servovalve
AMM	32-42-57-000-001	Removal of the Tachometer
AMM	32-42-57-400-001	Installation of the Tachometer
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking
AMM	32-43-00-870-002	Bleeding of the High Pressure Alternate Braking System

EFF: ALL 32-42-00

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- 3. Fault Confirmation
 - A. Test Not applicable
- 4. Fault Isolation
 - A. If you feel brake grabbing when you operate the pedals:
 - (1) Do a reset of the BSCU with the A/SKID & NOSE WHEEL switch (5GG).
 - NOTE: If the fault appears just after the replacement of a Normal-brake servovalve, do the operational test of the automatic braking when the landing gear is retracted to do a reset of the EEPROM of the BSCU (Ref. AMM TASK 32-42-00-710-004).
 - (2) If the fault continues:
 - do an inspection/check of the brake (Ref. AMM TASK 32-42-27-210-001).
 - (a) If you find defect on the brake unit:
 - replace the BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001).
 - (b) If you find no defect:
 - do a bleeding of the related braking system (Ref. AMM TASK 32-42-00-870-001) or (Ref. AMM TASK 32-43-00-870-002).
 - (3) If the fault continues:
 - do a bleeding of the control system of the alternate braking with A/SKID (Ref. AMM TASK 32-43-00-612-001).
 - (4) If the fault continues:
 - do a check of the related tachometer drives for damage

DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM) or DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) or DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM) or DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) (Ref. AMM TASK 32-42-68-400-003).

- (b) If you find no damage on the tachometer drives:
 - replace the related tachometer: TACHOMETER-WHEEL 1 (19GG) or TACHOMETER-WHEEL 3 (20GG) or TACHOMETER-WHEEL 2 (21GG) or TACHOMETER-WHEEL 4 (22GG) (Ref. AMM TASK 32-42-57-000-001) and (Ref. AMM TASK 32-42-57-400-001).

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EFF: ALL

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- (5) If the fault continues:
 - replace the related servovalve: SERVOVALVE-NORM BRK WHEEL 1 (15GG) or SERVOVALVE-NORM BRK WHEEL 3 (16GG) or SERVOVALVE-NORM BRK WHEEL2 (17GG) or SERVOVALVE-NORM BRK, WHEEL 4 (18GG) (Ref. AMM TASK 32-42-48-000-001) and (Ref. AMM TASK 32-42-48-400-001)
- B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

R

TASK 32-42-00-810-913

Loss of the BSCU Channel 1 or 2 at Electrical Transient

- 1. Possible Causes
 - BSCU (10GG)
 - reset of the BSCU
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)

- 3. Fault Confirmation
- R **ON A/C 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Not applicable.
- R **ON A/C ALL
 - 4. Fault Isolation

R

- A. If the BSCU channel 1 or 2 does not operate further to an electrical transient:
 - do a reset of the BSCU with the A/SKID & NOSE WHEEL switch (5GG).
 - (1) If the fault continues:
 - do a reset of the BSCU with the BSCU circuit breakers: (1GG, 2GG, 3GG, 4GG).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL **SROS**

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R

TASK 32-42-00-810-915

Disagree of the LO/DECEL Legend with the AUTO BRK/LO Pushbutton Switch not Selected ON

- 1. Possible Causes
 - BOARD-ANN LT TEST & INTFC (1LP)
 - AUTO BRK/LO pushbutton switch
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION	
ESPM 204511		
AMM 33-14-33-000-001	Removal of the Annunciator-Light Test and Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,	
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	
AMM 33-14-33-400-001	<pre>Installation of the Annunciator-Light Test and Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,</pre>	
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	

- 3. Fault Confirmation
 - A. Test
 Not applicable.
- 4. Fault Isolation
 - A. If the DECEL legend of the AUTO BRK/LO pushbutton switch (8GG) gives an incorrect indication:
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the AUTO BRK/LO pushbutton switch (8GG) (Ref. ESPM 204511).
 - (2) If the fault continues:
 - do a check and repair the wiring from the ANN LT Test & INTFC board (1LP) pin A/10 to the AUTO BRK/LO pushbutton switch (8GG) pin A/7.

EFF: ALL 32-42-00

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TASK 32-42-00-810-916

Disagree of the MED/DECEL Legend with the AUTO BRK/MED Pushbutton Switch not Selected ON

1. Possible Causes

- BOARD-ANN LT TEST & INTFC (1LP)
- AUTO BRK/MED pushbutton switch
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION	
ESPM 204511		
AMM 33-14-33-000-001	Demoved of the Assumptions Light Took and	
AMM 33-14-33-000-001	Removal of the Annunciator-Light Test and	
	<pre>Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,</pre>	
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	
AMM 33-14-33-400-001	Installation of the Annunciator-Light Test and	
	Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,	
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)	
	31, 71, 131, 111, 121, 101, 171, 101,	

3. Fault Confirmation

A. Test
Not applicable.

4. Fault Isolation

- A. If the DECEL legend of the AUTO BRK/MED pushbutton switch (7GG) gives an incorrect indication:
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the AUTO BRK/MED pushbutton switch (7GG) (Ref. ESPM 204511).
 - (2) If the fault continues:
 - do a check and repair the wiring from the ANN LT Test & INTFC board
 (1LP) pin A/44 to the AUTO BRK/MED pushbutton switch (7GG) pin A/7.

EFF: ALL 32-42-00

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TASK 32-42-00-810-917

Disagree of the MAX/DECEL Legend with the AUTO BRK/MAX Pushbutton Switch not Selected ON

1. Possible Causes

- BOARD-ANN LT TEST & INTFC (1LP)
- AUTO BRK/MAX pushbutton switch
- wiring

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
ESPM 204511	
	Demoved of the Assumptions Light Took and
AMM 33-14-33-000-001	Removal of the Annunciator-Light Test and
	Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)
AMM 33-14-33-400-001	Installation of the Annunciator-Light Test and
	Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,
	8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)
	OLF, PLF, IULF, IILF, IZLF, IOLF, IPLF, ZULF)

3. Fault Confirmation

A. Test
Not applicable.

4. Fault Isolation

- A. If the DECEL legend of the AUTO BRK/MAX pushbutton switch (6GG) gives an incorrect indication:
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ESPM 204511).
 - (2) If the fault continues:
 - do a check and repair the wiring from the ANN LT Test & INTFC board
 (1LP) pin A/17 to the AUTO BRK/MAX pushbutton switch (6GG) pin A/7.

EFF: ALL 32-42-00

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TROUBLE SHOOTING MANUAL

TASK 32-42-00-810-919

Loss of Normal Braking without Warning Indication

1. Possible Causes

- SEL VALVE-BRK (23GG)
- PRESS SW-PARK BRK (86GG)
- wiring between the BSCU (10GG) and the Parking Brake control valve 72GG, pin AA/10E to pin BE
- wiring from the BSCU (10GG) pin AA/10E to the pressure switch (86GG) pin A/B

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	31-32-00-869-002	Procedure for Class 3 Faults Reading
AMM	32-41-11-400-006	Installation of the MLG Wheel
		(2649GM,2650GM,2651GM,2652GM)
AMM	32-42-11-000-001	Removal of the Brake Selector Valve 23GG
AMM	32-42-11-400-001	Installation of the Brake Selector Valve 23GG
AMM	32-45-17-000-001	Removal of the Park Brake - Pressure Switch (86GG)
AMM	32-45-17-400-001	<pre>Installation of the Park Brake - Pressure Switch (86GG)</pre>
AMM	32-46-00-740-005	BITE Test of the Normal Braking System
ASM	32-42/00	2112 1666 61 the normal Draking Cyclem

3. Fault Confirmation

A. Test

Read the CLASS 3 FAULTS report of the two BSCU Systems (Ref. AMM TASK 31-32-00-869-002).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-431, 476-480, 503-549, R 551-563, 701-749,

- A. If the CLASS 3 FAULTS report gives two BRK NORM SERVOVALVE maintenance messages on one side at the same time or four BRK NORM SERVOVALVE maintenance messages on the two sides at the same time:
 - replace the SEL VALVE-BRK (23GG) (Ref. AMM TASK 32-42-11-000-001) (Ref. AMM TASK 32-42-11-400-001).

EFF: ALL 32-42-00

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- (1) If the fault continues or if the CLASS 3 FAULTS report gives no maintenance messages:
 - (a) On the MCDU, do a BSCU 1(2) NORMAL BRAKING TEST (Ref. AMM TASK 32-46-00-740-005) and make sure that there is no fault detected.
- (2) If the test is not OK and gives: TEST NOT PERFORMED with the message: PARK BRAKE: ON
- (3) Do a check for a ground signal at pin AA/10E of the BSCU (10GG)
 - (a) If there is a ground signal:
 - do a check and repair the wiring between the BSCU (10GG) and the Parking Brake control valve 72GG, pin AA/10E to pin BE (Ref. ASM 32-42/00).
- (4) On the MCDU, do a BSCU 1(2) NORMAL BRAKING TEST again.
 - (a) If the test is OK but the fault continues: Do an inspection of the four tachometer driving mechanisms and make sure that:
 - The tachometer drive shaft moves freely.
 - There is no deformation (twisting) and/or sign of friction on the drive shaft.
 - The splines of the tachometer drive shaft are in the correct condition.
 - The splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.
 - (b) Replace the damaged parts as necessary and make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006).

**ON A/C ALL

R Post SB 32-1201 For A/C 201-225,227-227,229-253,276-299,426-431,476-480, R 503-549,551-563,701-749,

- A. If the CLASS 3 FAULTS report gives two BRK NORM SERVOVALVE maintenance messages on one side at the same time or four BRK NORM SERVOVALVE maintenance messages on the two sides at the same time:
 - replace the SEL VALVE-BRK (23GG) (Ref. AMM TASK 32-42-11-000-001) (Ref. AMM TASK 32-42-11-400-001).
 - (1) If the fault continues or if the CLASS 3 FAULTS report gives no maintenance messages:
 - (a) On the MCDU, do a BSCU 1(2) NORMAL BRAKING TEST (Ref. AMM TASK 32-46-00-740-005) and make sure that there is no fault detected.

EFF: ALL

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- (2) If the test is not OK and gives: TEST NOT PERFORMED with the message: PARK BRAKE: ON
- (3) Do a check for a ground signal at pin AA/10E of the BSCU (10GG)
 - (a) If there is a ground signal:
 - 1 Disconnect the wire at pin A/B of the pressure switch (86GG)
 - $\underline{2}$ Do a check for a ground signal at pin A/B of the pressure switch (86GG)
- (4) If there is no ground signal:
 - (a) Repair or replace the wiring from the BSCU (10GG) pin AA/10E to the pressure switch (86GG) pin A/B.
- (5) If there is a ground signal:
 - (a) Replace the PRESS SW-PARK BRK (86GG) (Ref. AMM TASK 32-45-17-000-001) (Ref. AMM TASK 32-45-17-400-001).
- (6) On the MCDU, do a BSCU 1(2) NORMAL BRAKING TEST again.
 - (a) If the test is OK but the fault continues: Do an inspection of the four tachometer driving mechanisms and make sure that:
 - The tachometer drive shaft moves freely.
 - There is no deformation (twisting) and/or sign of friction on the drive shaft.
 - The splines of the tachometer drive shaft are in the correct condition.
 - The splines of the tachometer hubcap or the splines of the debris guard (if brake fans are installed) are in the correct condition.
 - (b) Replace the damaged parts as necessary and make sure that the splines of the tachometer are coated with grease before final assembly (Ref. AMM TASK 32-41-11-400-006).

**ON A/C ALL

B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

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TASK 32-42-00-810-921

Difference of Temperature between the two Brakes on a Same Gear

1. Possible Causes

- BRAKE-WHEEL 2 (2641GM)
- BRAKE-WHEEL 4 (2642GM)
- BRAKE-WHEEL 1 (2643GM)
- BRAKE-WHEEL 3 (2644GM)
- MONITORING UNIT-BRK TEMP, R (2GW)
- MONITORING UNIT-BRK TEMP, L (3GW)
- SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM)
- SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM)
- SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM)
- SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM)
- SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM)
- SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM)
- SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM)
- SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM)
- PRESS XDCR-NORM BRK WHEEL 1 (11GG)
- PRESS XDCR-NORM BRK WHEEL 3 (12GG)
- PRESS XDCR-NORM BRK WHEEL 2 (13GG)
- PRESS XDCR-NORM BRK WHEEL 4 (14GG)
- message related to the braking system
- drive assy-tachometer
- TACHOMETER
- NORMAL SERVO-VALVE

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-00-870-001	Bleeding of the Normal Braking at the Brake Units	
AMM	32-42-21-000-001	Removal of the Normal-Brake Pressure Transducer	
AMM	32-42-21-400-001	Installation of the Normal-Brake Pressure Transducer	
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)	
AMM	32-42-27-210-006	Inspection/Check of the Brake with the Wheel Removed	
AMM	32-42-27-400-001	Installation of the Brake	
		(2641GM,2642GM,2643GM,2644GM)	
AMM	32-42-36-000-001	Removal of the Normal Brake Safety-Valve	
		2618GM(2617GM), 2616GM(2619GM)	
AMM	32-42-36-400-001	Installation of the Normal Brake Safety-Valve	
		2618GM(2617GM), 2616GM(2619GM)	
AMM	32-42-48-000-001	Removal of the Normal Brake Servovalve	
AMM		Installation of the Normal Brake Servovalve	
	32-42-57-000-001	Removal of the Tachometer	
AMM	32-42-57-400-001	Installation of the Tachometer	
Armi	J2 42 J1 400 001	Instactation of the fathometer	

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REFERENCE		DESIGNATION
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
AMM	32-43-00-870-002	Bleeding of the High Pressure Alternate Braking System
AMM	32-43-16-000-001	Removal of the Alternate Brake Safety-Valve
AMM	32-43-16-400-001	Installation of the Alternate Brake Safety-Valve
AMM	32-47-00-710-002	Operational Check of Channel 1 (2) of the Brake Temperature Monitoring Unit (2GW,3GW,8GW,9GW)
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit
AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit
TSM	32-48-00-810-801	Brake Fan Inoperative on One Brake

3. Fault Confirmation

- A. Test
 - (1) Not applicable.
- 4. Fault Isolation

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

- A. If the difference of temperature between the two brakes on a same gear is more than 100°C and either the temperature of one brake is more than 425°C or the temperature of one brake is less than 60°C:
 - do a check for a message related to the braking system on the POST FLIGHT REPORT (PFR).
 - (1) If there is a message:
 - Do the troubleshooting procedure related to the maintenance message.
 - (2) If there is no message:
 - do a check of the related self-sealing coupling connection.
 - do the bleeding of the corresponding brake system at the brake units (Ref. AMM TASK 32-42-00-870-001) or (Ref. AMM TASK 32-43-00-870-002)
 - do an inspection/check of the brake unit for leaks and damage.
 (Ref. AMM TASK 32-42-27-210-006)
 - (a) if necessary replace the BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001)

EFF: ALL

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- (b) if there are no leak or damage:
 - refer to (Ref. TSM TASK 32-48-00-810-801) if brake fans are installed.
- (3) If the inspections are correct:
 - do the check of channel 1(2) of the related Brake Temperature Monitoring Unit (Ref. AMM TASK 32-47-00-710-002).
- (4) Following the check of channels of the related BTMU, if output voltages are not correct:
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) or MONITORING
 UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) (Ref. AMM TASK 32-47-18-400-001).
- (5) If the check of the BTMU channels is correct and if the fault continues:
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-000-001)
- (6) If the fault continues:
 - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) or PRESS XDCR-NORM BRK WHEEL 3 (12GG) or PRESS XDCR-NORM BRK WHEEL 2 (13GG) or PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) (Ref. AMM TASK 32-42-21-400-001)
- (7) If the fault continues:
 - do an inspection of the drive assy of the related tachometer
 - (a) If the tachometer drive is damaged:
 - replace the related drive assy-tachometer (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003)
 - (b) If the tachometer drive is not damaged:
 - replace the related TACHOMETER (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
- (8) If the fault continues:
 - replace the related NORMAL SERVO-VALVE (Ref. AMM TASK 32-42-48-000-001) (Ref. AMM TASK 32-42-48-400-001)

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R **ON A/C 201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299,
R 426-475, 503-549, 551-599, 701-749,
Post SB 32-1263 For A/C 277-279,281-281,283-283,286-299,

- A. If the difference of temperature between the two brakes on a same gear is more than 150°C and either the temperature of one brake is more than 600°C or the temperature of one brake is less than 60°C:
 - do a check for a message related to the braking system on the POST FLIGHT REPORT (PFR).
 - (1) If there is a message:

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- Do the troubleshooting procedure related to the maintenance message.
- (2) If there is no message:
 - do a check of the related self-sealing coupling connection.
 - do the bleeding of the corresponding brake system at the brake units (Ref. AMM TASK 32-42-00-870-001) or (Ref. AMM TASK 32-43-00-870-002)
 - do an inspection/check of the brake unit for leaks and damage. (Ref. AMM TASK 32-42-27-210-006)
 - (a) if necessary replace the BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001)
 - (b) if there are no leak or damage:
 - refer to (Ref. TSM TASK 32-48-00-810-801) if brake fans are installed.
- (3) If the inspections are correct:
 - do the check of channel 1(2) of the related Brake Temperature Monitoring Unit (Ref. AMM TASK 32-47-00-710-002).
- (4) Following the check of channels of the related BTMU, if output voltages are not correct:
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) or MONITORING UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) (Ref. AMM TASK 32-47-18-400-001).
- (5) If the check of the BTMU channels is correct and if the fault continues:
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

EFF: 201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299, 426-475, 503-549, 551-599, 701-749, SROS

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R R R R	(6)	If the fault continues: - replace the PRESS XDCR-NORM BRK WHEEL 1 (11GG) or PRESS XDCR-NORM BRK WHEEL 3 (12GG) or PRESS XDCR-NORM BRK WHEEL 2 (13GG) or PRESS XDCR-NORM BRK WHEEL 4 (14GG) (Ref. AMM TASK 32-42-21-000-001) (Ref. AMM TASK 32-42-21-400-001)
R	(7)	If the fault continues:
R		- do an inspection of the drive assy of the related tachometer
R		(a) If the tachometer drive is damaged:
R		- replace the related drive assy-tachometer (Ref. AMM TASK 32-42-
R		68-000-003) (Ref. AMM TASK 32-42-68-400-003)
R		(b) If the tachometer drive is not damaged:
R R		 replace the related TACHOMETER (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
		(NCT1 AIII TAOK 32 42 31 400 001)
R	(8)	If the fault continues:
R		- replace the related NORMAL SERVO-VALVE (Ref. AMM TASK 32-42-48-000-
R		001) (Ref. AMM TASK 32-42-48-400-001)

**ON A/C ALL

B. If there is a difference of temperature with temperature indications different from those of Para. A:

- no action is necessary.

EFF: ALL SROS

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TASK 32-42-00-810-922

Difference of Average Temperature between the L and R Gears

1. Possible Causes

- MASTER CYL-BRK CTL,L (2625GM)
- MASTER CYL-BRK CTL,R (2626GM)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM)
- mechanical link between the pedal and the master cylinder
- hydraulic line
- filling and bleeding of the low pressure control system of the Alternate brakin
- mechanical link that operates the brake pedal position transmitter
- message related to the braking systems

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking	
AMM	32-43-12-000-001	Removal of the Brake Control Master Cylinder (2625GM,2626GM)	
AMM	32-43-12-400-001	Installation of the Brake Control Master Cylinder (2625GM,2626GM)	
AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution	
AMM	32-43-14-400-001	Installation of the Dual-Valve 2577GM Alternate Brake-Distribution	
AMM	32-45-16-000-001	Removal of the Dual Shuttle Valve 2578GM	
AMM	32-45-16-400-001	Installation of the Dual Shuttle Valve 2578GM	

3. Fault Confirmation

ALL

A. Test

(1) Not Applicable

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EFF :

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4. Fault Isolation

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

- A. If the difference of average temperature between the L and R gears is more than 150°C and if during the operational test you feel decreased load on one pedal:
 - do a check and repair if necessary the mechanical link between the pedal and the master cylinder.
 - (1) If the fault continues:
 - do a check and repair if necessary the hydraulic line between the master cylinders and the Alternate-brake distribution dual-valve (2577GM).
 - (2) If the fault continues:
 - do a filling and bleeding of the low pressure control system of the Alternate brakin (Ref. AMM TASK 32-43-00-612-001).
 - (3) If the fault continues:
 - replace the MASTER CYL-BRK CTL,L (2625GM) or the MASTER CYL-BRK CTL,R (2626GM) (Ref. AMM TASK 32-43-12-000-001) (Ref. AMM TASK 32-43-12-400-001).
 - (4) If the fault continues only on the Normal braking system:
 - do a check and repair if necessary the mechanical link that operates the brake pedal position transmitter.
 - (5) If the fault continues only on the Alternate braking system:
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) (Ref. AMM TASK 32-43-14-400-001).
 - (a) If the fault continues:
 - replace the DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM) (Ref. AMM TASK 32-45-16-000-001) (Ref. AMM TASK 32-45-16-400-001).
 - (6) If the fault continues on the two braking systems:
 - do a check for a message related to the braking systems on the POST FLIGHT REPORT (PFR) and if necessary, do the troubleshooting procedure related to the maintenance message.
- B. If the difference of average temperature between the L and R gears is less than 150°C:
 - no action is necessary.

EFF: ALL **SROS**

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R **ON A/C 201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299, R 426-475, 503-549, 551-599, 701-749, Post SB 32-1263 For A/C 277-279,281-281,283-283,286-299,

- A. If the difference of average temperature between the L and R gears is more than 200°C and if during the operational test you feel decreased load on one pedal:
 - do a check and repair if necessary the mechanical link between the pedal and the master cylinder.
 - (1) If the fault continues:
 - do a check and repair if necessary the hydraulic line between the master cylinders and the Alternate-brake distribution dual-valve (2577GM).
 - (2) If the fault continues:

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R

R R

- do a filling and bleeding of the low pressure control system of the Alternate brakin (Ref. AMM TASK 32-43-00-612-001).
- (3) If the fault continues:
 - replace the MASTER CYL-BRK CTL,L (2625GM) or the MASTER CYL-BRK CTL,R (2626GM) (Ref. AMM TASK 32-43-12-000-001) (Ref. AMM TASK 32-43-12-400-001).
- (4) If the fault continues only on the Normal braking system:
 - do a check and repair if necessary the mechanical link that operates the brake pedal position transmitter.
- (5) If the fault continues only on the Alternate braking system:
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) (Ref. AMM TASK 32-43-14-400-001).
 - (a) If the fault continues:
 - replace the DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM) (Ref. AMM TASK 32-45-16-000-001) (Ref. AMM TASK 32-45-16-400-001).
- (6) If the fault continues on the two braking systems:
 - do a check for a message related to the braking systems on the POST FLIGHT REPORT (PFR) and if necessary, do the troubleshooting procedure related to the maintenance message.
- B. If the difference of average temperature between the L and R gears is less than 200°C:

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- no action is necessary.

201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299, 426-475, 503-549, 551-599, 701-749, **SROS**

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**ON A/C ALL

TASK 32-42-00-810-923

Brake Overheat with Fuse Plug Melted

1. Possible Causes

- SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM)
- SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM)
- SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM)
- SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM)
- SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM)
- SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM)
- SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM)
- SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM OF E4 4/ 200 004	Tananatian Aftan Banka Faranany Analizatian an
AMM 05-51-16-200-001	<pre>Inspection After Brake Emergency Application or Overheat</pre>
AMM 32-42-36-000-001	Removal of the Normal Brake Safety-Valve 2618GM(2617GM), 2616GM(2619GM)
AMM 32-42-36-400-001	•
AMM 32-43-16-000-001	,
AMM 32-43-16-400-001	Installation of the Alternate Brake Safety-Valve

- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-275, 426-475, 551-599, 701-749,
 - A. If there is brake overheat with fuse plug melted and temperature indication less than 900°C:
 - do an inspection after the emergency application or overheat of the brakes (Ref. AMM TASK 05-51-16-200-001).
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY
 VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1

EFF: ALL

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(2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

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

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- A. If there is brake overheat with fuse plug melted and temperature indication less than 450°C:
 - do an inspection after the emergency application or overheat of the brakes (Ref. AMM TASK 05-51-16-200-001).
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)
- R **ON A/C 277-279, 281-281, 283-283, 286-299, 503-549,
- R Post SB 32-1263 For A/C 277-279,281-281,283-283,286-299,
 - A. If there is brake overheat with fuse plug melted and temperature indication less than 800°C:
 - do an inspection after the emergency application or overheat of the brakes (Ref. AMM TASK 05-51-16-200-001).
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

EFF: ALL 32-42-00

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**ON A/C ALL

TASK 32-42-00-810-924

Brake Overheat

1. Possible Causes

- SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM)
- SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM)
- SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM)
- SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM)
- SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM)
- SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM)
- SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM)
- SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 05-51-16-200-001	Inspection After Brake Emergency Application or Overheat
AMM 32-42-36-000-001	Removal of the Normal Brake Safety-Valve 2618GM(2617GM), 2616GM(2619GM)
AMM 32-42-36-400-001	<pre>Installation of the Normal Brake Safety-Valve 2618GM(2617GM), 2616GM(2619GM)</pre>
AMM 32-43-16-000-001 AMM 32-43-16-400-001	Removal of the Alternate Brake Safety-Valve Installation of the Alternate Brake Safety-Valve

3. Fault Confirmation

- A. Test
 - (1) Not applicable.
- 4. Fault Isolation

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

- A. If there is brake overheat with temperature indication more than 450°C:
 - do an inspection after the emergency application or overheat of the brakes (Ref. AMM TASK 05-51-16-200-001).
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-

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42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

- R **ON A/C 201-225, 227-227, 229-275, 277-279, 281-281, 283-283, 286-299, R 426-475, 503-549, 551-599, 701-749, Post SB 32-1263 For A/C 277-279,281-281,283-283,286-299,
 - A. If there is brake overheat with temperature indication more than 900°C:
 - do an inspection after the emergency application or overheat of the brakes (Ref. AMM TASK 05-51-16-200-001).
 - replace the SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001) or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

EFF: ALL 32-42-00

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**ON A/C ALL

TASK 32-42-00-810-925

Trapped pressure in a brake on NORM or ALTN braking system, or brake dragging

1. Possible Causes

- SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM)
 SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM)
 SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM)
 SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM)
 SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM)
 SAFETY VALVE-ALTN BRK, WHEEL 2 (2621GM)
 SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM)
 SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM)
 BRAKE-WHEEL 2 (2641GM)
 BRAKE-WHEEL 1 (2643GM)
- 2. Job Set-up Information
 - A. Referenced Information

- BRAKE-WHEEL 3 (2644GM)

REFERENCE		DESIGNATION
AMM 29-24-00	_947_001	Processing the Velley Hydraulic System with the
AMM 27-24-00	-003-001	Pressurize the Yellow Hydraulic System with the Electric Pump
AMM 29-24-00	-864-001	Depressurize the Yellow Hydraulic System
AMM 32-42-27	-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM 32-42-27	-400-001	Installation of the Brake
		(2641GM,2642GM,2643GM,2644GM)
AMM 32-42-36	-000-001	Removal of the Normal Brake Safety-Valve
		2618GM(2617GM), 2616GM(2619GM)
AMM 32-42-36	-000-002	Removal of the Normal Brake Safety-Valve
		4064GM(4066GM), 4065GM(4067GM), 4068GM(4070GM),
		4069GM(4071GM)
AMM 32-42-36	-400-001	Installation of the Normal Brake Safety-Valve
		2618GM(2617GM), 2616GM(2619GM)
AMM 32-42-36	-400-002	Installation of the Normal Brake Safety-Valve
		4064GM(4066GM), 4065GM(4067GM), 4068GM(4070GM),
		4069GM(4071GM)
AMM 32-43-16	-000-001	Removal of the Alternate Brake Safety-Valve
AMM 32-43-16	-400-001	Installation of the Alternate Brake Safety-Valve

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- 3. Fault Confirmation
 - A. Test
 - (1) Not applicable.
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-299, 426-499, 551-599, 701-749,
 - A. If there was a report of brake malfunction during taxi or immediately after pushback:
 - replace the related:

SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM) (Ref. AMM TASK 32-42-36-000-001) (Ref. AMM TASK 32-42-36-400-001).

SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) or SAFETY VALVE-ALTN BRK, WHEEL 4 (2621GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001)

**ON A/C 277-279, 281-281, 283-283, 286-299, 503-549,

Post SB 32-1263 For A/C 277-279,281-281,283-283,286-299,

- A. If there was a report of the brake malfunction during taxi or immediately after pushback:
 - (1) Do a check of the running clearance of the brake assy piston:
 - (a) On the triple indicator 60GG, make sure that the indicator pointer is in the green range.

If not, pressurize the Yellow hydraulic system with the electric pump (Ref. AMM TASK 29-24-00-863-001) to increase the pressure of the accumulator.

Then depressurize the Yellow hydraulic system (Ref. AMM TASK 29-24-00-864-001).

- (b) On the panel 110VU, put the PARKING BRK control switch in the ON position, then in the OFF position.
- (c) On the related brake unit, turn all the piston insulators manually.
 - <u>1</u> If you cannot turn a piston insulator (loss of running clearance):
 - replace the related brake BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001).

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- (2) If the running clearance is correct:
 - replace the related:

SAFETY VALVE-NORM BRK, WHEEL 2 (2616GM) or SAFETY VALVE-NORM BRK, WHEEL 3 (2617GM) or SAFETY VALVE-NORM BRK, WHEEL 1 (2618GM) or SAFETY VALVE-NORM BRK, WHEEL 4 (2619GM).

(Ref. AMM TASK 32-42-36-000-002) (Ref. AMM TASK 32-42-36-400-002). or SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) or SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) (Ref. AMM TASK 32-43-16-000-001) (Ref. AMM TASK 32-43-16-400-001).

EFF: 277-279, 281-281, 283-283, 286-299, 503-549,

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-42-00-810-926

Loss of Normal Braking because of Damaged Tachometer Drive(s)

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
- BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)	
		(10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive	
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive	
3. Fault Confirmation			
**ON A/C ALL			
Post		201-204,206-225,227-227,229-231,233-244,247-253, 276-299,426-450,476-499,503-549,551-551,554-554, 557-563,701-749,	

A. Test Not applicable.

EFF: ALL 32-42-00

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**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. Do a check of the Four Tachometer Drives for Damage
 - (1) If you find damage on one ore more tachometer drives:
 - replace the damaged drive(s) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003):
 - DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
 - . DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
 - . DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
 - DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
 - (2) If you find no damage on the tachometer drives:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- B. After the subsequent flight, make sure that the fault does not continue.

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-42-00-810-927

Loss of Normal Braking on the Left MLG

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001 AMM 32-42-34-400-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG) Installation of the Braking/Steering Control Unit (BSCU) (10GG)

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

A. Test Not applicable.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the fault is identified by the maintenance message BSCU: LEFT BRK LOSS:
 - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL
SROS

32-42-00

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**ON A/C ALL

TASK 32-42-00-810-928

Loss of Normal Braking on the Right MLG

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)

3. Fault Confirmation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

A. Test Not applicable.

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the fault is identified by the maintenance message BSCU: RIGHT BRK LOSS:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL
SROS

32-42-00

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R **ON A/C ALL

TASK 32-42-00-810-929

Failure of the BSCU

1. Possible Causes

- BSCU (10GG)
- BOARD-ANN LT TEST & INTFC (1LP)
- R DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- R DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
 - AUTO BRK/MAX pushbutton switch
 - wiring
 - DRIVE ASSEMBLY
 - TACHOMETER
 - wiring between the BSCU (10GG) and the related tachometer

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
ESPM 20	04511	
	2-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32	2-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32	2-42-57-000-001	Removal of the Tachometer
AMM 32	2-42-57-400-001	Installation of the Tachometer
AMM 32	2-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM 32	2-42-68-400-003	Installation of the MLG Tachometer-Drive
AMM 32	2-46-00-740-001	BITE Test of the BSCU
AMM 32	2-46-00-740-002	BITE Test of the BSCU - Ground Scanning
AMM 32	2-46-00-740-005	BITE Test of the Normal Braking System
AMM 33	3-14-33-000-001	Removal of the Annunciator-Light Test and
AMM 33	3-14-33-400-001	Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP, 8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP) Installation of the Annunciator-Light Test and Interface-Board (1LP, 2LP, 3LP, 4LP, 5LP, 6LP, 7LP,
		8LP, 9LP, 10LP, 11LP, 12LP, 18LP, 19LP, 20LP)

EFF: ALL | | SROS 32-42-00

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3. Fault Confirmation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Tests

**ON A/C ALL

- (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)
- (2) Do the GROUND SCANNING of the BSCU. (Ref. AMM TASK 32-46-00-740-002)
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
 - A. If the BITE test gives the maintenance message BSCU
 - NOTE: This message, when confirmed by a BSCU BITE Test can be related to fault code 22. Refer to TFU 32.46.00.001
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,

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- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the BITE test or the GROUND SCANNING gives the maintenance message BSCU (10GG).
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL

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R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. If the fault continues, read the TROUBLE SHOOTING DATA of the BSCU (Ref. 32-42-00, P.Block 301):
 - if the trouble shooting data gives the fault code **36**: refer to paragraph C.
 - if the trouble shooting data gives the fault code **37**: refer to paragraph **D**.
 - if the trouble shooting data gives the fault code **39**: refer to paragraph **E**.
 - if the trouble shooting data gives the fault code **3A**: refer to paragraph F.

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- B. If the fault continues, read the TROUBLE SHOOTING DATA of the BSCU (Ref. 32-42-00, P.Block 301):
 - if the trouble shooting data gives the fault code 36: refer to paragraph C.
 - if the trouble shooting data gives the fault code **37**: refer to paragraph **D**.

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
R 564-599,
R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

- B. If the fault continues, read the TROUBLE SHOOTING DATA of the BSCU (Ref. 32-42-00, P.Block 301):
 - if the trouble shooting data gives the fault code 180: refer to paragraph C.
 - if the trouble shooting data gives the fault code 181: refer to paragraph D.
 - if the trouble shooting data gives the fault code 840 or 841: refer to paragraph G.

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- C. If the fault continues and the trouble shooting data gives the fault code: 36
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL
SROS

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- (2) If the fault continues:
 - replace the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ESPM 204511).
- (3) If the fault continues:
 - do a check and repair the:
 - . wiring from the BSCU (10GG) pin AB/1C to the ANN LT Test & INTFC board (1LP) pin A/34
 - wiring between the pin A/32 and the pin A/35 of the ANN LT Test & INTFC board (1LP)
 - wiring from the ANN LT Test & INTFC board (1LP) A/33 to the first terminal block
 - wiring from the ANN LT Test & INTFC board (1LP) A/18 to the AUTO BRK/MAX pushbutton switch (6GG) pin A/4
 - ${\tt wiring}$ from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A1 to the BSCU (10GG) pin AA/13E
 - ${\tt .}$ wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/8 to the first terminal block
 - ${\tt .}$ wiring between the pin A/9 and the pin A/5 of the AUTO BRK/MAX pushbutton switch (6GG)
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal.
- D. If the fault continues and if the trouble shooting data gives the fault code: 37
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - replace the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ESPM 204511).
 - (3) If the fault continues:
 - do a check and repair the:
 - wiring from the BSCU (10GG) pin AB/1D to the ANN LT Test & INTFC board pin A/31
 - ${\color{red}\textbf{L}}$ wiring from the ANN LT Test & INTFC board (1LP) A/33 to the first terminal block
 - wiring from the ANN LT Test & INTFC board (1LP) A/17 to the AUTO BRK/MAX pushbutton switch (6GG) pin A/7
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A1 to the BSCU (10GG) pin AA/13E
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/8 to the first terminal block
 - . wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal.

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - C. If the fault continues and the trouble shooting data gives the fault code: 180
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - replace the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ESPM 204511).
 - (3) If the fault continues:
 - do a check and repair the:
 - ${\tt .}$ wiring from the BSCU (10GG) pin AB/1C to the ANN LT Test & INTFC board (1LP) pin A/34
 - . wiring between the pin A/32 and the pin A/35 of the ANN LT Test & INTFC board (1LP)
 - wiring from the ANN LT Test & INTFC board (1LP) A/33 to the first terminal block
 - . wiring from the ANN LT Test & INTFC board (1LP) A/18 to the AUTO BRK/MAX pushbutton switch (6GG) pin A/4 $\,$
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A1 to the BSCU (10GG) pin AA/13E
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/8 to the first terminal block
 - wiring between the pin A/9 and the pin A/5 of the AUTO BRK/MAX pushbutton switch (6GG)
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal.
 - D. If the fault continues and if the trouble shooting data gives the fault code: 181
 - replace the BOARD-ANN LT TEST & INTFC (1LP) (Ref. AMM TASK 33-14-33-000-001) and (Ref. AMM TASK 33-14-33-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - replace the AUTO BRK/MAX pushbutton switch (6GG) (Ref. ESPM 204511).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- (3) If the fault continues:
 - do a check and repair the:
 - . wiring from the BSCU (10GG) pin AB/1D to the ANN LT Test & INTFC board pin A/31
 - wiring from the ANN LT Test & INTFC board (1LP) A/33 to the first terminal block
 - wiring from the ANN LT Test & INTFC board (1LP) A/17 to the AUTO BRK/MAX pushbutton switch (6GG) pin A/7
 - ${\tt .}$ wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A1 to the BSCU (10GG) pin AA/13E
 - ${\color{blue}\textbf{L}}$ wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/8 to the first terminal block
 - wiring from the AUTO BRK/MAX pushbutton switch (6GG) pin A/A3 to the ground terminal.
- R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - E. If the fault continues and if the trouble shooting gives the fault code 39:
 - Do a check of the wheel 1 Tachometer Drive for Damage
 - (1) If you find damage, replace the drive DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003):
 - F. If the fault continues and if the trouble shooting gives the fault code 3A:
 - Do a check of the wheel 3 Tachometer Drive for Damage
 - (1) If you find damage, replace the drive DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003):
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - G. If the fault code continues and the trouble shooting gives the fault code 840 or 841:
 - On the TSD page compare the REF SPEED with the WHEEL SPEED of each wheel.
 - (1) if the difference is more than 12 m/s, check the related tachometer for damage.
 - if necessary replace the related DRIVE ASSEMBLY (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003).
 - (a) if the fault continues:
 - replace the related TACHOMETER. (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)

EFF: 201-225, 227-227, 229-253, 256-299, 426-499, 503-549, 551-599, 701-749,

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- 1 if the fault continues:
 - do a check and repair the wiring between the BSCU (10GG) and the related tachometer.

**ON A/C ALL

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

EFF: ALL SROS 32-42-00

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TASK 32-42-00-810-930

Disagree between BSCU COM and MON for wheel 1 70Kts signal

- 1. Possible Causes
 - BSCU (10GG)
 - DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION		
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)		
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>		
AMM 32-42-68-000-003	Removal of the MLG Tachometer-Drive		
AMM 32-42-68-400-003	Installation of the MLG Tachometer-Drive		
3. Fault Confirmation			
**ON A/C ALL			
Post SB 32-1336 For A/C	201-204,206-225,227-227,229-231,233-244,247-253, 276-299,426-450,476-499,503-549,551-551,554-554, 557-563,701-749,		

A. Test

R

(1) Not applicable, you cannot confirm this fault on the ground.

EFF: ALL SROS

32-42-00

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**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continuesDo a check of the wheel 1 Tachometer Drive for Damage
 - (a) If you find damage, replace the drive DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003):

EFF: ALL 32-42-00

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**ON A/C ALL

TASK 32-42-00-810-931

Disagree between BSCU COM and MON for wheel 3 70Kts signal

- 1. Possible Causes
 - BSCU (10GG)
 - DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- 2. Job Set-up Information
 - A. Referenced Information

REFERE	=	DESIGNATION
AMM 3	32-42-34-000-001	
AMM 3	02-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 3	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 3	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM 3	32-42-68-400-003	Installation of the MLG Tachometer-Drive
3. <u>Fau</u>	ult Confirmation	
**ON A	A/C ALL	
Post S	SB 32-1336 For A/C	201-204,206-225,227-227,229-231,233-244,247-253,

A. Test

R

R

(1) Not applicable, you cannot confirm this fault on the ground.

557-563,701-749,

276-299,426-450,476-499,503-549,551-551,554-554,

EFF: ALL
SROS

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**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continuesDo a check of the wheel 3 Tachometer Drive for Damage
 - (a) If you find damage, replace the drive DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003):

EFF: ALL 32-42-00

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**ON A/C ALL

TASK 32-42-00-810-932

Incorrect Pin-Programming data of the BSCU

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION		
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)		
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>		
AMM 32-46-00-740-002	BITE Test of the BSCU - Ground Scanning		
3. Fault Confirmation			
**ON A/C ALL			
Post SB 32-1336 For A/C	201-204,206-225,227-227,229-231,233-244,247-253, 276-299,426-450,476-499,503-549,551-551,554-554, 557-563,701-749,		

A. Test

R R R

(1) Do a ground scanning of the BSCU (Ref. AMM TASK 32-46-00-740-002).

**ON A/C ALL

4. Fault Isolation

**ON A/C ALL

R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the test gives the maintenance message BSCU: INCORRECT PIN-PROGRAMMING
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL

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B. Do the test given in Para. 3.

EFF: ALL
SROS

32-42-00

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**ON A/C ALL

TASK 32-42-00-810-933

Failure of the normal brake servovalve relay (NSV1 + NSV3)

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-00-710-001	Operational Check of the Normal Braking System
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the normal braking system. (Ref. AMM TASK 32-42-00-710-001)
 - (2) Do the ground scanning of the BSCU during the operational test of the normal braking system. (Ref. AMM TASK 32-46-00-740-002)

4. Fault Isolation

- A. If the test gives the maintenance messages BRK NORM SERVOVALVE 15GG and BRK NORM SERVOVALVE 16GG:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
- B. Do the test given in Para.3.A.

EFF: ALL 32-42-00

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TASK 32-42-00-810-934

Failure of the normal brake servovalve relay (NSV2 + NSV4)

- 1. Possible Causes
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	

3. Fault Confirmation

- A. Test.
 - (1) Do the operational test of the normal braking system. (Ref. AMM TASK 32-42-00-710-001)
 - (2) Do the ground scanning of the BSCU during the operational test of the normal braking system. (Ref. AMM TASK 32-46-00-740-002)

4. Fault Isolation

- A. If the test gives the maintenance messages BRK NORM SERVOVALVE 17GG and BRK NORM SERVOVALVE 18GG:
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
- B. Do the test given in Para.3.A.

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R

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EFF :

ALL

TROUBLE SHOOTING MANUAL

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-936

Disagree between BSCU COM and MON for ground spoilers 1 & 2 signals

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) to the SEC1 (1CE1) and SEC2 (1CE2)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 72 /2 7/ 000 004	Personal of the Booking/Chapting Control Unit (BCCII)
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-005 ASM 32-46/01	BITE Test of the Normal Braking System

3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- 564-599,

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- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

(1) Do the BITE Test of the Normal Braking System (Ref. AMM TASK 32-46-00-740-005)

205-205, 232-232, 245-245, 256-275,

451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance messages: SEC1 (1CE1)/BSCU (10GG) and SEC2 (1CE2)/BSCU (10GG).
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the SEC1 (1CE1) and SEC2 (1CE2) (Ref. ASM 32-46/01)
 - B. Do the test given in Para.3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-937

Disagree between BSCU COM and MON for ground spoilers 1 & 3 signals

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU to the SEC1 (1CE1) and SEC3 (1CE3)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-005 ASM 32-46/01	BITE Test of the Normal Braking System

3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test.
 - (1) Do the BITE test of the Normal Braking System. (Ref. AMM TASK 32-46-00-740-005)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance messages:SEC1(1CE1)/BSCU(10GG) and SEC3(1CE3)/BSCU(10GG).
 - replace the BSCU (10GG). (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU to the SEC1 (1CE1) and SEC3 (1CE3) (Ref. ASM 32-46/01)
 - B. Do the test given in Para.3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-938

Disagree between BSCU COM and MON for ground spoilers 2 & 3 signals

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU to the SEC2 (1CE2) and SEC3 (1CE3)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
АММ	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)
Arin	J2 42 J4 000 001	(10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-005 32-46/01	BITE Test of the Normal Braking System

3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

(1) Do the BITE test of the Normal Braking System (Ref. AMM TASK 32-46-00-740-005)

| EFF : 205-205, 232-232, 245-245, 256-275, | 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance messages:SEC2(1CE2)/BSCU(10GG) and SEC3(1CE3)/BSCU(10GG).
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU to the SEC2 (1CE2) and SEC3 (1CE3). (Ref. ASM 32-46/01)
 - B. Do the test given in Para.3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-939

Disagree between BSCU COM and MON for ground spoilers 1 & 2 & 3 signals

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) to the SEC1 (1CE1) and SEC2 (1CE2) and SEC3 (1CE3)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION					
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)					
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>					
AMM ASM	32-46-00-740-005 32-46/01	BITE Test of the Normal Braking System					

- 3. Fault Confirmation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test.
 - (1) Do the BITE test of the Normal Braking System.(Ref. AMM TASK 32-46-00-740-005)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance messages:SEC1(1CE1)/BSCU(10GG) and SEC2(1CE2)/BSCU(10GG) and SEC3(1CE3)/BSCU(10GG).
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the SEC1 (1CE1) and SEC2 (1CE2) and SEC3 (1CE3) (Ref. ASM 32-46/01)
 - B. Do the test given in Para.3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-940

Failure of the tachometer drives on the left gear

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- TACHOMETER-WHEEL 1 (19GG)
- TACHOMETER-WHEEL 2 (21GG)
- wiring from the tachometers to the BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION						
AMM 32-42-00-720-002 AMM 32-42-57-000-001	Functional test of the tachometers Removal of the Tachometer						

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AMM 32-42-57-000-001 Removal of the Tachometer

AMM 32-42-57-400-001 Installation of the Tachometer

AMM 32-42-68-000-003 Removal of the MLG Tachometer-Drive

AMM 32-42-68-400-003 Installation of the MLG Tachometer-Drive

ASM 32-42/02
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3. Fault Confirmation

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
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- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

(1) Do the functional test of the tachometers.(Ref. AMM TASK 32-42-00-720-002)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test confirms the fault:
 - inspect the two tachometer drives
 - (1) If the tachometer drives are damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) and DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM) (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003)
 - (2) If the tachometer drives are not damaged:
 - replace the TACHOMETER-WHEEL 1 (19GG) and TACHOMETER-WHEEL 2 (21GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
 - (3) If the fault continues:
 - do a check and repair the wiring from the tachometers to the BSCU (10GG). (Ref. ASM 32-42/02)
 - B. Do the functional test given in Para.3.A.

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-941

Failure of the tachometer drives on the right gear

1. Possible Causes

- DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
- DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- TACHOMETER-WHEEL 3 (20GG)
- TACHOMETER-WHEEL 4 (22GG)
- wiring from the tachometers to the BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

	REFERENCE	DESIGNATION						
AMM 32-42-00-720-002 Functional test of the tachometers								

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AMM 32-42-00-720-002 Functional test of the tachometers
AMM 32-42-57-000-001 Removal of the Tachometer
AMM 32-42-57-400-001 Installation of the Tachometer
AMM 32-42-68-000-003 Removal of the MLG Tachometer-Drive
ASM 32-42/02
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3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test.

(1) Do the functional test of the tachometers.(Ref. AMM TASK 32-42-00-720-002)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test confirms the fault:
 - inspect the two tachometer drives
 - (1) If the tachometer drives are damaged:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM) and DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003)
 - (2) If the tachometer drives are not damaged:
 - replace the TACHOMETER-WHEEL 3 (20GG) and TACHOMETER-WHEEL 4 (22GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
 - (3) If the fault continues:
 - do a check and repair the wiring from the tachometers to the BSCU (10GG) (Ref. ASM 32-42/02)
 - B. Do the functional test given in Para.3.A.

205-205, 232-232, 245-245, 256-275,

451-475, 553-553, 555-555, 564-599,

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-942

Loss of the signals from the left tachometers to the BSCU

1. Possible Causes

- BSCU (10GG)
- TACHOMETER-WHEEL 1 (19GG)
- TACHOMETER-WHEEL 2 (21GG)
- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- wiring from the left tachometers to the BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION				
AMM	32-42-00-720-002	Functional test of the tachometers				
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)				
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>				
AMM	32-42-57-000-001	Removal of the Tachometer				
AMM	32-42-57-400-001	Installation of the Tachometer				
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive				
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive				

3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,

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- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

 Do the functional test of the tachometers.(Ref. AMM TASK 32-42-00-720-002)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test confirms the fault:
 - Do a check and repair the wiring from the left tachometers to the BSCU (10GG)
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - replace the TACHOMETER-WHEEL 1 (19GG) and TACHOMETER-WHEEL 2 (21GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
 - (3) If the fault continues:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) and DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM) (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003)
 - B. Do the test given in Para.3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-42-00-810-943

Loss of the signals from the right tachometers to the BSCU

- 1. Possible Causes
 - BSCU (10GG)
 - TACHOMETER-WHEEL 3 (20GG)
 - TACHOMETER-WHEEL 4 (22GG)
 - DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
 - DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
 - wiring from the right tachometers to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERE	ENCE	DESIGNATION				
AMM 3	32-42-00-720-002	Functional test of the tachometers				
AMM 3	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)				
AMM 3	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>				
AMM 3	32-42-57-000-001	Removal of the Tachometer				
AMM 3	32-42-57-400-001	Installation of the Tachometer				
AMM 3	32-42-68-000-003	Removal of the MLG Tachometer-Drive				
AMM 3	32-42-68-400-003	Installation of the MLG Tachometer-Drive				

3. Fault Confirmation

- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

A. Test

(1) Do the functional test of the tachometers.(Ref. AMM TASK 32-42-00-720-002)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test confirms the fault:
 - do a check and repair the wiring from the right tachometers to the BSCU (10GG)
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - replace the TACHOMETER-WHEEL 3 (20GG) and TACHOMETER-WHEEL 4 (22GG) (Ref. AMM TASK 32-42-57-000-001) (Ref. AMM TASK 32-42-57-400-001)
 - (3) If the fault continues:
 - replace the DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM) and DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) (Ref. AMM TASK 32-42-68-000-003) (Ref. AMM TASK 32-42-68-400-003)
 - B. Do the functional test given in Para.3.A.

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-42-00-810-946

Smoke and Dust on One Brake During Taxi with the Brakes not Operated

1. Possible Causes

- WHEEL-MLG, 2 (2649GM)
- WHEEL-MLG, 4 (2650GM)
- WHEEL-MLG, 1 (2651GM)
- WHEEL-MLG, 3 (2652GM)
- BRAKE-WHEEL 2 (2641GM)
- BRAKE-WHEEL 4 (2642GM)
- BRAKE-WHEEL 1 (2643GM)
- BRAKE-WHEEL 3 (2644GM)

2. Job Set-up Information

A. Referenced Information

REFE	 RENCE 	DESIGNATION					
AMM	07-12-00-582-002	Jacking for Main Gear Wheel Change					
AMM	32-41-00-210-002	Inspection/Check of the Wheels and Tires					
AMM	32-41-11-000-006	Removal of the MLG Wheel (2649GM,2650GM,2651GM,2652GM)					
AMM	32-41-11-400-006	Installation of the MLG Wheel (2649GM,2650GM,2651GM,2652GM)					
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)					
AMM	32-42-27-210-001	Inspection/Check of the Brake with the Wheel Installed					
AMM	32-42-27-210-006	Inspection/Check of the Brake with the Wheel Removed					
AMM	32-42-27-400-001	Installation of the Brake (2641GM,2642GM,2643GM,2644GM)					

3. Fault Confirmation

A. Test
Not applicable, the fault is evident.

4. Fault Isolation

- A. If there is smoke and dust during taxi with the brakes not operated:
 - (1) Lift the related axle with a jack (Ref. AMM TASK 07-12-00-582-002).
 - (2) Do a visual inspection/check of the related wheel (Ref. AMM TASK 32-41-00-210-002).

EFF: ALL 32-42-00

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- (3) If the visual inspection/check of the wheel is OK:
 - (a) Turn the wheel and do the inspection/check of the brake with the wheel installed (Ref. AMM TASK 32-42-27-210-001) and make sure during rotation that:
 - there is no vibration and abnormal noise
 - no metallic or carbon pieces fall down from the brake or the wheel
 - there is no dust on the brake.
- (4) If the inspection/check of the brake with the wheel installed is OK:do the steps (7)(b) and (c).
 - after the subsequent flight, make sure that the fault does not continue.
- (5) If you are not sure of the condition or if the inspection of the brake with the wheel installed is not **OK**:
 - (a) Remove the related WHEEL-MLG, 2 (2649GM) or WHEEL-MLG, 4 (2650GM) or WHEEL-MLG, 1 (2651GM) or WHEEL-MLG, 3 (2652GM) (Ref. AMM TASK 32-41-11-000-006).
 - (b) Do the inspection/check of the related brake with the wheel removed (Ref. AMM TASK 32-42-27-210-006).
- (6) If the inspection/check of the related brake with the wheel removed is not OK:
 - (a) Replace the defective BRAKE-WHEEL 2 (2641GM) or BRAKE-WHEEL 4 (2642GM) or BRAKE-WHEEL 1 (2643GM) or BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001) and do the steps that follow.
- (7) If the inspection/check of the related brake with the wheel removed is OK:
 - (a) Install the related wheel (Ref. AMM TASK 32-41-11-400-006).
 - (b) Lower the aircraft on its wheels (Ref. AMM TASK 07-12-00-582-002).
 - (c) Make sure that the work area is clean and clear of tool(s) and other items.

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R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

TASK 32-42-00-810-947

Disagree between BSCU COM and MON due to the L/G lever up signal during Landing Roll (phase O(S))

- 1. Possible Causes
 - LEVER-L/G NORM CTL (6GA)
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	 RENCE 	DESIGNATION					
AMM	31-32-00-869-002	Procedure for Class 3 Faults Reading					
AMM	32-31-11-000-001	Removal of the Landing Gear Normal Control lever (6GA)					
AMM	32-31-11-400-001	Installation of the Landing Gear Normal Control Lever (6GA)					
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)					
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>					

- 3. Fault Confirmation
 - A. Test
 - (1) Read the CLASS 3 FAULTS report of the two BSCU Systems (Ref. AMM TASK 31-32-00-869-002).
- 4. Fault Isolation
 - A. If the CLASS 3 FAULTS report gives the maintenance message L/G LEVER:
 - Replace the LEVER-L/G NORM CTL (6GA) (Ref. AMM TASK 32-31-11-000-001) (Ref. AMM TASK 32-31-11-400-001).
 - (1) If the fault continues:
 - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - B. After the subsequent flight, make sure that the fault does not continue.

EFF: 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,

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- R **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450, R 476-499, 503-549, 551-551, 554-554, 557-563, 701-749,
- R TASK 32-42-00-810-949
- R Electrical Failure of Multiple Normal-Brake Servovalves
- R 1. Possible Causes
- R 2. Job Set-up Information
- R A. Referenced Information

R R	REFERENCE	DESIGNATION							
R	32-42-00-810-805	Electrical or hydraulic failure of the Normal Brake							
R		Servovalve 15GG.							
R	32-42-00-810-806	Electrical or hydraulic failure of the Normal Brake							
R		Servovalve 17GG.							
R	32-42-00-810-807	Electrical or hydraulic failure of the Normal Brake							
R		Servovalve 16GG.							
R	32-42-00-810-808	Electrical or hydraulic failure of the Normal Brake							
R		Servovalve 18GG.							
R	AMM 32-46-00-740-005	BITE Test of the Normal Braking System							
R	TSM 32-42-00 P.Block 301	NORMAL BRAKING							

R 3. Fault Confirmation

```
R **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450, R 476-499, 503-549, 551-551, 554-554, 557-563, 701-749, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299, R 426-450,476-499,503-549,551-551,554-554,557-563, R 701-749,
```

R A. Test

- R (1) Do the BITE test of the Normal braking system (Ref. AMM TASK 32-46- R 00-740-005).
- R (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. TSM 32-R 42-00 P.Block 301).

EFF: 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450, 476-499, 503-549, 551-551, 554-554, 557-563, 701-749, SROS

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```
R **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450,
  476-499, 503-549, 551-551, 554-554, 557-563, 701-749,
R 4. Fault Isolation
  **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450,
  476-499, 503-549, 551-551, 554-554, 557-563, 701-749,
R
  Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299,
                            426-450,476-499,503-549,551-551,554-554,557-563,
R
R
                            701-749,
R
      A. If the BITE test gives the maintenance message MULT NORM BRK SERVOVALVE
         (--GG) and the TROUBLE SHOOTING DATA gives the fault code 77h and two or
R
         more of these messages:
R
         - BRK NORM SERVOVALVE 15GG and/or
R
         - BRK NORM SERVOVALVE 16GG and/or
R
R
         - BRK NORM SERVOVALVE 17GG and/or
         - BRK NORM SERVOVALVE 18GG.
R
R
           Do the related procedure:
         - for BRK NORM SERVOVALVE 15GG (fault code 1A) (Ref. TASK 32-42-00-810-
R
           805).
R
R
         - for BRK NORM SERVOVALVE 16GG (fault code 1C) (Ref. TASK 32-42-00-810-
R
           806).
R
         - for BRK NORM SERVOVALVE 17GG (fault code 1B) (Ref. TASK 32-42-00-810-
R
           807).
         - for BRK NORM SERVOVALVE 18GG (fault code 1D) (Ref. TASK 32-42-00-810-
R
R
           808).
R **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450,
  476-499, 503-549, 551-551, 554-554, 557-563, 701-749,
R 5. Close-up
  **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450,
  476-499, 503-549, 551-551, 554-554, 557-563, 701-749,
   Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299,
R
                            426-450,476-499,503-549,551-551,554-554,557-563,
R
                            701-749.
```

R A. Do the test given in para. 3.

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NORMAL BRAKING - TASK SUPPORTING DATA

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

1. TROUBLE SHOOTING DATA of the BSCU

- A. CFDS BSCU Messages decoding:
 - (1) On the center pedestal, on the MCDU, get the MCDU MENU page:
 - on the MCDU MENU page, push the line key adjacent to the CFDS indication
 - on the CFDS MENU page, push the line key adjacent to the SYSTEM REPORT/TEST indication
 - on the SYSTEM REPORT/TEST page, push the line key adjacent to the L/G indication
 - on the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication
 - on the BSCU1 page, push the line key adjacent to the TROUBLE SHOOTING DATA indication.
 - (2) Example:

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

1. TROUBLE SHOOTING DATA of the BSCU

- A. CFDS BSCU Messages decoding:
 - (1) Get access to the TROUBLE SHOOTING DATA (TSD) via the BSCU CHAN 1 or 2 page
 - on the MCDU menu page, push the line key adjacent to the CFDS indication
 - on the CFDS menu page, push the line key adjacent to the SYSTEM REPORT/TEST indication
 - on the SYSTEM REPORT/TEST page, push the line key adjacent to the L/G indication
 - on the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 or BSCU2 indication
 - on the BSCU CHAN 1 or BSCU CHAN 2 page, push the line key adjacent to the TROUBLE SHOOT DATA indication
 - on the TROUBLE SHOOTING DATA page(s), you can read complementary information concerning the fault ("snapshot" of the system environment at the time of the fault). (Ref. Fig. 301, 302)
 - (2) Get access to the TSD via LAST LEG REPORT, PREVIOUS LEGS REPORT, GROUND SCANNING, GROUND REPORT or SYSTEM TEST
 - After a LAST LEG REPORT, PREVIOUS LEGS REPORT, GROUND SCANNING, GROUND REPORT or SYSTEM TEST selection, if a list of faults comes into view, push the line key adjacent to the prompt ">" at the right of the Class number of the fault
 - on the TROUBLE SHOOTING DATA page(s), you can read complementary information concerning the fault ("snapshot" of the system environment at the time of the fault) (Ref. Fig. 301, 302)

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/				BSCU CHAN 1 1/2 TROUBLE SHOOTING DATA DEC17 1430 45 1	E (6GC) 56789012345678	000 08 1500 42.1 080.3 PEDA 78.2 080.3 PEDA 1.8 22.0 21.9	ARETURN PRINT *	
NUMBER OF EVENTS				WORD 4 OPERATINAL DATA (HEXA)	TSD PERTINENCE TSDKO TSDOK	GROUND SPEED RANGE: 0 TO 248kts ACCURACY: 0.25kts	NORM BRAKE MODE PEDAL AUTO RELEV TFF NOBRK	NOR SV 4 CURRENT RANGE: 0 TO 40Ma ACCURACY: 1/16Ma
FAILURE CODE	AESSAGE	MESSAGE	INTIFICATION	WORD 3 BSCU INTERNAL FAILURE	FWC FLIGHT PHASE FROM 1 TO 10	NOT USED	LEFT PEDAL UPOT/UREF RANGE: 0 TO 100% ACCURACY: 0.125%	NOR SV 3 CURRENT RANGE: 0 TO 40Ma ACCURACY: 1/16Ma
UTC	FAILURE MESSAGE	FAILURE MESSAGE	AIRCRAFT IDENTIFICATION	WORD 2 BSCU INTERNAL FAILURE	PASSIVE BSCU STATE (HEXA)	REFERENCE SPEED RANGE: 0 TO 248kts ACCURACY: 0.25kts	RIGHT PEDAL UPOT/UREF PANGE: 0 TO 100% ACCURACY: 0.125%	NOR SV 2 CURRENT RANGE: 0 TO 40Ma ACCURACY: 1/16Ma
DATE				WORD 1 EVENT CODES	ACTIVE BSCU STATE (HEXA)	BSCU FLIGHT PHASE (HEXA)	N BRAKE SEL VLV OPEN CLOSE	NOR SV 1 CURRENT RANGE: 0 TO 40Ma ACCURACY: 1/16Ma

Trouble Shooting Data - Internal Fault Detail Figure 301 (SHEET 1)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599, SROS

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3 TSD0

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					TROUBLE SHOOTING DATA	03.1 03.2 03.1 03.1 03.4 03.2 03.2 03.2	042.0 041.9 041.9 042.1	01132 01998 02002 02181 210 180 182 192	+0.2 CLOSE +00.1 -0.01	<pre></pre>					
_	//	//	/		/						\				_
NUMBER OF EVENTS	A/SKID CURRENT WHEEL 4	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	ALT SV 4 CURRENT	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	WHEEL 4 SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	WHEEL 4 REF SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	SV 4 NORM PRESS	RANGE: 0 TO 2900psi ACCURACY: 2psi	BRAKE 4 TEMP	RANGE: 0 TO 999°c ACCURACY: 1°c	NWS SV LVDT POSITION RANGE: -0.99 TO +0.99mm ACCURACY: 1/128mm	NWS POSITION RVDT RANGE:-99 TO 99DEG.	ACCURACY: 1/8DEG.
FAILURE CODE	A/SKID CURRENT WHEEL 3	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	ALT SV 3 CURRENT	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	WHEEL 3 SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	WHEEL 3 REF SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	SV 3 NORM PRESS	RANGE: 0 TO 2900psi ACCURACY: 2psi	BRAKE 3 TEMP	RANGE: 0 TO 999°c ACCURACY: 1°c	NOT USED	Ġ.	ACCURACY: 1/8DEG.
UTC	A/SKID CURRENT WHEEL 2	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	ALT SV 2 CURRENT	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	WHEEL 2 SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	WHEEL 2 REF SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	SV 2 NORM PRESS	RANGE: 0 TO 2900psi ACCURACY: 2psi	BRAKE 2 TEMP	RANGE: 0 TO 999°c ACCURACY: 1°c	NOT USED	NAS EV VA	CLOSE
DATE	A/SKID CURRENT WHFFI 1	RANGE: 0 TO 40Ma ACURACY: 1/16Ma	ALT SV 1 CURRENT	RANGE: 0 TO 40Ma ACCURACY: 1/16Ma	WHEEL 1 SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	WHEEL 1 REF SPEED	RANGE: 0 TO 248kts ACCURACY: 0.25kts	SV 1 NORM PRESS	RANGE: 0 TO 2900psi ACCURACY: 2psi	BRAKE 1 TEMP	RANGE: 0 TO 999°c ACCURACY: 1°c	NOT USED	NWS SV CURRENT RANGE: -9.9 TO 9.9Ma	ACCURACY: 1/16Ma

Trouble Shooting Data - Internal Fault Detail Figure 301 (SHEET 2)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599, SROS

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3 TSD1

32 42 00

		,		TROUBLE SHOOTING DATA DEC17 1630 912 1	LGCIU2(5GA2)L SHOCK ABS SIGNAL/BSCU(10GG) 123456789012345678901234 IAO2 1000 0000 B3	042.1	78.2 080.3 PEDA 0.2 CLOSE +00	K LUKN FRINI X					
_	/		/							\		\	_
NUMBER OF EVENTS				WORD 4 OPERATIONAL DATA (HEXA)		GROUND SPEED	RANGE: 0 TO 248 kts ACCURACY: 0.25 kts	NORM BRAKE MODE PEDAL ALITO	RELEV TFF NOBRK	NWS SV ORDER	RANGE: -75 TO 75DEG. ACCURACY: 1/8DEG.	NOT USED	
FAILURE CODE	SAGE	SAGE	FICATION	WORD 3 BSCU INTERNAL FAILURE	FWC FLIGHT PHASE FROM 1 TO 10	NOT USED		LEFT PEDAL UPOT/UREF	RANGE: 0 TO 100% ACCURACY: 0.125%	NWS EV	OPEN CLOSE	NOT USED	
UTC	FAILURE MESSAGE	FAILURE MESSAGE	AIRCRAFT IDENTIFICATION	WORD 2 BSCU INTERNAL FAILURE	PASSIVE BSCU STATE (HEXA)	REFERENCE SPEED	RANGE: 0 TO 248 kts ACCURACY: 0.25 kts	RIGHT PEDAL UPOT/UREF	RANGE: 0 TO 100% ACCURACY: 0.125%	NWS SV CURRENT	RANGE: -9.9 TO 9.9Ma ACCURACY: 1/16Ma	NOT USED	
DATE				WORD 1 EVENT CODES	ACTIVE BSCU STATE (HEXA)	BSCU FLIGHT PHASE	(NEAA)	N BRAKE SEL VLV OPEN	CLOSE	NOIZION IVOIZIONI	RANGE: -0.99 TO +0.99mm RANGE: -9.9 TO 9.9Ma ACCURACY: 1/128mm ACCURACY: 1/16Ma	NWS POSITION BVDT	RANGE: -99 TO 99 DEG. ACCURACY: 1/8 DEG.

Trouble Shooting Data - External Fault Detail Figure 302

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

, |

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TROUBLE SHOOTING MANUAL

ALTERNATE BRAKING WITH ANTI SKID - FAULT ISOLATION PROCEDURES

TASK 32-43-00-810-801

Electrical failure of the Alternate Brake Servovalve (41GG)

- 1. Possible Causes
 - BSCU (10GG)
 - SERVOVALVE-ALTN BRK WHEEL 1 (41GG)
 - wiring from the BSCU (10GG) to the alternate brake servovalve (41GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION					
	72 /2 27 /22 224						
AMM	32-42-27-400-001	Installation of the Brake					
		(2641GM,2642GM,2643GM,2644GM)					
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)					
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>					
AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)					
AMM	32-46-00-740-001	BITE Test of the BSCU					
ASM	32-43/01						

- 3. Fault Confirmation
 - A. Test
 Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK ALTN SERVOVALVE 41GG:do a continuity/resistance test at the servovalve.

 $\underline{\mathtt{NOTE}}$: The resistance must be between:

- 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
- 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).

EFF: ALL

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- (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 1 (41GG), (Ref. AMM TASK 32-43-27-000-001) (Ref. AMM TASK 32-42-27-400-001)
- (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (41GG) pins AB/1A, 1B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C 256-275, 451-475,

- A. If the test gives the maintenance message BRK ALTN SERVOVLV(41GG):
 do a continuity/resistance test at the servovalve.
 - NOTE: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C,
 (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C, (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 1 (41GG), (Ref. AMM TASK 32-43-27-000-001) (Ref. AMM TASK 32-42-27-400-001)
 - (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (41GG) pins AB/1A, 1B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C ALL

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

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TASK 32-43-00-810-802

Electrical failure of the Alternate Brake Servovalve (43GG)

- 1. Possible Causes
 - BSCU (10GG)
 - SERVOVALVE-ALTN BRK WHEEL 2 (43GG)
 - wiring from the BSCU (10GG) to the alternate brake servovalve (43GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-43/01		

- 3. Fault Confirmation
 - A. Test
 Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK ALTN SERVOVALVE 43GG:do a continuity/resistance test at the servovalve.

NOTE: The resistance must be between:

- 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C,
 (E and F) for coil B1, (B2).
- 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
- (1) If the test is not **OK**:
 - replace the SERVOVALVE-ALTN BRK WHEEL 2 (43GG), (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

EFF: ALL
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- (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (43GG) pins AB/2A, 2B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C 256-275, 451-475,

A. If the test gives the maintenance message BRK ALTN SERVOVLV(43GG):
- do a continuity/resistance test at the servovalve.

NOTE: The resistance must be between:

- 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
- 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
- (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 2 (43GG), (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).
- (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (43GG) pins AB/2A, 2B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C ALL

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

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TASK 32-43-00-810-803

Electrical failure of the Alternate Brake Servovalve (40GG)

- 1. Possible Causes
 - BSCU (10GG)
 - SERVOVALVE-ALTN BRK WHEEL 3 (40GG)
 - wiring from the BSCU (10GG) to the alternate brake servovalve 40GG
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION	
AMM	32-42-27-400-001	Installation of the Brake	
		(2641GM,2642GM,2643GM,2644GM)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
ASM	32-43/01		

- 3. Fault Confirmation
 - A. Test Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK ALTN SERVOVALVE 40GG: - do a continuity/resistance test at the servovalve.

NOTE: The resistance must be between:

- 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C, (E and F) for coil B1, (B2).
- 45 and 50 ohms for P/N E21XXXXXX between the terminals A and C, (A and F) for coil B1, (B2).
- (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 3 (40GG), (Ref. AMM TASK 32-43-27-000-001) (Ref. AMM TASK 32-42-27-400-001).

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- (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve 40GG pins AB/3A, 3B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C 256-275, 451-475,

- A. If the test gives the maintenance message BRK ALTN SERVOVLV(40GG):
 do a continuity/resistance test at the servovalve.
 - NOTE: The resistance must be between:
 - 90 and 100 ohms for P/N C20XXXXXX between the terminals A and C,
 (E and F) for coil B1, (B2).
 - 45 and 50 ohms for P/N E21XXXXXXX between the terminals A and C,
 (A and F) for coil B1, (B2).
 - (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 3 (40GG), (Ref. AMM TASK 32-43-27-000-001) (Ref. AMM TASK 32-42-27-400-001).
 - (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve 40GG pins AB/3A, 3B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C ALL

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

EFF: ALL

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TASK 32-43-00-810-804

Electrical failure of the Alternate Brake Servovalve (42GG)

- 1. Possible Causes
 - BSCU (10GG)
 - SERVOVALVE-ALTN BRK WHEEL 4 (42GG)
 - wiring from the BSCU (10GG) to the alternate brake servovalve (42GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>	
AMM ASM	32-46-00-740-001 32-43/01	BITE Test of the BSCU	

- 3. Fault Confirmation
 - A. Test
 Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BRK ALTN SERVOVALVE 42GG:- do a continuity/resistance test at the servovalve. The resistance must
 - do a continuity/resistance test at the servovalve. The resistance must be between 90 and 100 ohms.
 - (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 4 (42GG), (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

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- (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (42GG) pins AB/4A, 4B to pins A/C, A (Ref. ASM 32-43/01).
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance message BRK ALTN SERVOVLV(42GG):
 - do a continuity/resistance test at the servovalve. The resistance must be between 90 and 100 ohms.
 - (1) If the test is not OK:
 - replace the SERVOVALVE-ALTN BRK WHEEL 4 (42GG), (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).
 - (2) If the test is OK:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the alternate brake servovalve (42GG) pins AB/4A, 4B to pins A/C, A (Ref. ASM 32-43/01).

**ON A/C ALL

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

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EFF: ALL

TROUBLE SHOOTING MANUAL

TASK 32-43-00-810-805

Loss of the Pedal Artificial Feel on the Two Sides (Auxiliary Low-Pressure System Failure)

1. Possible Causes

- HYD RESERVOIR-BRK CTL (2624GM)
- hydraulic line

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking
AMM	32-43-11-000-001	Removal of the Brake Control Hydraulic Reservoir
AMM	32-43-11-210-001	Check Fluid Level of Low Pressure Brake Reservoir
AMM	32-43-11-400-001	Installation of the Brake Control Hydraulic Reservoir
AIIII	3L 43 11 400 001	instactación or ene si ake controt nyaradero kegervon

3. Fault Confirmation

- A. Test
 - (1) Do a check to confirm that the brake pedals are pushed with little or no resistance.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the fluid level of the brake-control hydraulic reservoir (2624GM) (Ref. AMM TASK 32-43-11-210-001).
- (1) Do a check for an external hydraulic leak of the brake-control hydraulic reservoir (2624GM).
 - (a) if there is a leak:
 - replace the HYD RESERVOIR-BRK CTL (2624GM) (Ref. AMM TASK 32-43-11-000-001) and (Ref. AMM TASK 32-43-11-400-001).
 - (2) If there is not leak:
 - do a check and repair, if necessary, the leak of the hydraulic line between the brake-control hydraulic reservoir (2624GM) and the master cylinder (2625GM or 2626GM).
 - bleed the Low Pressure Control System of the Alternate braking (Ref. AMM TASK 32-43-00-612-001).

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TASK 32-43-00-810-806

Loss of the Pedal Artificial Feel on the Right Side (Auxiliary Low-Pressure System Failure)

1. Possible Causes

- MASTER CYL-BRK CTL,R (2626GM)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- mechanical link between the pedal and the right master cylinder (2626GM)
- hydraulic line

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
R	AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking
	AMM	32-43-12-000-001	Removal of the Brake Control Master Cylinder (2625GM,2626GM)
	AMM	32-43-12-400-001	Installation of the Brake Control Master Cylinder (2625GM,2626GM)
	AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution
	AMM	32-43-14-400-001	Installation of the Dual-Valve 2577GM Alternate Brake-Distribution

3. Fault Confirmation

A. Test

(1) Do a check to confirm that the right brake pedal is pushed with little or no resistance.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check and repair, if necessary, the mechanical link between the pedal and the right master cylinder (2626GM).
 - (1) If the fault continues:
 - do a check and repair, if necessary, the hydraulic line between the right master cylinder (2626GM) and the Alternate-brake distribution dual-valve (2577GM).
 - bleed the Low Pressure Control System of the Alternate braking (Ref. AMM TASK 32-43-00-612-001)

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- R (2) If the fault continues:
 - replace the MASTER CYL-BRK CTL,R (2626GM) (Ref. AMM TASK 32-43-12-000-001) and (Ref. AMM TASK 32-43-12-400-001).
- R (3) If the fault continues:
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) and (Ref. AMM TASK 32-43-14-400-001).

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TASK 32-43-00-810-807

Loss of the Pedal Artificial Feel on the left Side (Auxiliary Low-Pressure System Failure)

1. Possible Causes

- MASTER CYL-BRK CTL,L (2625GM)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- mechanical link
- hydraulic line

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION
R	AMM	32-43-00-612-001	Filling and bleeding of the Low Pressure Control System of the Alternate Braking
	AMM	32-43-12-000-001	Removal of the Brake Control Master Cylinder (2625GM,2626GM)
	AMM	32-43-12-400-001	Installation of the Brake Control Master Cylinder (2625GM,2626GM)
	AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution
	AMM	32-43-14-400-001	Installation of the Dual-Valve 2577GM Alternate Brake-Distribution

3. Fault Confirmation

A. Test

(1) Do a check to confirm that the left brake pedal is pushed with little or no resistance.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check and repair, if necessary, the mechanical link between the pedal and the left master cylinder (2625GM).
 - (1) If the fault continues:
 - do a check and repair, if necessary, the hydraulic line between the left master cylinder (2625GM) and the Alternate-brake distribution dual-valve (2577GM).
 - bleed the Low Pressure Control System of the Alternate braking (Ref. AMM TASK 32-43-00-612-001)

R

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- R (2) If the fault continues:
 - replace the MASTER CYL-BRK CTL,L (2625GM) (Ref. AMM TASK 32-43-12-000-001) and (Ref. AMM TASK 32-43-12-400-001).
- (3) If the fault continues: R
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) and (Ref. AMM TASK 32-43-14-400-001).

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TASK 32-43-00-810-808

Loss of Alternate Braking on All the Brakes (Hydraulic Failure)

1. Possible Causes

- VALVE-PARK BRK OPERATED (2579GM)
- AUTOMATIC SEL-BRK (2576GM)
- hydraulic line

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM AMM AMM	32-42-13-000-001 32-42-13-400-001 32-43-00-710-001 32-43-14-200-002 32-45-14-000-001 32-45-14-400-001	Removal of the Automatic Selector 2576GM Installation of the Automatic Selector 2576GM Operational Check of Alternate Braking System Drain Water Accumulation in the Drain Tube of the Alternate Brake Dual Distribution Valve Removal of the Parking Brake Valve 2579GM Installation of the Parking Brake Valve 2579GM	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of Alternate braking with anti skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that there is no pressure on the two sides (RH & LH) of the triple indicator.

4. Fault Isolation

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R A. If the test confirms the fault:

(1) Do a check for drain water on the alternate-brake distribution dual valve (Ref. AMM TASK 32-43-14-200-002) only if the aircraft operates in cold weather conditions.

If the aircraft does not operates in cold weather conditions:

- do steps (2) to (4) directly.
- (2) If the fault continues:
 - do a check for leaks on the:
 - hydraulic line between the automatic selector (2576GM) and the parking-brake operated valve (2579GM)
 - hydraulic line between the parking-brake operated valve (2579GM) and the alternate-brake distribution dual valve (2577GM).

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- R (3) If there are leaks:
 - repair the related hydraulic line.
- R (4) If there are no leaks:
 - replace the VALVE-PARK BRK OPERATED (2579GM) (Ref. AMM TASK 32-45-14-000-001) and (Ref. AMM TASK 32-45-14-400-001).
 - (a) If the fault continues:
 - replace the AUTOMATIC SEL-BRK (2576GM) (Ref. AMM TASK 32-42-13-000-001) and (Ref. AMM TASK 32-42-13-400-001).

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TASK 32-43-00-810-809

Loss of Alternate Braking on the Wheel 1 (Hydraulic Failure)

1. Possible Causes

- BRAKE-WHEEL 1 (2643GM)
- related self-sealing coupling
- hydraulic line
- alternate brake pistons
- SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM)
- SERVOVALVE-ALT BRK, WHEEL 1 (41GG)

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)	
	AMM	32-42-27-400-001	Installation of the Brake (2641GM,2642GM,2643GM,2644GM)	
R	AMM	32-43-00-710-001	Operational Check of Alternate Braking System	
	AMM	32-43-16-000-001	Removal of the Alternate Brake Safety-Valve	
	AMM	32-43-16-400-001	Installation of the Alternate Brake Safety-Valve	
	AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
	AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of alternate braking with anti-skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that the related pistons of the wheel 1 do not extend.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the connection of the related self-sealing coupling.
 - (1) If not correct:
 - correctly adjust the related self-sealing coupling.

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- (2) If the fault continues:
 - do a check for leaks on the hydraulic line between the safety valve (2620GM) and the brake unit (wheel 1).
 - (a) If there are leaks:
 - repair the leaks and reactivate the safety valve (2620GM).
 - (b) If there are no leaks and if the fault continues:
 - do a check for leaks on the alternate brake pistons of the wheel 1.
 - 1 If there are leaks:
 - replace the BRAKE-WHEEL 1 (2643GM) (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001) and reactivate the safety valve (2620GM).
 - 2 If there are no leaks and if the fault continues:
 - replace the SAFETY VALVE-ALTN BRK, WHEEL 1 (2620GM) (Ref. AMM TASK 32-43-16-000-001) and (Ref. AMM TASK 32-43-16-400-001).
- (3) If the fault continues:
 - replace the SERVOVALVE-ALT BRK, WHEEL 1 (41GG) (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

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TASK 32-43-00-810-810

Loss of Alternate Braking on the Wheel 2 (Hydraulic Failure)

1. Possible Causes

- BRAKE-WHEEL 2 (2641GM)
- related self-sealing coupling
- hydraulic line
- alternate brake pistons
- SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM)
- SERVOVALVE- ALT BRK, WHEEL 2 (43GG)

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)	
	AMM	32-42-27-400-001	Installation of the Brake (2641GM,2642GM,2643GM,2644GM)	
R	AMM	32-43-00-710-001	Operational Check of Alternate Braking System	
	AMM	32-43-16-000-001	Removal of the Alternate Brake Safety-Valve	
	AMM	32-43-16-400-001	Installation of the Alternate Brake Safety-Valve	
	AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
	AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of alternate braking with anti-skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that the related pistons of the wheel 2 do not extend.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the connection of the related self-sealing coupling.

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- (1) If not correct:
 - correctly adjust the related self-sealing coupling.

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- (2) If the fault continues:
 - do a check for leaks on the hydraulic line between the safety valve (2622GM) and the brake unit (wheel 2).
 - (a) If there are leaks:
 - repair the leaks and reactivate the safety valve (2622GM).
 - (b) If there are no leaks and if the fault continues:
 - do a check for leaks on the alternate brake pistons of the wheel 2.
 - 1 If there are leaks:
 - replace the BRAKE-WHEEL 2 (2641GM) (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001) and reactivate the safety valve (2622GM).
 - 2 If there are no leaks and if the fault continues:
 - replace the SAFETY VALVE-ALTN BRK, WHEEL 2 (2622GM) (Ref. AMM TASK 32-43-16-000-001) and (Ref. AMM TASK 32-43-16-400-001).
- (3) If the fault continues:
 - replace the SERVOVALVE- ALT BRK, WHEEL 2 (43GG) (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

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TASK 32-43-00-810-811

Loss of Alternate Braking on the Wheel 3 (Hydraulic Failure)

- 1. Possible Causes
 - BRAKE-WHEEL 3 (2644GM)
 - related self-sealing coupling
 - hydraulic line
 - alternate brake pistons
 - SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM)
 - SERVOVALVE- ALT BRK, WHEEL 3 (40GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM	32-42-27-400-001	Installation of the Brake (2641GM,2642GM,2643GM,2644GM)
AMM	32-43-00-710-001	Operational Check of Alternate Braking System
AMM	32-43-16-000-001	Removal of the Alternate Brake Safety-Valve
AMM	32-43-16-400-001	Installation of the Alternate Brake Safety-Valve
AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)
AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of alternate braking with anti-skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that the related pistons of the wheel 3 do not extend.
- 4. Fault Isolation
 - A. If the test confirms the fault:
 - do a check of the connection of the related self-sealing coupling.
 - (1) If not correct:
 - correctly adjust the related self-sealing coupling.

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- (2) If the fault continues:
 - do a check for leaks on the hydraulic line between the safety valve (2623GM) and the brake unit (wheel 3).
 - (a) If there are leaks:
 - repair the leaks and reactivate the safety valve (2623GM).
 - (b) If there are no leaks and if the fault continues:
 - do a check for leaks on the alternate brake pistons of the wheel 3.
 - 1 If there are leaks:
 - replace the BRAKE-WHEEL 3 (2644GM) (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001) and reactivate the safety valve (2623GM).
 - 2 If there are no leaks and if the fault continues:
 - replace the SAFETY VALVE-ALTN BRK, WHEEL 3 (2623GM) (Ref. AMM TASK 32-43-16-000-001) and (Ref. AMM TASK 32-43-16-400-001).
- (3) If the fault continues:
 - replace the SERVOVALVE- ALT BRK, WHEEL 3 (40GG) (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

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TASK 32-43-00-810-812

Loss of Alternate Braking on the Wheel 4 (Hydraulic Failure)

1. Possible Causes

- BRAKE-WHEEL 4 (2642GM)
- related self-sealing coupling
- hydraulic line
- alternate brake pistons
- SAFETY VALVE- ALTN BRK, WHEEL 4 (2621GM)
- SERVOVALVE- ALT BRK, WHEEL 4 (42GG)

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
	AMM	32-42-27-000-001	Removal of the Brake (2641GM,2642GM,2643GM,2644GM)	
	AMM	32-42-27-400-001	Installation of the Brake (2641GM,2642GM,2643GM,2644GM)	
R	AMM	32-43-00-710-001	Operational Check of Alternate Braking System	
	AMM	32-43-16-000-001	Removal of the Alternate Brake Safety-Valve	
	AMM	32-43-16-400-001	Installation of the Alternate Brake Safety-Valve	
	AMM	32-43-27-000-001	Removal of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)	
	AMM	32-43-27-400-001	<pre>Installation of the Alternate Brake Servovalve 40GG(43GG), 41GG(42GG)</pre>	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of alternate braking with anti-skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that the related pistons of the wheel 4 do not extend.

4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the connection of the related self-sealing coupling.
 - (1) If not correct:
 - correctly adjust the related self-sealing coupling.

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- (2) If the fault continues:
 - do a check for leaks on the hydraulic line between the safety valve (2621GM) and the brake unit (wheel 4).
 - (a) If there are leaks:
 - repair the leaks and reactivate the safety valve (2621GM).
 - (b) If there are no leaks and if the fault continues:
 - do a check for leaks on the alternate brake pistons of the wheel 4.
 - 1 If there are leaks:
 - replace the BRAKE-WHEEL 4 (2642GM) (Ref. AMM TASK 32-42-27-000-001) and (Ref. AMM TASK 32-42-27-400-001) and reactivate the safety valve (2621GM).
 - 2 If there are no leaks and if the fault continues:
 - replace the SAFETY VALVE- ALTN BRK, WHEEL 4 (2621GM) (Ref. AMM TASK 32-43-16-000-001) and (Ref. AMM TASK 32-43-16-400-001).
- (3) If the fault continues:
 - replace the SERVOVALVE- ALT BRK, WHEEL 4 (42GG) (Ref. AMM TASK 32-43-27-000-001) and (Ref. AMM TASK 32-43-27-400-001).

EFF: ALL 32-43-00

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TASK 32-43-00-810-813

Loss of Alternate Braking on one Landing Gear (HYD Failure)

1. Possible Causes

- DUAL VALVE-ALTN BRK DISTR (2577GM)
- DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM)
- hydraulic line

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM	32-43-00-710-001	Operational Check of Alternate Braking System	
	AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution	
	AMM	32-43-14-400-001	Installation of the Dual-Valve 2577GM Alternate Brake-Distribution	
	AMM	32-45-16-000-001	Removal of the Dual Shuttle Valve 2578GM	
	AMM	32-45-16-400-001	Installation of the Dual Shuttle Valve 2578GM	

3. Fault Confirmation

A. Test

- (1) Do the operational test of alternate braking with anti-skid (Ref. AMM TASK 32-43-00-710-001).
- (2) Make sure that there is no pressure to the related side on the triple indicator.

4. Fault Isolation

SROS

- A. If the test confirms the fault:
 - do a check and repair if necessary the leak of the hydraulic line between the alternate-brake distribution dual-valve (2577GM) and the brake Yellow dual shuttle-valve (2578GM).
 - (1) If the fault continues:
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) and (Ref. AMM TASK 32-43-14-400-001).
 - (2) If the fault continues:
 - replace the DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM) (Ref. AMM TASK 32-45-16-000-001) and (Ref. AMM TASK 32-45-16-400-001).

EFF: ALL 32-43-00

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TROUBLE SHOOTING MANUAL

ALTERNATE BRAKING WITHOUT ANTI SKID - FAULT ISOLATION PROCEDURES

TASK 32-44-00-810-801

Loss of the Right Yellow Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- PRESS XDCR-BRK, YELLOW R (62GG)
- wiring from the right Yellow brake pressure-transducer 62GG pins A/D, E to the first terminal block
- wiring from the right Yellow brake pressure-transducer 62GG pin A/A to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION	
AMM 31-50-00-710-001 AMM 32-44-18-000-001 AMM 32-44-18-400-001 ASM 32-44/01	Ground Scanning of the Central Warning System Removal of the Pressure Transducers 62GG, 63GG Installation of the Pressure Transducers 62GG, 63GG	

3. Fault Confirmation

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

IDENT. LOCATION PANEL DESIGNATION ______

R

R

49VU L/G/Y BRK/PRESS/IND

61GG C10

B. Test

Do the operational test of the central warning systems (SDAC) (Ref. AMM TASK 31-50-00-710-001).

4. Fault Isolation

NOTE: After all maintenance operations on the braking system such as hydraulic line disconnection/connection or component replacement, bleed from the brake units (Ref. AMM TASK 32-43-00-870-002).

EFF: ALL

32-44-00

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- A. If the test gives the maintenance message SDAC1: RH Y BRK PRESS XDCR 62GG:
 - replace the PRESS XDCR-BRK, YELLOW R (62GG) (Ref. AMM TASK 32-44-18-000-001) and (Ref. AMM TASK 32-44-18-400-001)
 - (1) If the fault continues:
 - (a) Do a check and repair the:
 - wiring from the right Yellow brake pressure-transducer 62GG pins A/D, E to the first terminal block
 - wiring from the right Yellow brake pressure-transducer 62GG pin A/A to the first terminal block (Ref. ASM 32-44/01).
- B. Do the test given in Para. 3.B.

EFF: ALL
SROS

32-44-00

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TASK 32-44-00-810-802

Loss of the Left Yellow Pressure Indication on the Triple Indicator (Electrical Failure)

- 1. Possible Causes
 - PRESS XDCR-BRK, YELLOW L (63GG)
 - wiring from the left Yellow brake pressure-transducer 63GG pins A/D, E to the first terminal block
 - wiring from the left Yellow brake pressure transducer 63GG pin A/A to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 31-50-00-710-001 AMM 32-44-18-000-001 AMM 32-44-18-400-001 ASM 32-44/01	Ground Scanning of the Central Warning System Removal of the Pressure Transducers 62GG, 63GG Installation of the Pressure Transducers 62GG, 63GG

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

______ PANEL DESIGNATION IDENT. LOCATION ______

R

R

49VU L/G/Y BRK/PRESS/IND

61GG

C10

B. Test

Do the operational test of the central warning systems (SDAC) (Ref. AMM TASK 31-50-00-710-001).

- 4. Fault Isolation
 - NOTE: After all maintenance operations on the braking system such as hydraulic line disconnection/connection or component replacement, bleed from the brake units (Ref. AMM TASK 32-43-00-870-002).
 - A. If the test gives the maintenance message SDAC1: LH Y BRK PRESS XDCR 63GG:
 - replace the PRESS XDCR-BRK, YELLOW L (63GG) (Ref. AMM TASK 32-44-18-000-001) and (Ref. AMM TASK 32-44-18-400-001)

EFF: ALL

SROS

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- (1) If the fault continues:
 - (a) Do a check and repair the:
 - wiring from the left Yellow brake pressure-transducer 63GG pins
 A/D, E to the first terminal block
 - wiring from the left Yellow brake pressure transducer 63GG pin A/A to the first terminal block, (Ref. ASM 32-44/01).
- B. Do the test given in Para. 3.B.

EFF: ALL SROS 32-44-00

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TROUBLE SHOOTING MANUAL

TASK 32-44-00-810-803

Loss of the Yellow Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- C/B ALT BRAKING SYSTEM (61GG)
- wiring from the terminal block (7528VT) pin 2/F to the circuit breaker (61GG).

Job Set-up Information

A. Referenced Information

DEFENCE DESCRIPTION

REFERENCE

DESIGNATION

ASM 32-44/01 AWM 32-44-01

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the Alternate braking without anti skid.
 - (2) Make sure that there is no Yellow pressure indication on the triple indicator.
 - (a) If the circuit breaker (61GG) trips: refer to Para. 4.B.

4. Fault Isolation

- A. If the circuit breaker (61GG) is closed and if the test confirms the fault:
 - do a check for 28VDC at pin 2/F of the terminal block (7528VT) (Ref. AWM 32-44-01).
 - (1) If there is 28VDC:
 - replace the C/B ALT BRAKING SYSTEM (61GG) (Ref. ASM 32-44/01).
 - (2) If there is no 28VDC:
 - do a check and repair the wiring from the terminal block (7528VT)
 pin 2/F to the circuit breaker (61GG)...

EFF: ALL 32-44-00

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B. Test

- (1) Do the operational test of the Alternate braking without anti skid.
- (2) Make sure that there is a Yellow pressure indication on the triple indicator.

EFF: ALL
SROS

32-44-00

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TROUBLE SHOOTING MANUAL

TASK 32-44-00-810-804

Loss of the Yellow Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- C/B ALT BRAKING SYSTEM (61GG)
- wiring from the indicator (60GG) pin A/R to the circuit breaker (61GG).

2. Job Set-up Information

A. Referenced Information

REFERENCE

DESIGNATION

ASM 32-44/01

3. Fault Confirmation

A. Test

- (1) Do the operational test of the Alternate braking without anti skid.
- (2) Make sure that there is no Yellow pressure indication on the triple indicator.
 - (a) If the circuit breaker (61GG) trips: refer to Para. 4.B.

4. Fault Isolation

- A. If the circuit breaker (61GG) is closed and if the test confirms the fault:
 - do a check for 28VDC at pin A/R of the indicator (60GG) (Ref. ASM 32-44/01).
 - (1) If there is 28VDC:
 - replace the C/B ALT BRAKING SYSTEM (61GG) (Ref. ASM 32-44/01).
 - (2) If there is no 28VDC:
 - do a check and repair the wiring from the indicator (60GG) pin A/R to the circuit breaker (61GG)..

B. Test

- (1) Do the operational test of the Alternate braking without anti skid.
- (2) Make sure that there is a Yellow pressure indication on the triple indicator.

EFF: ALL

32-44-00

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TASK 32-44-00-810-805

Loss of the Accumulator Yellow-Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- PRESS XDCR-BRK,Y (3068GN)
- IND-BRK YELLOW PRESS TRIPLE (60GG)
- wiring from the pressure transducer (3068GN) pin A/F,B to the ground
- wiring from the pressure transducer (3068GN) to the triple indicator (60GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	29-24-00-863-001	Pressurize the Yellow Hydraulic System with the Electric Pump	
AMM AMM	29-24-00-864-001 29-32-11-000-004	Depressurize the Yellow Hydraulic System Removal of the Hydraulic Pressure Transducer (3068GN)	
AMM	29-32-11-400-004	Installation of the Hydraulic Pressure Transducer (3068GN)	
AMM	32-44-21-000-001	Removal of the Brake Yellow Pressure Triple Indicator (60GG)	
AMM	32-44-21-400-001	Installation of the Brake Yellow Pressure Triple Indicator (60GG)	
ASM	32-44/01		
AWM	32-44-01		

3. Fault Confirmation

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

______ PANEL DESIGNATION IDENT. LOCATION

R

R

49VU L/G/Y BRK/PRESS/IND

61GG C10

- B. Pressurize the Yellow hydraulic system (Ref. AMM TASK 29-24-00-863-001)
- C. Test

Make sure that there is no accumulator Yellow-pressure indication on the triple indicator.

EFF: ALL 32-44-00

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4. Fault Isolation

- A. If the test confirms the fault:
 - replace the PRESS XDCR-BRK,Y (3068GN) (Ref. AMM TASK 29-32-11-000-004) and (Ref. AMM TASK 29-32-11-400-004).
 - (1) If the fault continues:
 - replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32-44-21-000-001) and (Ref. AMM TASK 32-44-21-400-001).
 - (a) If the fault continues:
 - do a check for a ground signal at pins A/F, B of the pressure transducer (3068GN) (Ref. ASM 32-44/01).
 - 1 If there is no ground signal:
 - repair the wiring from the pressure transducer (3068GN) pin A/F,B to the ground (Ref. ASM 32-44/01).
 - 2 If there is a ground signal:
 - do a check for continuity from the pressure transducer
 (3068GN) pin A/A to the terminal block (7502VT) pin 2/J
 (Ref. AWM 32-44-01).
 - a If there is no continuity:
 repair the related wiring (Ref. AWM 32-44-01).
 - b If there is continuity:
 - do a check and repair the wiring from the pressure transducer (3068GN) to the triple indicator (60GG): pins A/D, E to pins A/D, E (Ref. ASM 32-44/01).
- B. Test

Make sure that there is an accumulator Yellow-pressure indication on the triple indicator.

5. Close-up

A. Depressurize the Yellow hydraulic system (Ref. AMM TASK 29-24-00-864-001).

EFF: ALL

32-44-00

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TROUBLE SHOOTING MANUAL

TASK 32-44-00-810-806

Loss of the Right Yellow-Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- IND-BRK YELLOW PRESS TRIPLE (60GG)
- wiring from the triple indicator (60GG) pins A/J, C to the first terminal block

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R		32-43-00-710-001 32-44-21-000-001	Operational Check of Alternate Braking System Removal of the Brake Yellow Pressure Triple Indicator (60GG)	
	AMM	32-44-21-400-001	Installation of the Brake Yellow Pressure Triple Indicator (60GG)	
	ASM	32-44/01	2.13.133.33. (3333)	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of Alternate braking without anti skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that there is no right pressure indication on the triple indicator.

4. Fault Isolation

- A. If the test confirms the fault:
 - replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32-44-21-000-001) and (Ref. AMM TASK 32-44-21-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the triple indicator (60GG) pins A/J, C to the first terminal block (Ref. ASM 32-44/01).
- B. Test
 - (1) Do the test given in Para. 3.A.(1).
 - (2) Make sure that there is the right pressure indication on the triple indicator.

EFF: ALL

32-44-00

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TROUBLE SHOOTING MANUAL

TASK 32-44-00-810-807

Loss of the Left Yellow Pressure Indication on the Triple Indicator (Electrical Failure)

1. Possible Causes

- IND-BRK YELLOW PRESS TRIPLE (60GG)
- wiring from the triple indicator (60GG) pins A/F, K to the first terminal block

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R		32-43-00-710-001 32-44-21-000-001	Operational Check of Alternate Braking System Removal of the Brake Yellow Pressure Triple Indicator (60GG)	
	AMM	32-44-21-400-001	Installation of the Brake Yellow Pressure Triple Indicator (60GG)	
	ASM	32-44/01	2.13.133.33. (3333)	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the Alternate braking without anti skid (Ref. AMM TASK 32-43-00-710-001).
 - (2) Make sure that there is no left pressure indication on the triple indicator.

4. Fault Isolation

- A. If the test confirms the fault:
 - replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32-44-21-000-001) and (Ref. AMM TASK 32-44-21-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the triple indicator (60GG) pins A/F, K to the first terminal block (Ref. ASM 32-44/01).
- B. Test
 - (1) Do the test given in Para. 3.A.(1).
 - (2) Make sure that there is the left pressure indication on the triple indication on the triple indicator.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-44-00-810-808

Loss of the Brake-Accumulator Pressure with Parking Brake Set to off

1. Possible Causes

- CTL VALVE-PARK BRK, ELEC. (72GG)
- RELIEF VALVE-BRK SYS, Y (3067GM)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- AUTOMATIC SEL-BRK (2576GM)
- ACCU-BRK YELLOW PRESS (2582GM)
- CHECK VALVE-BRK SYS, Y (3058GM)
- MANIFOLD (3016GM)

2. Job Set-up Information

A. Referenced Information

REFE	RENCE	DESIGNATION
AMM	12-14-32-614-002	Nitrogen Filling of the Yellow Hydraulic System, Brake Pressure Accumulator
AMM	29-14-00-614-001	Depressurization of the Hydraulic Reservoirs
AMM	29-14-00-614-002	Pressurization of the Hydraulic Reservoirs through the Ground Connector
AMM	32-42-13-000-001	Removal of the Automatic Selector 2576GM
AMM	32-42-13-400-001	Installation of the Automatic Selector 2576GM
AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution
AMM	32-43-14-400-001	Installation of the Dual-Valve 2577GM Alternate Brake-Distribution
AMM	32-44-00-720-002	Functional Check of the Brake Accumulator System with the Parking Brake not applied
AMM	32-44-11-000-001	Removal of the Accumulator 2582GM
AMM	32-44-11-200-001	Check Nitrogen Charge Pressure On Parking/Emergency Accumulator By Reading Gauge
AMM	32-44-11-400-001	Installation of the Accumulator 2582GM
AMM	32-44-15-000-001	Removal of the Pressure Relief Valve 3067GM
AMM	32-44-15-400-001	Installation of the Pressure Relief Valve 3067GM
AMM	32-44-17-000-001	Removal of the Brake Manifold 3016GM
AMM	32-44-17-400-001	Installation of the Brake Manifold 3016GM
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve 72GG
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical Control-Valve 72GG
32-4	4-00-991-001	Fig. 201

EFF: ALL
SROS

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3. Fault Confirmation

A. Test

(1) Do the functional test of the brake accumulator system (Ref. AMM TASK 32-44-00-720-002).

R

R

R

R

R

R

R

R

R

R

4. Fault Isolation

NOTE: After all maintenance operations on the braking system such as hydraulic line disconnection/connection or component replacement, bleed from the brake units (Ref. AMM TASK 32-43-00-870-002).

NOTE: After disconnection of the hydraulic lines, it is important that you let the hydraulic pressure and leakage become stable (5 minutes minimum) before you make an estimate of component leakage.

A. If the test confirms the fault: (Ref. Fig. 201/TASK 32-44-00-991-001)

(1) Do a check for leakage of the parking brake control valve (72GG):

- on the Yellow brake-system relief-valve (3067GM) operate the manual depressurization pushbutton to release the accumulator pressure.
- on the Yellow hydraulic system, depressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
- on the accumulator pressure gage (2585GM) make sure that nitrogen pressure is correct (Ref. AMM TASK 32-44-11-200-001).
- on the automatic selector (2576GM) at port H (at the T level), disconnect the hydraulic line from the parking brake control valve (72GG).
- install a plug on the T fitting.
- on the Yellow hydraulic system, pressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
- use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.
- do a check for hydraulic leakage of the parking brake control valve (72GG).
- (a) If leakage is more than 20 drops/min:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).
- (b) If leakage is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line on the T fitting.

R R

R R

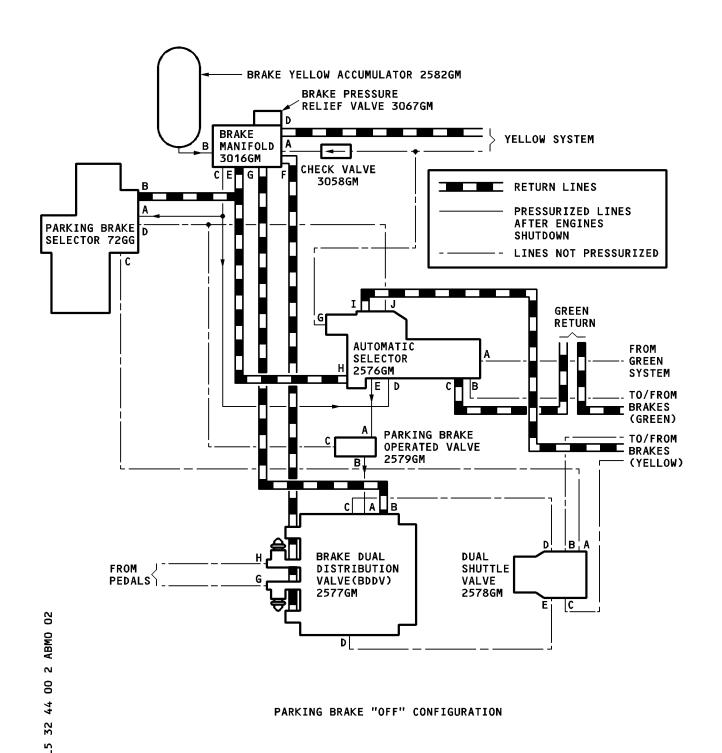
R

R

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Alternate Brake System with Parking Brake set to Off Figure 201/TASK 32-44-00-991-001

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- (2) Do a check for leakage of the relief valve (3067GM): On the brake manifold (3016GM) disconnect the lines at ports D, E, F and G. Install a plug at ports E, F and G and a plug on the disconnected hydraulic lines.
 - on the Yellow hydraulic system, pressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.
 - on the brake manifold (3016GM) do a check for hydraulic leakage at port D.
 - (a) If leakage is more than 10 drops/min:
 - replace the RELIEF VALVE-BRK SYS, Y (3067GM) (Ref. AMM TASK 32-44-15-000-001) (Ref. AMM TASK 32-44-15-400-001).
 - (b) If leakage is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line at port D.
- (3) Do a check for leakage of the Alternate-brake distribution dual-valve (2577GM):
 - on the brake manifold (3016GM) remove the caps and connect the lines at ports E, F and G.
 - on the brake distribution dual-valve (2577GM) disconnect the line at port B and install a plug on the disconnected hydraulic line.
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump. In the cockpit, make sure that the PARKING BRK control switch is at
 - on the brake distribution dual-valve (2577GM) do a check for leakage at port B.
 - (a) if leakage is more than:

Tamb	Limit
70 >Tamb> 60 deg.c	102 cm3/mn
(158 >Tamb > 140 deg.F)	(6.22 in.3/mn)
60 >Tamb> 40 deg.C	80 cm3/mn
(140 >Tamb> 104 deg.F)	(4.88 in.3/mn)
40 >Tamb> 20 deg.C	50 cm3/mn
(104 >Tamb > 68 deg.F)	(3.05 in.3/mn)
20 >Tamb> 0 deg.C (68 >Tamb> 32 deg.F)	 30 cm3/mn (1.83 in.3/mn)

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Tamb 0 >Tamb> -10 deg.C (32 >Tamb> 14 deg.F)	Limit 14.4 cm3/mn (0.88 in.3/mn)
-10 >Tamb> -40 deg.C (14 >Tamb> -40 deg.F)	 10 cm3/mn (0.61 in.3/mn)

- replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) (Ref. AMM TASK 32-43-14-400-001).
- (b) If leakage is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line at port B.
- (4) Do a check of the automatic selector (2576GM):
 - on the automatic selector (2576GM) disconnect the line at port H and install a plug on the disconnected hydraulic line.
 - on the Yellow hydraulic system, pressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 PSI) and stop the pump.
 - on the automatic selector (2576GM) do a check for leakage at port Η.
 - (a) If leakage is more than 60 drops/min:
 - replace the AUTOMATIC SEL-BRK (2576GM) (Ref. AMM TASK 32-42-13-000-001) (Ref. AMM TASK 32-42-13-400-001).
 - (b) If leakage is in the permitted tolerances:
 - operate the manual depressurisation pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line at port H.
- (5) Do a check of the Yellow brake accumulator (2582GM)
 - on the brake accumulator (2582GM) release the nitrogen pressure.
 - remove the ACCU-BRK YELLOW PRESS (2582GM) (Ref. AMM TASK 32-44-11-000-001).
 - in the accumulator, on the nitrogen side, do a check for hydraulic fluid.
 - (a) If there is hydraulic fluid:

R

- replace the Yellow brake accumulator (2582GM) (Ref. AMM TASK 32-44-11-400-001).

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- (b) If there is no hydraulic fluid:
 - replace the CHECK VALVE-BRK SYS, Y (3058GM).
 - install the Yellow brake accumulator (2582GM) (Ref. AMM TASK 32-44-11-400-001).
- (6) Do a check of the parking brake manifold (3016GM):
 - inflate the accumulator with nitrogen (Ref. AMM TASK 12-14-32-614-002).
 - on the Yellow hydraulic system, pressurize the Yellow hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.
 - (a) If the fault continues:
 - replace the MANIFOLD (3016GM) (Ref. AMM TASK 32-44-17-000-001) (Ref. AMM TASK 32-44-17-400-001).

EFF: ALL

32-44-00

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R

TASK 32-44-00-810-809

Residual Brake Pressure Indication on the Right or Left Brake Yellow Pressure Triple Indicator

1. Possible Causes

- IND-BRK YELLOW PRESS TRIPLE (60GG)
- DUAL VALVE-ALTN BRK DISTR (2577GM)
- PRESS XDCR-BRK, YELLOW L (63GG)
- PRESS XDCR-BRK, YELLOW R (62GG)
- MASTER CYL-BRK CTL,L (2625GM)
- MASTER CYL-BRK CTL,R (2626GM)
 - wiring from the pressure transducer (63GG) to the brake Yellow pressure triple indicator 60GG
 - wiring from the pressure transducer (62GG) to the brake Yellow pressure triple indicator 60GG

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R R	AMM	32-43-12-000-001	Removal of the Brake Control Master Cylinder (2625GM,2626GM)	
R R	AMM	32-43-12-400-001	Installation of the Brake Control Master Cylinder (2625GM,2626GM)	
	AMM	32-43-14-000-001	Removal of the Dual-Valve 2577GM Alternate Brake-Distribution	
	AMM	32-43-14-400-001	<pre>Installation of the Dual-Valve 2577GM Alternate Brake-Distribution</pre>	
	AMM	32-44-18-000-001	Removal of the Pressure Transducers 62GG, 63GG	
	AMM	32-44-18-400-001	Installation of the Pressure Transducers 62GG, 63GG	
	AMM	32-44-21-000-001	Removal of the Brake Yellow Pressure Triple Indicator (60GG)	
	AMM	32-44-21-400-001	Installation of the Brake Yellow Pressure Triple Indicator (60GG)	
	ASM	32-44/01		

3. Fault Confirmation

A. Job Set-up

Make sure that the PARKING BRK control-switch is set to OFF before you do the procedure.

NOTE: On aircraft with EMM BSCS, with the aircraft on its wheels and if you have all these conditions:

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- Yellow hydraulic system not available (low pressure)
- Parking brake set to OFF
- Towing key not installed on the NLG electrical box 5GC
 No other maintenance action is necessary.

The cause of the residual pressure is the activation of the Zero Torque Pressure (ZTP mode) by the ABCU. The ZTP mode is cancelled (the pressure goes back to zero) when one of the above conditions is cancelled.

If you do not have all of the above conditions, do the steps in Para.4.A.

B. Test

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Make sure that there is right or left pressure indication on the triple indicator without any action on the brake pedals.

4. Fault Isolation

- A. If there is right or left pressure indication on the triple indicator (60GG)
 - Disconnect the electrical connector from the related PRESS XDCR-BRK (62GG or 63GG). Monitor the pressure on the triple indicator.
 - (1) If the triple indicator continues to show the residual pressure: - replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32
 - replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32-44-21-000-001) (Ref. AMM TASK 32-44-21-400-001).
 - (2) If the residual pressure shown on the triple indicator goes to zero:install the pressure gage on the related Yellow brake bleeder to do a check for residual pressure on the brake.
 - (a) If there is residual pressure:
 - replace the DUAL VALVE-ALTN BRK DISTR (2577GM) (Ref. AMM TASK 32-43-14-000-001) and (Ref. AMM TASK 32-43-14-400-001).
 - (b) If there is no residual pressure:
 - replace the PRESS XDCR-BRK, YELLOW L (63GG) or the PRESS XDCR-BRK, YELLOW R (62GG) (Ref. AMM TASK 32-44-18-000-001) (Ref. AMM TASK 32-44-18-400-001).
 - (c) If the fault continues on the left side:
 - replace the MASTER CYL-BRK CTL,L (2625GM) (Ref. AMM TASK 32-43-12-000-001) (Ref. AMM TASK 32-43-12-400-001)
 - (d) If the fault continues:
 - do a check of the wiring from the pressure transducer (63GG) to the brake Yellow pressure triple indicator 60GG (Ref. ASM 32-44/01).
 - (e) If the fault continues on the right side:
 - replace the MASTER CYL-BRK CTL,R (2626GM) (Ref. AMM TASK 32-43-12-000-001) (Ref. AMM TASK 32-43-12-400-001).

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R

(f) If the fault continues:

- do a check of the wiring from the pressure transducer (62GG) to the brake Yellow pressure triple indicator 60GG (Ref. ASM 32-44/01).

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R **ON A/C 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

TASK 32-44-00-810-810

Pressure Peaks Shown on the Brake Yellow Pressure Indicator when the Brake Pedals are quickly Depressed

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

REFERENCE DI		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	29-10-00-863-001	Pressurize the Green Hydraulic System
AMM	29-10-00-863-002	Pressurize the Yellow Hydraulic System
AMM	29-23-00-864-001	Depressurize the Green and Yellow Hydraulic Systems after Operation of the PTU
AMM	32-43-00-870-002	Bleeding of the High Pressure Alternate Braking System

3. Fault Confirmation

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

PANEL	DESIGNATION	IDENT.	LOCATION
121VU 121VU 121VU	L/G/Y BRK/PRESS/IND HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY HYDRAULIC/BRAKING AND STEERING/SYS2/CTL HYDRAULIC/BRAKING AND STEERING/SYS1/CTL HYDRAULIC/BRAKING AND STEERING/SYS1/IND AND/SPLY	61GG 4GG 3GG 1GG 2GG	C10 M36 M35 M34 M33

- B. Job Set-Up
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
 - (2) On the panel 110VU, make sure that the PARK BRK control switch 73GG is in the OFF position.
 - (3) On the panel 402VU, make sure that the A/SKID & NOSE WHEEL switch 5GG is in the ON position.

EFF: 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,

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- (4) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).
- (5) Pressurize the Yellow hydraulic system (Ref. AMM TASK 29-10-00-863-002).

C. Test

- (1) Depress the brake pedals very quickly.
- (2) Make sure that there are pressure peaks on the brake Yellow pressure indicator.

4. Fault Isolation

- A. If the pressure peaks shown on the brake Yellow pressure indicator are:
 - (1) Less than 2000 PSI.
 - no maintenance action is required.
 - (2) More than 2000 PSI.
 - bleed the alternate braking system (Ref. AMM TASK 32-43-00-870-002).

5. Close-up

- A. Put the aircraft back to its initial configuration.
 - (1) Depressurize the aircraft hydraulic systems (Ref. AMM TASK 29-23-00-864-001).
 - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).

EFF: 201-225, 227-227, 229-254, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,

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PARKING/ULTIMATE EMERGENCY BRAKING - FAULT ISOLATION PROCEDURES

TASK 32-45-00-810-801

Loss of the Brake-Accumulator Pressure with Parking Brake Set to On

1. Possible Causes

- CTL VALVE-PARK BRK, ELEC. (72GG)
- ACCU-BRK YELLOW PRESS (2582GM)
- CHECK VALVE Y (3058GM)
- RELIEF VALVE-BRK SYS, Y (3067GM)
- AUTOMATIC SEL-BRK (2576GM)
- DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM)
- MANIFOLD (3016GM)
- VALVE-PARK BRK OPERATED (2579GM)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	29-00-00-910-003	General Removal and Installation Procedure of the Check Valves in the Hydraulic Systems	
AMM	29-14-00-614-001	Depressurization of the Hydraulic Reservoirs	
AMM	29-14-00-614-002	Pressurization of the Hydraulic Reservoirs through the Ground Connector	
AMM	32-42-13-000-001	Removal of the Automatic Selector 2576GM	
AMM	32-42-13-400-001	Installation of the Automatic Selector 2576GM	
AMM	32-44-11-000-001	Removal of the Accumulator 2582GM	
AMM	32-44-11-200-001	Check Nitrogen Charge Pressure On Parking/Emergency Accumulator By Reading Gauge	
AMM	32-44-11-400-001	Installation of the Accumulator 2582GM	
AMM	32-44-15-000-001	Removal of the Pressure Relief Valve 3067GM	
AMM	32-44-15-400-001	Installation of the Pressure Relief Valve 3067GM	
AMM	32-44-17-000-001	Removal of the Brake Manifold 3016GM	
AMM	32-44-17-400-001	Installation of the Brake Manifold 3016GM	
AMM	32-45-00-720-002	Functional Check of the Brake Accumulator System with the Parking Brake Applied	
AMM	32-45-14-000-001	Removal of the Parking Brake Valve 2579GM	
AMM	32-45-14-400-001	Installation of the Parking Brake Valve 2579GM	
AMM	32-45-16-000-001	Removal of the Dual Shuttle Valve 2578GM	
AMM	32-45-16-400-001	Installation of the Dual Shuttle Valve 2578GM	
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve 72GG	
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical Control-Valve 72GG	
32-4	5-00-991-001	Fig. 201	

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3. Fault Confirmation

A. Test

(1) Do the functional test of the brake accumulator system with the parking brake applied (Ref. AMM TASK 32-45-00-720-002).

4. Fault Isolation

(Ref. Fig. 201/TASK 32-45-00-991-001)

WARNING: BEFORE YOU DO THE CHECKS IN THIS PROCEDURE, ALWAYS CONNECT A DRAIN HOSE TO THE OPEN PORT. MAKE SURE THAT YOU POINT IT AWAY FROM YOU. IF THE COMPONENT IS DEFECTIVE, THERE CAN BE IMPORTANT LEAKAGE AT THE PORT. HYDRAULIC FLUID WILL THUS SPRAY OUT AT HIGH PRESSURE WHEN YOU PRESSURIZE THE HYDRAULIC SYSTEM. THIS WILL CAUSE INJURY TO YOU AND DAMAGE TO EQUIPMENT.

WARNING: OBEY THE HYDRAULIC SAFETY PROCEDURES.

NOTE: After all maintenance operations on the braking system such as hydraulic line disconnection/connection or component replacement, bleed from the brake units (Ref. AMM TASK 32-43-00-870-002).

<u>NOTE</u>: After disconnection of the hydraulic lines, it is important that you let the hydraulic pressure and leakage become stable (5 minutes minimum) before you make an estimate of component leakage.

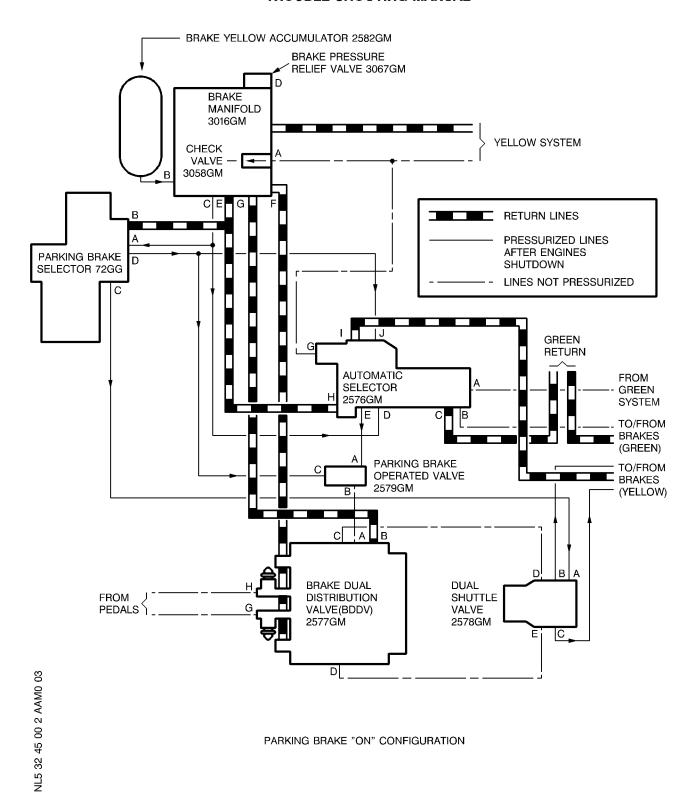
- A. If the test confirms the fault:
 - (1) Do a check for leakage of the parking brake control valve (72GG):
 - on the Yellow brake system relief valve (3067GM) operate the manual depressurization pushbutton to release the accumulator pressure
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - on the accumulator pressure gage (2585GM) make sure that the nitrogen pressure is correct (Ref. AMM TASK 32-44-11-200-001).
 - on the parking brake control valve (72GG), disconnect the hydraulic line at port B.
 - install a plug on the disconnected line.
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bar (2987.7766 psi) and stop the pump.
 - put the parking brake control switch (73GG) in the ON position.
 - do a check for hydraulic leakage of the parking brake control valve (72GG) at port B.
 - (a) If leakage is more than 20 drops/mm:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG). (Ref. AMM TASK 32-45-51-000-001) and (Ref. AMM TASK 32-45-51-400-001)

EFF: ALL

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PARKING BRAKE "ON" CONFIGURATION

Parking Brake System with Parking Brake Set to on Figure 201/TASK 32-45-00-991-001

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- (b) If leakage is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line at port B.
- (2) Do a check of the Yellow brake accumulator (2582GM)
 - on the brake accumulator (2582GM) release the nitrogen pressure.
 - remove the ACCU-BRK YELLOW PRESS (2582GM) (Ref. AMM TASK 32-44-11-000-001).
 - in the accumulator, on the nitrogen side, do a check for hydraulic fluid.
 - (a) If there is hydraulic fluid:
 - replace the Yellow brake accumulator (2582GM) (Ref. AMM TASK 32-44-11-400-001).
 - (b) If there is no hydraulic fluid:
 - install the Yellow brake accumulator (2582GM) (Ref. AMM TASK 32-44-11-400-001).
- (3) Do a check of the CHECK VALVE-BRK SYS, Y (3058GM):
 - <u>WARNING</u>: WHEN YOU DISCONNECT A LINE WITH THE SYSTEM PRESSURIZED, BE VERY CAREFUL TO LOOSEN THE PIPE-END FITTING GRADUALLY. IF THE COMPONENT IS DEFECTIVE, THERE CAN BE IMPORTANT LEAKAGE AT THE PORT. HYDRAULIC FLUID WILL THUS SPRAY OUT AT HIGH PRESSURE.
 - THIS WILL CAUSE INJURY TO YOU AND DAMAGE TO EQUIPMENT.
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bar (2987.7766 psi) and stop the pump.
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - on the parking brake manifold (3016GM), disconnect the port A.
 - Install a plug on the disconnected hydraulic line.
 - Make sure that there is no leakage
 - (a) if there is a leakage:
 - replace the CHECK VALVE Y (3058GM) (Ref. AMM TASK 29-00-00-910-003).

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- (b) if there is no leakage:
 - connect the line at port A.
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
- (4) Do a check for leakage of the relief valve (3067GM):
 - on the brake manifold (3016GM) disconnect the lines at ports D, E,
 F and G.
 - Install a plug at ports E, F, and G and a plug on the disconnected hydraulic lines.
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bar (2987.7766 psi) and stop the pump.
 - on the brake manifold (3016GM) do a check for hydraulic leakage at port D.
 - (a) If leakage is more than 10 drops/min:
 - replace the RELIEF VALVE-BRK SYS, Y (3067GM) (Ref. AMM TASK 32-44-15-000-001) (Ref. AMM TASK 32-44-15-400-001)
 - (b) If leakage is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the lines at port D, E, F, and G.
- (5) Do a check for leakage of the brake automatic selector (2576GM)
 - on the automatic selector (2576GM) disconnect the line at port H and install a plug on the disconnected hydraulic line.
 - in the cockpit, set the PARKING BRK control switch to OFF.
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.
 - set the PARKING BRK control switch to ON.
 - on the automatic selector (2576GM) do a check for leaks at port H.
 - (a) If leakage at port H is more than 60 drops/min:
 - replace the AUTOMATIC SEL-BRK (2576GM) (Ref. AMM TASK 32-42-13-000-001) (Ref. AMM TASK 32-42-13-400-001).
 - (b) If leakage at port H is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the line at port H.

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- (6) Do a check for leakage of the brake Yellow-pressure dual shuttle-valve (2578GM)
 - make sure that the accumulator pressure is released (operation of the manual depressurization pushbutton on the Yellow brake-system relief-valve (3067GM)
 - on the dual shuttle-valve (2578GM) disconnect the lines at ports D and E and install a plug on the disconnected hydraulic lines.
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump. In the cockpit, make sure that the PARKING BRK control switch is at ON
 - on the dual shuttle-valve (2578GM) do a check for leaks at ports D and E.
 - (a) If leakage at port D or port E is more than 2 drops/min:
 - replace the DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM) (Ref. AMM TASK 32-45-16-000-001) (Ref. AMM TASK 32-45-16-400-001).
 - (b) If leakage at ports D and E is in the permitted tolerances:
 - operate the manual depressurization pushbutton of the relief valve (3067GM) to release the accumulator pressure.
 - on the Yellow hydraulic system, depressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-001).
 - connect the lines at ports D and E.
- (7) Do a check of the parking brake manifold (3016GM):
 - on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
 - use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.
 - (a) If the fault continues:
 - replace the MANIFOLD (3016GM) (Ref. AMM TASK 32-44-17-000-001) (Ref. AMM TASK 32-44-17-400-001).
- (8) Do a check of the PARK BRK OPERATED VALVE (2579GM)

<u>WARNING</u>: WHEN YOU DISCONNECT A LINE WITH THE SYSTEM PRESSURIZED, BE VERY CAREFUL TO LOOSEN THE PIPE-END FITTING GRADUALLY. IF THE COMPONENT IS DEFECTIVE, THERE CAN BE IMPORTANT LEAKAGE AT THE PORT. HYDRAULIC FLUID WILL THUS SPRAY OUT AT HIGH PRESSURE.

THIS WILL CAUSE INJURY TO YOU AND DAMAGE TO EQUIPMENT.

- on the Yellow hydraulic system, pressurize the hydraulic reservoir (Ref. AMM TASK 29-14-00-614-002).
- use the Yellow electric pump to pressurize the Yellow brake accumulator (2582GM) to 206 bars (2988 psi) and stop the pump.

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R	 on the Yellow hydraulic system, depressurize the hydraulic
R	reservoir (Ref. AMM TASK 29-14-00-614-001).
R	 on the PARK BRK OPERATED VALVE (2579GM) disconnect the hydraulic
R	line at port B.
R	 install a plug on the disconnected line
R	- Make sure that there is no leakage at port B.
R	(a) If there is a leakage :
R	- replace the VALVE-PARK BRK OPERATED (2579GM) (Ref. AMM TASK 32-
R	45-14-000-001) (Ref. AMM TASK 32-45-14-400-001).
R	

EFF : ALL

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TASK 32-45-00-810-802

Loss of Parking Brake on One Landing Gear

- 1. Possible Causes
 - DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-45-00-710-001	Operational Check of the Parking Brake System Using
AMM 32-45-16-000-001 AMM 32-45-16-400-001	Individual Motors in Turn Removal of the Dual Shuttle Valve 2578GM Installation of the Dual Shuttle Valve 2578GM

- 3. Fault Confirmation
 - A. Test
 - (1) Do the operational test of the parking brake system (Ref. AMM TASK 32-45-00-710-001).
- 4. Fault Isolation
 - A. If the brake Yellow pistons do not operate on one landing gear:
 - replace the DUAL SHUTTLE VALVE-BRK YELLOW PRESS (2578GM) (Ref. AMM TASK 32-45-16-000-001) and (Ref. AMM TASK 32-45-16-400-001).

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TASK 32-45-00-810-803

Parking Brake Indicator Light Inoperative on the N/W Steering Deactivation Electrical Box

1. Possible Causes

- ELEC BOX-N/W STEERING, DEACTIVATION (5GC)
- CTL VALVE-PARK BRK, ELEC. (72GG)
- wiring from the N/W steering deactivation electrical box (5GC) pin A/B to the first terminal block
- wiring from the parking brake electrical control valve (72GG) pin A/D to the ground terminal
- wiring from the parking brake electrical control valve (72GG) to the N/W steering deactivation electrical box (5GC) pin A/E to pin A/A

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-45-00-710-001	Operational Check of the Parking Brake System Using
		Individual Motors in Turn
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve
		72GG
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical
		Control-Valve 72GG
AMM	32-51-12-000-001	Removal of the Nose Wheel Steering Deactivation
		Electrical Box
ΔΜΜ	32-51-12-400-001	Installation of the Nose Wheel Steering Deactivation
Α	32 31 12 400 001	Electrical Box
ASM	32-45/01	Ettett teat box
MON	32-43/UT	

3. Fault Confirmation

A. Test

(1) Do the operational test of the parking brake system (Ref. AMM TASK 32-45-00-710-001).

4. Fault Isolation

- A. If the parking brake indicator light is not on during the test:
 - do a check for 28VDC at pin A/B of the N/W steering deactivation electrical box (5GC) (Ref. ASM 32-45/01).
 - (1) If there is no 28VDC:
 - repair the wiring from the N/W steering deactivation electrical box (5GC) pin A/B to the first terminal block.

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- (2) If there is 28VDC:
 - do a check for a ground signal at pin A/A of the N/W steering deactivation electrical box (5GC) (Ref. ASM 32-45/01).
 - (a) If there is no ground signal:
 - repair the:
 - wiring from the parking brake electrical control valve (72GG) pin A/D to the ground terminal.
 - $\frac{2}{100}$ wiring from the parking brake electrical control valve (72GG) to the N/W steering deactivation electrical box (5GC) pin A/E to pin A/A.
 - (b) If there is a ground signal:
 - replace the ELEC BOX-N/W STEERING, DEACTIVATION (5GC) (Ref. AMM TASK 32-51-12-000-001) and (Ref. AMM TASK 32-51-12-400-001).
 - 1 If the fault continues:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) and (Ref. AMM TASK 32-45-51-400-001).

EFF: ALL 32-45-00

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TASK 32-45-00-810-804

CONFIG PARK BRK ON Warning is not Shown on the Upper ECAM DU with the PARK BRK Control Switch at ON

1. Possible Causes

- CTL VALVE-PARK BRK, ELEC. (72GG)
- PRESS SW-PARK BRK (86GG)
- wiring from the pin B/D of the parking brake electrical control valve (72GG) to the ground terminal
- wiring from the parking brake electrical control valve (72GG) pin B/E to the SDAC (1WV1) pin AD/7C
- wiring from the pin A/A of the parking brake pressure switch (86GG) to the parking brake electrical control valve (72GG) pin B/D.

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM AMM	32-45-17-000-001 32-45-17-400-001	Removal of the Park Brake - Pressure Switch (86GG) Installation of the Park Brake - Pressure Switch (86GG)	
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve 72GG	
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical Control-Valve 72GG	

3. Fault Confirmation

A. Not applicable.

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-431, 476-480, 503-549, R 551-563, 701-749,
 - A. If the CONFIG PARK BRK ON warning does not come into view when the PARK BRK control switch is at ON (during flight phases 3 and 4):

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- set the PARK BRK selector switch to ON.
- do a check for a ground signal at pin B/E of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).

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- (1) If there is no ground signal:
 - do a check for a ground signal at pin B/D of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).
 - (a) If there is no ground signal:
 - do a check and repair the wiring from the pin B/D of the parking brake electrical control valve (72GG) to the ground terminal (Ref. ASM 32-45/01).
 - (b) If there is a ground signal:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).
- (2) If there is a ground signal:
 - do a check and repair the wiring from the parking brake electrical control valve (72GG) pin B/E to the SDAC (1WV1) pin AD/7C (Ref. ASM 32-45/01).

**ON A/C ALL

R Post SB 32-1201 For A/C 201-225,227-227,229-253,276-299,426-431,476-480, R 503-549,551-563,701-749,

- A. If the CONFIG PARK BRK ON warning does not come into view when the PARK BRK control switch is at ON (during flight phases 3 and 4):
 - set the PARK BRK selector switch to ON.
 - do a check for a ground signal at pin B/E of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).
 - (1) If there is no ground signal:
 - do a check for a ground signal at pin B/D of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).
 - (a) If there is no ground signal:
 - do a check and repair the wiring from the pin B/D of the parking brake electrical control valve (72GG) to the ground terminal (Ref. ASM 32-45/01).
 - (b) If there is a ground signal:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).
 - (2) If there is a ground signal:
 - do a check for a ground signal at pin A/B of the parking brake pressure switch (86GG) (Ref. ASM 32-45/01).
 - (a) If there is no ground signal:
 - do a check for a ground signal at pin A/A of the parking brake pressure switch (86GG) (Ref. ASM 32-45/01).

EFF: ALL 32-45-00

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- 1 If there is no ground signal:
 - do a check and repair the wiring from the pin A/A of the parking brake pressure switch (86GG) to the parking brake electrical control valve (72GG) pin B/D. (Ref. ASM 32-45/01).
- 2 If there is a ground signal:
 - replace the PRESS SW-PARK BRK (86GG) (Ref. AMM TASK 32-45-17-000-001) (Ref. AMM TASK 32-45-17-400-001).
- (b) If there is a ground signal:
 - do a check and repair the wiring from the parking brake electrical control valve (72GG) pin B/E to the SDAC (1WV1) pin AD/7C (Ref. ASM 32-45/01).

**ON A/C ALL

B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL

32-45-00

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TASK 32-45-00-810-805

CONFIG PARK BRK ON Warning is Shown on the Upper ECAM DU with the PARK BRK Control Switch at OFF

1. Possible Causes

- CTL VALVE-PARK BRK, ELEC. (72GG)
- PRESS SW-PARK BRK (86GG)
- ground signal at the wiring from the parking brake electrical control valve (72GG) to the SDAC (1WV1)
- ground signal at the wiring from the BSCU (10GG) to the first terminal
- ground signal at the wiring from the parking brake controlled relay (14RK) pin Z to the first terminal block
- ground signal at the wiring from the parking brake electrical control valve (72GG) to the parking brake pressure switch (86GG)
- ground signal at the wiring from the parking brake pressure switch (86GG) to th SDAC (1WV1)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-45-17-000-001	Removal of the Park Brake - Pressure Switch (86GG)	
AMM	32-45-17-400-001	<pre>Installation of the Park Brake - Pressure Switch (86GG)</pre>	
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve 72GG	
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical Control-Valve 72GG	

3. Fault Confirmation

A. Not applicable.

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-431, 476-480, 503-549, R 551-563, 701-749,

- A. If the CONFIG PARK BRK ON warning comes into view when the PARK BRK control switch is at OFF (during flight phases 3 and 4):
 - do a check for a ground signal at pin B/E of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).

EFF: ALL **SROS**

32-45-00

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- (1) If there is a ground signal:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).
- (2) If there is no ground signal:
 - do a check for a ground signal at the wiring from the parking brake electrical control valve (72GG) to the SDAC (1WV1).
 - (a) If the fault continues:
 - do a check for a ground signal at the wiring from the BSCU (10GG) to the first terminal block (Ref. ASM 32-42/01).
 - 1 If the fault continues:
 - do a check for a ground signal at the wiring from the parking brake controlled relay (14RK) pin Z to the first terminal block (Ref. ASM 23-71/01).

**ON A/C ALL

R Post SB 32-1201 For A/C 201-225,227-227,229-253,276-299,426-431,476-480, R 503-549,551-563,701-749,

- A. If the CONFIG PARK BRK ON warning comes into view when the PARK BRK control switch is at OFF (during flight phases 3 and 4):
 - do a check for a ground signal at pin B/E of the parking brake electrical control valve (72GG) (Ref. ASM 32-45/01).
 - (1) If there is a ground signal:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).
 - (2) If there is no ground signal:
 - do a check for a ground signal at the wiring from the parking brake electrical control valve (72GG) to the parking brake pressure switch (86GG).
 - (a) If there is no ground signal:
 - do a check for a ground signal at pin A/B of the parking brake pressure switch (86GG) (Ref. ASM 32-45/01).
 - 1 If there is a ground signal:
 - replace the PRESS SW-PARK BRK (86GG) (Ref. AMM TASK 32-45-17-000-001) (Ref. AMM TASK 32-45-17-400-001).
 - 2 If there is no ground signal:
 - do a check for a ground signal at the wiring from the parking brake pressure switch (86GG) to th SDAC (1WV1).
 - (b) If the fault continues:
 - do a check for a ground signal at the wiring from the BSCU (10GG) to the first terminal block (Ref. ASM 32-42/01).

EFF: ALL

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- 1 If the fault continues:
 - do a check for a ground signal at the wiring from the parking brake controlled relay (14RK) pin Z to the first terminal block (Ref. ASM 23-71/01).

**ON A/C ALL

B. After the subsequent flight, make sure that the fault does not continue.

EFF: ALL
SROS

32-45-00

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TROUBLE SHOOTING MANUAL

TASK 32-45-00-810-806

Failure of the parking brake system to set or release

1. Possible Causes

- CTL VALVE-PARK BRK, ELEC. (72GG)
- CTL SW-PARK BRK (73GG)
- wiring from 73GG connectors to 72GG connectors

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
АММ	32-45-00-710-001	Operational Check of the Parking Brake System Using	
Arin	32 43 00 110 001	Individual Motors in Turn	
AMM	32-45-51-000-001	Removal of the Parking-Brake Electrical Control-Valve 72GG	
AMM	32-45-51-400-001	Installation of the Parking-Brake Electrical Control-Valve 72GG	
AMM	32-45-52-000-001	Removal of the Parking Brake Control Switch (73GG)	
AMM	32-45-52-400-001	Installation of the Parking Brake Control Switch (73GG)	

3. Fault Confirmation

A. Test

Do the operational test of the parking brake system: (Ref. AMM TASK 32-45-00-710-001).

4. Fault Isolation

- A. If the test does not confirm the failure but the problem continues: replace the valve CTL VALVE-PARK BRK, ELEC. (72GG).
 - (1) If the test confirms the fault:
 - do a check for 28 VDC signal on both connectors of 72GG
 - (2) If there is no 28 VDC signal
 - do a check and repair the wiring from 73GG connectors to 72GG connectors (Ref. ASM 32-45/01)
 - (3) If there is 28 VDC signal
 - do a check for ground signal on both connectors of 72GG
 - (a) If there is no ground signal
 - do a check and repair the wiring from 73GG connectors to 72GG connectors (Ref. ASM 32-45/01).

EFF: ALL

32-45-00

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- 1 If the fault continues:
 - replace the CTL SW-PARK BRK (73GG) (Ref. AMM TASK 32-45-52-000-001) (Ref. AMM TASK 32-45-52-400-001)
- (b) If there is ground signal
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001)
- B. Do the test given in Para. 3.A.

EFF: ALL SROS 32-45-00

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TROUBLE SHOOTING MANUAL

TASK 32-45-00-810-807

One thermal fuse on Parking Brake Control Valve is out.

- 1. Possible Causes
 - CTL VALVE-PARK BRK, ELEC. (72GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-45-00-710-001	Operational Check of the Parking Brake System Using
AMM 32-45-51-000-001	<pre>Individual Motors in Turn Removal of the Parking-Brake Electrical Control-Valve</pre>
AMM 32-45-51-400-001	72GG Installation of the Parking-Brake Electrical
	Control-Valve 72GG

3. Fault Confirmation

- A. Test
 - (1) On the parking-brake electrical control valve 72GG make sure that one thermal fuse is out (you can see the white tape through the transparent cover).
- 4. Fault Isolation
 - A. If one thermal fuse is out:
 - (1) Remove the related transparent cover.
 - (2) Reset the thermal fuse.
 - (3) Install the related transparent cover.
 - (4) Do the operational test of the parking brake system (Ref. AMM TASK 32-45-00-710-001).
 - (a) If the fault continues:
 - replace the CTL VALVE-PARK BRK, ELEC. (72GG) (Ref. AMM TASK 32-45-51-000-001) (Ref. AMM TASK 32-45-51-400-001).

EFF: ALL 32-45-00

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TASK 32-45-00-810-808

Desiccant cartridge color change to pink on Parking Brake Control Valve

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

Not Applicable

- 3. Fault Confirmation
 - A. Test Not applicable
- 4. Fault Isolation
 - A. No maintenance action is necessary

EFF: ALL 32-45-00

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- R TASK 32-45-00-810-810
- R Spurious Brake Pressure on Triple Indicator after release of the Parking Brake
- 1. Possible Causes
- IND-BRK YELLOW PRESS TRIPLE (60GG)
- R - PRESS XDCR-BRK, YELLOW L (63GG)
- PRESS XDCR-BRK, YELLOW R (62GG)
- R 2. Job Set-up Information
 - A. Referenced Information

R R			DESIGNATION	
R	AMM	32-44-18-000-001	Removal of the Pressure Transducers 62GG, 63GG	
R	AMM	32-44-18-400-001	Installation of the Pressure Transducers 62GG, 63GG	
R R	AMM	32-44-21-000-001	Removal of the Brake Yellow Pressure Triple Indicator (60GG)	
R R	AMM	32-44-21-400-001	Installation of the Brake Yellow Pressure Triple Indicator (60GG)	
R R	AMM	32-45-00-710-001	Operational Check of the Parking Brake System Using Individual Motors in Turn	
R	ASM	32-44/01		

R 3. Fault Confirmation

A. Test R

R

- Do the operational test of the parking brake system: (Ref. AMM TASK 32-45-00-710-001).
- NOTE: Make sure that the pistons supplied by the Yellow hydraulic system R are in the retracted position after release of the parking brake R R (PARK BRK control switch 73GG set to OFF).
- 4. Fault Isolation R
- A. If the test confirms the fault: R
- (1) Disconnect the electrical connector from the triple indicator 60GG. R
- (2) Connect the electrical connector to the triple indicator 60GG. R
- R (3) If the pressure indication on the triple indicator is 0 after reconnection of the indicator: R
- replace the IND-BRK YELLOW PRESS TRIPLE (60GG) (Ref. AMM TASK 32-R 44-21-000-001) (Ref. AMM TASK 32-44-21-400-001). R

EFF: ALL **SROS**

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R R	(4) If the triple indicator continues to show the spurious pressure indication:
R	(a) Do a check for VDC signal on 60GG connector between Pin A/F and
R	Pin A/K related to the 63GG (left side) (Ref. ASM 32-44/01) or
R	(b) Do a check for VDC signal on 60GG connector between Pin A/J and
R	Pin A/C related to the 62GG (right side) (Ref. ASM 32-44/01).
R	(5) If there is VDC signal between Pin A/F and Pin A/K:
R	- replace the PRESS XDCR-BRK, YELLOW L (63GG) (Ref. AMM TASK 32-44-18
R	000-001) (Ref. AMM TASK 32-44-18-400-001)
R	(6) If there is VDC signal between Pin A/J and Pin A/C:
R	- replace the PRESS XDCR-BRK, YELLOW R (62GG) (Ref. AMM TASK 32-44-18
R	000-001) (Ref. AMM TASK 32-44-18-400-001).
D	B Do the test given in Para 3 A

EFF: ALL 32-45-00

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TROUBLE SHOOTING MANUAL

BRAKE SYSTEM TEMPERATURE - FAULT ISOLATION PROCEDURES

TASK 32-47-00-810-801

Loss of the Brake Temperature Monitoring on the Wheel 1

- 1. Possible Causes
 - MONITORING UNIT-BRK TEMP, L (3GW)
 - SENSOR-BRK TEMP, WHEEL 1 (5GW)
 - wiring from the BTMU (3GW) to the sensor (5GW) pins A/A, C
 - wiring from the BTMU (3GW) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY DESIGNATION

No specific circuit breaker(s) safety clip(s)

No specific millivoltmeter

No specific DC Generator (0 to 50 mv)

B. Referenced Information

REFERENCE		DESIGNATION
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	31-60-00-860-001	EIS Start Procedure
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)
AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit
AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit
ASM	32-47/01	

- 3. Fault Confirmation
 - A. Job Set-Up

R R

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

EFF: ALL **SROS**

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- (b) Do the EIS start procedure (Upper ECAM DU and lower ECAM DU only) (Ref. AMM TASK 31-60-00-860-001).
- B. Test
 Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

A. Open, safety and tag this(these) circuit breaker(s):

PANEL DESIGNATION IDENT. LOCATION

121VU HYDRAULIC/BRK/TEMP/DET/UNIT 1GW M37

121VU HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY 4GG M36

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW:
 - on the brake 1, disconnect the connector of the brake temperature sensor 5GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 5GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative.

Terminal C: Positive.

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s):

1GW

R

- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generators, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page - replace the SENSOR-BRK TEMP, WHEEL 1 (5GW) (Ref. AMM TASK 32-47-15-
 - 000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (5GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the sensor (5GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/C to pin AB/9C (Ref. ASM 32-47/01).

EFF: ALL 32-47-00

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**ON A/C 256-275, 451-475,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR1(5GW)/BTMU(3GW):
 - on the brake 1, disconnect the connector of the brake temperature sensor 5GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 5GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative.

Terminal C: Positive.

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s):

1GW

R

- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generators, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page replace the SENSOR-BRK TEMP, WHEEL 1 (5GW) (Ref. AMM TASK 32-47-15-
 - replace the SENSOR-BRK TEMP, WHEEL 1 (5GW) (Ref. AMM TASK 32-47-15 000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (5GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the sensor (5GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/C to pin AB/9C (Ref. ASM 32-47/01).

**ON A/C ALL

- C. Do the test given in Para. 3.A. (Ref. AMM TASK 32-46-00-740-001).
- 5. Close-up
 - A. Put the aircraft back to its initial configuration.
 - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
 - (2) De-energize the aircraft electrical circuits

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-802

Loss of the Brake Temperature Monitoring on the Wheel 2

- 1. Possible Causes
 - MONITORING UNIT-BRK TEMP, L (3GW)
 - SENSOR-BRK TEMP, WHEEL 2 (7GW)
 - wiring from the BTMU (3GW) to the sensor (7GW) pins A/A, C
 - wiring from the BTMU (3GW) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific
No specific circuit breaker(s) safety clip(s)

millivoltmeter

No specific DC Generator (0 to 50 mv)

B. Referenced Information

REFERENCE DESIGNATION

	AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
	AMM	31-60-00-860-001	EIS Start Procedure
	AMM	32-46-00-740-001	BITE Test of the BSCU
	AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)
	AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>
t	AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit
t	AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit
	ASM	32-47/01	·

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

32-47-00 EFF: ALL

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- B. Test
 Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. Open, safety and tag this(these) circuit breaker(s):

PANEL	DESIGNATION	IDENT.	LOCATION
12 1VU	HYDRAULIC/BRK/TEMP/DET/UNIT	1GW	M37
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY	4GG	M36

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW:
 - on the brake 2 disconnect the connector of the brake temperature sensor 7GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 7GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative

Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s): 1GW
- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page - replace the SENSOR-BRK TEMP, WHEEL 2 (7GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (7GW) (Ref. AMM TASK 32-47-15-400-001).
 - replace the MONITORING UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the sensor (7GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/D to pin AB/10C (Ref. ASM 32-47/01).

EFF: ALL

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SROS

R

TROUBLE SHOOTING MANUAL

**ON A/C 256-275, 451-475,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR2(7GW)/BTMU(3GW):
 - on the brake 2 disconnect the connector of the brake temperature sensor 7GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 7GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative

Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s): 1GW
- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page - replace the SENSOR-BRK TEMP, WHEEL 2 (7GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (7GW) (Ref. AMM TASK 32-47-15-400-001).
 - replace the MONITORING UNIT-BRK TEMP, L (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the sensor (7GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/D to pin AB/10C (Ref. ASM 32-47/01).

**ON A/C ALL

R

- C. Do the test given in Para. 3.A. (Ref. AMM TASK 32-46-00-740-001).
- 5. Close-up
 - A. Put the aircraft back to its initial configuration.
 - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
 - (2) De-energize the aircraft electrical circuits

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-803

Loss of the Brake Temperature Monitoring on the Wheel 3

- 1. Possible Causes
 - MONITORING UNIT-BRK TEMP, R (2GW)
 - SENSOR, BRK TEMP, WHEEL 3 (4GW)
 - wiring from the BTMU (2GW) to the sensor (4GW) pins A/A, C
 - wiring from the BTMU (2GW) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

No specific
No specific circuit breaker(s) safety clip(s)

millivoltmeter

No specific DC Generator (0 to 50 mv)

B. Referenced Information

REFERENCE DESIGNATION AMM 24-41-00-861-002 Energize the Aircraft Electrical Circuits from the External Power AMM 31-60-00-860-001 EIS Start Procedure AMM 32-46-00-740-001 BITE Test of the BSCU AMM 32-47-15-000-001 Removal of the Brake Temperature Sensor (4GW, 5GW, 6GW, 7GW)AMM 32-47-15-400-001 Installation of the Brake Temperature Sensor (4GW, 5GW, 6GW, 7GW)R AMM 32-47-18-000-001 Removal of the Brake Temperature Monitoring Unit AMM 32-47-18-400-001 Installation of the Brake Temperature Monitoring Unit

Fault Confirmation

A. Job Set-Up

ASM 32-47/01

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

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- B. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

A. Open, safety and tag this(these) circuit breaker(s):

PANEL DESIGNATION IDENT. LOCATION

121VU HYDRAULIC/BRK/TEMP/DET/UNIT 1GW M37

121VU HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY 4GG M36

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW:
 - on the brake 3 disconnect the connector of the brake temperature sensor 4GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 4GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s):

1GW

R

- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page replace the SENSOR, BRK TEMP, WHEEL 3 (4GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (4GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the sensor (4GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/C to pin AB/9D (Ref. ASM 32-47/01).

EFF: ALL

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**ON A/C 256-275, 451-475,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR3(4GW)/BTMU(2GW):
 - on the brake 3 disconnect the connector of the brake temperature sensor 4GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 4GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative

Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s):

1GW

R

- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page
 - replace the SENSOR, BRK TEMP, WHEEL 3 (4GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (4GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the sensor (4GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/C to pin AB/9D (Ref. ASM 32-47/01).

**ON A/C ALL

- C. Do the test given in Para. 3.A. (Ref. AMM TASK 32-46-00-740-001).
- 5. Close-up
 - A. Put the aircraft back to its initial configuration.
 - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
 - (2) De-energize the aircraft electrical circuits

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-804

Loss of the Brake Temperature Monitoring on the Wheel 4

- 1. Possible Causes
 - MONITORING UNIT-BRK TEMP, R (2GW)
 - SENSOR, BRK TEMP, WHEEL 4 (6GW)
 - wiring from the BTMU (2GW) to the sensor (6GW) pins A/A, C
 - wiring from the BTMU (2GW) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

circuit breaker(s) safety clip(s)

No specific
No specific millivoltmeter

No specific DC Generator (0 to 50 mv)

B. Referenced Information

DEEEDENCE

KEFEKENCE	DESIGNATION
AMM 24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power

AMM 31-60-00-860-001 EIS Start Procedure AMM 32-46-00-740-001 BITE Test of the BSCU AMM 32-47-15-000-001 Removal of the Brake Temperature Sensor (4GW, 5GW, 6GW, 7GW)

AMM 32-47-15-400-001 Installation of the Brake Temperature Sensor (4GW, 5GW, 6GW, 7GW)

R AMM 32-47-18-000-001 Removal of the Brake Temperature Monitoring Unit AMM 32-47-18-400-001 Installation of the Brake Temperature Monitoring Unit

ASM 32-47/01

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

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- B. Test
 Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. Open, safety and tag this(these) circuit breaker(s):

PANEL	DESIGNATION	IDENT.	LOCATION
12 1VU	HYDRAULIC/BRK/TEMP/DET/UNIT	1GW	M37
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY	4GG	M36

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW:
 - on the brake 4 disconnect the connector of the brake temperature sensor 6GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 6GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative

Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s): 1GW
- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page - replace the SENSOR, BRK TEMP, WHEEL 4 (6GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (6GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the sensor (6GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/D to pin AB/10D (Ref. ASM 32-47/01).

EFF: ALL

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SROS

R

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**ON A/C 256-275, 451-475,

- B. If the test gives the maintenance message BRAKE TEMP SENSOR4(6GW)/BTMU(2GW):
 - on the brake 4 disconnect the connector of the brake temperature sensor 6GW (Ref. AMM TASK 32-47-15-000-001)
 - on the connector of the brake temperature sensor 6GW, connect a DC Generator (0 to 50 mv) with the voltage adjusted to zero millivolt and a millivoltmeter with the polarity as follows:

Terminal A: Negative

Terminal C: Positive

- Remove the safety clip(s) and the tag(s) and close this(these) circuit breaker(s): 1GW
- on the ECAM control panel, push the WHEEL key to get the WHEEL page
- on the DC generator, increase the voltage.
- (1) If the related temperature indication increases on the WHEEL page replace the SENSOR, BRK TEMP, WHEEL 4 (6GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
- (2) If the related temperature indication does not increase on the WHEEL page:
 - connect the connector of the brake temperature sensor (6GW) (Ref. AMM TASK 32-47-15-400-001)
 - replace the MONITORING UNIT-BRK TEMP, R (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the sensor (6GW) pins A/A, C (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/D to pin AB/10D (Ref. ASM 32-47/01).

**ON A/C ALL

R

- C. Do the test given in Para. 3.A. (Ref. AMM TASK 32-46-00-740-001).
- 5. Close-up
 - A. Put the aircraft back to its initial configuration.
 - (1) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.
 - (2) De-energize the aircraft electrical circuits

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-805

Loss of the Brake Temperature Monitoring on the Wheel 3 and 4

1. Possible Causes

- MONITORING UNIT-BRK TEMP, R1 (2GW)
- BSCU (10GG)
- wiring from the BTMU (2GW) pin A/A to the first terminal block
- wiring from the BTMU (2GW) to the BSCU (10GG)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit	
AMM ASM	32-47-18-400-001 32-47/01	Installation of the Brake Temperature Monitoring Unit	

3. Fault Confirmation

A. Test

SROS

- (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance messages BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW and BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW:
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) pin A/A to the first terminal block (Ref. ASM 32-47/01).

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- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/B to pin AB/11D (Ref. ASM 32-47/01).
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance messages BRAKE TEMP SENSOR3(4GW)/BTMU(2GW) and BRAKE TEMP SENSOR4(6GW)/BTMU(2GW):
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) pin A/A to the first terminal block (Ref. ASM 32-47/01).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (2GW) to the BSCU (10GG) pin A/B to pin AB/11D (Ref. ASM 32-47/01).

**ON A/C ALL

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

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EFF: ALL

TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-806

Loss of the Brake Temperature Monitoring on the Wheel 1 and 2

- 1. Possible Causes
 - MONITORING UNIT-BRK TEMP, L1 (3GW)
 - BSCU (10GG)
 - wiring from the BTMU (3GW) pin A/A to the first terminal block
 - wiring from the BTMU (3GW) to the BSCU (10GG)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit
AMM ASM	32-47-18-400-001 32-47/01	Installation of the Brake Temperature Monitoring Unit

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance messages BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW and BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW:
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) pin A/A to the first terminal block (Ref. ASM 32-47/01).

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SROS

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- (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/B to pin AB/11C (Ref. ASM 32-47/01).
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance messages BRAKE TEMP SENSOR1(5GW)/BTMU(3GW) and BRAKE TEMP SENSOR2(7GW)/BTMU(3GW):
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)
 - (2) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) pin A/A to the first terminal block (Ref. ASM 32-47/01).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BTMU (3GW) to the BSCU (10GG) pin A/B to pin AB/11C (Ref. ASM 32-47/01).

**ON A/C ALL

B. Do the test given in Para. 3.

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EFF:

TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-807

Loss of the Brake Temperature Monitoring on all the Wheels

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the circuit breaker (1GW) to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-47/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance messages BRAKE TEMP SENSOR 5GW OR MONIT UNIT 3GW and BRAKE TEMP SENSOR 7GW OR MONIT UNIT 3GW and BRAKE TEMP SENSOR 4GW OR MONIT UNIT 2GW and BRAKE TEMP SENSOR 6GW OR MONIT UNIT 2GW:

 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the circuit breaker (1GW) to the first terminal block (Ref. ASM 32-47/01).

**ON A/C 256-275, 451-475,

A. If the test gives the maintenance messages BRAKE TEMP SENSOR1(5GW)/BTMU(3GW) and BRAKE TEMP SENSOR2(7GW)/BTMU(3GW) and BRAKE TEMP SENSOR3(4GW)/BTMU(2GW) and BRAKE TEMP SENSOR4(6GW)/BTMU(2GW):

- replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-000-001)

TASK 32-42-34-400-001).

EFF: ALL

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R (1) If the fault continues:
R - do a check and repair the wiring from the circuit breaker (1GW) to
the first terminal block (Ref. ASM 32-47/01).

R **ON A/C ALL

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

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-816

Incorrect Temperature Indication of the Brake 1

1. Possible Causes

- MONITORING UNIT-BRK TEMP, L1 (3GW)
- BSCU (10GG)
- SENSOR BRK TEMP, WHEEL 1 (5GW)
- wiring from the MONITORING UNIT (3GW) to the BSCU (10GG)
- wiring from the SENSOR (5GW) to the MONITORING UNIT (3GW)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)	
AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>	
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit	
AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit	
ASM	32-47/01		

3. Fault Confirmation

A. Test
Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

SROS

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message BRAKE TEMP SENSOR 5GW OR MON IT UNIT 3GW:
 - replace the SENSOR BRK TEMP, WHEEL 1 (5GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).

EFF: ALL

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- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (3GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
- (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (5GW) to the MONITORING UNIT (3GW). (Ref. ASM 32-47/01).
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance message BRAKE TEMP SENSOR1(5GW)/BTMU(3GW):
 - replace the SENSOR BRK TEMP, WHEEL 1 (5GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (3GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
 - (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (5GW) to the MONITORING UNIT (3GW). (Ref. ASM 32-47/01).

**ON A/C ALL

B. Test

Do the test given in Para. 3.A.

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EFF: ALL

GA319/A320/A321

TROUBLE SHOOTING MANUAL

TASK 32-47-00-810-817

Incorrect Temperature Indication of the Brake 2

1. Possible Causes

- MONITORING UNIT-BRK TEMP, L1 (3GW)
- BSCU (10GG)
- SENSOR BRK TEMP, WHEEL 2 (7GW)
- wiring from the MONITORING UNIT (3GW) to the BSCU (10GG)
- wiring from the SENSOR (7GW) to the MONITORING UNIT (3GW)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)	
AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>	
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit	
AMM ASM	32-47-18-400-001 32-47/01	Installation of the Brake Temperature Monitoring Unit	

3. Fault Confirmation

A. Test
Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message BRAKE TEMP SENSOR 7GW OR MON IT UNIT 3GW:
 - replace the SENSOR BRK TEMP, WHEEL 2 (7GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).

EFF: ALL

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- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (3GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
- (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (7GW) to the MONITORING UNIT (3GW). (Ref. ASM 32-47/01)
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance message BRAKE TEMP SENSOR2(7GW)BTMU(3GW):
 - replace the SENSOR BRK TEMP, WHEEL 2 (7GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, L1 (3GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (3GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
 - (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (7GW) to the MONITORING UNIT (3GW). (Ref. ASM 32-47/01)

**ON A/C ALL

B. Test

Do the test given in Para. 3.A.

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EFF: ALL

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TASK 32-47-00-810-818

Incorrect Temperature Indication of the Brake 3

1. Possible Causes

- MONITORING UNIT-BRK TEMP, R1 (2GW)
- BSCU (10GG)
- SENSOR BRK TEMP, WHEEL 3 (4GW)
- wiring from the MONITORING UNIT (2GW) to the BSCU (10GG)
- wiring from the SENSOR (4GW) to the MONITORING UNIT (2GW)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)	
AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>	
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit	
AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit	
ASM	32-47/01		

3. Fault Confirmation

A. Test
Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message BRAKE TEMP SENSOR 4GW OR MON IT UNIT 2GW:
 - replace the SENSOR BRK TEMP, WHEEL 3 (4GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).

EFF: ALL

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- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (2GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
- (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (4GW) to the MONITORING UNIT (2GW). (Ref. ASM 32-47/01)
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance message BRAKE TEMP SENSOR3(4GW)/BTMU(2GW):
 - replace the SENSOR BRK TEMP, WHEEL 3 (4GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (2GW) to the BSCU (10GG). (Ref. ASM 32-47/01)
 - (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (4GW) to the MONITORING UNIT (2GW). (Ref. ASM 32-47/01)

**ON A/C ALL

B. Test

Do the test given in Para. 3.A.

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TASK 32-47-00-810-819

Incorrect Temperature Indication of the Brake 4

1. Possible Causes

- MONITORING UNIT-BRK TEMP, R1 (2GW)
- BSCU (10GG)
- SENSOR BRK TEMP, WHEEL 4 (6GW)
- wiring from the MONITORING UNIT (2GW) to the BSCU (10GG)
- wiring from the SENSOR (6GW) to the MONITORING UNIT (2GW)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
	72 /2 7/ 000 004	Democrat of the Bestian/Characian Control Unit (BCCU)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-47-15-000-001	Removal of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)	
AMM	32-47-15-400-001	<pre>Installation of the Brake Temperature Sensor (4GW,5GW,6GW,7GW)</pre>	
AMM	32-47-18-000-001	Removal of the Brake Temperature Monitoring Unit	
AMM	32-47-18-400-001	Installation of the Brake Temperature Monitoring Unit	
ASM	32-47/01	•	

3. Fault Confirmation

A. Test
Do the BITE test of the BSCU: (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message BRAKE TEMP SENSOR 6GW OR MON IT UNIT 2GW:
 - replace the SENSOR BRK TEMP, WHEEL 4 (6GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).

EFF: ALL

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- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (2GW) to the BSCU (10GG). (Ref. ASM 32-47/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (6GW) to the MONITORING UNIT (2GW). (Ref. ASM 32-47/01).
- R **ON A/C 256-275, 451-475,
 - A. If the test gives the maintenance message BRAKE TEMP SENSOR4(6GW)/BTMU(2GW):
 - replace the SENSOR BRK TEMP, WHEEL 4 (6GW) (Ref. AMM TASK 32-47-15-000-001) and (Ref. AMM TASK 32-47-15-400-001).
 - (1) If the fault continues:
 - replace the MONITORING UNIT-BRK TEMP, R1 (2GW) (Ref. AMM TASK 32-47-18-000-001) and (Ref. AMM TASK 32-47-18-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the MONITORING UNIT (2GW) to the BSCU (10GG). (Ref. ASM 32-47/01).
 - (4) If the fault continues:
 - do a check and repair the wiring from the SENSOR (6GW) to the MONITORING UNIT (2GW). (Ref. ASM 32-47/01).

**ON A/C ALL

B. Test

Do the test given in Para. 3.A.

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TROUBLE SHOOTING MANUAL

BRAKE COOLING - FAULT ISOLATION PROCEDURES

TASK 32-48-00-810-801

Brake Fan Inoperative on One Brake

1. Possible Causes

- MOTOR ASSY-BRK FAN, WHEEL AXLE 1 (7GS)
- MOTOR ASSY-BRK FAN, WHEEL AXLE 2 (9GS)
- MOTOR ASSY-BRK FAN, WHEEL AXLE 3 (8GS)
- MOTOR ASSY-BRK FAN, WHEEL AXLE 4 (10GS)
- impeller
- wiring from the brake-fan motor assy pin A/1, 2, 3 to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-48-00-710-001	Functional Test of The Brake Cooling System
AMM	32-48-51-000-002	Removal of the Impeller Assy
AMM	32-48-51-000-005	Removal of the Fan Assy (7GS,8GS,9GS,10GS)
AMM	32-48-51-400-002	Installation of the Impeller Assy
AMM	32-48-51-400-005	Installation of the Fan Assy (7GS,8GS,9GS,10GS)
ASM	32-48/01	

3. Fault Confirmation

- A. Test
 - (1) Do the operational test of the brake cooling system (Ref. AMM TASK 32-48-00-710-001).
 - (2) Make sure that the fan does not operate on the related brake.

4. Fault Isolation

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- A. If the test confirms the fault:do a check of the related impeller
 - (1) If the impeller is not **OK**:
 - replace the impeller. (Ref. AMM TASK 32-48-51-000-002) and (Ref. AMM TASK 32-48-51-400-002)

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- (2) If the impeller is **OK** and if the fault continues:
 - replace the related fan: MOTOR ASSY-BRK FAN, WHEEL AXLE 1 (7GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 2 (9GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 3 (8GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 4 (10GS) (Ref. AMM TASK 32-48-51-000-005) and (Ref. AMM TASK 32-48-51-400-005).
- (3) If the fault continues:
 - do a check and repair the wiring related to the defective fan wiring from the brake-fan motor assy pin A/1, 2, 3 to the first terminal block (Ref. ASM 32-48/01).
- B. Test
 Do the test given in Para. 3.A.(1).

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TASK 32-48-00-810-802

Brake Fans Inoperative on the Wheel 1 & 2

1. Possible Causes

- MOTOR ASSY-BRK FAN, WHEEL AXLE 2 (9GS)
- MOTOR ASSY-BRK FAN, WHEEL AXLE 1 (7GS)
- wiring between the left brake fan contactor (5GS) at pins A/A1, B1, C1 and the first terminal block
- wiring from the left brake fan contactor (5GS) pin A/X2 to the first terminal block
- wiring from the left brake fan contactor (5GS) pin A/X1 to the first terminal block
- CONTACTOR-BRK FAN, L (5GS)
- wiring from the left brake fan contactor (5GS) to the circuit breaker (1GS)
- C/B-HYDRAULIC/BRK FAN/WHEEL 1 & 2 (1GS)
- C/B-HUDRAULIC/BRK FAN/WHEELS 1 & 2 (1GS)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-48-00-710-001 AMM 32-48-51-000-005 AMM 32-48-51-400-005 ASM 32-48/01	Functional Test of The Brake Cooling System Removal of the Fan Assy (7GS,8GS,9GS,10GS) Installation of the Fan Assy (7GS,8GS,9GS,10GS)

3. Fault Confirmation

A. Test

- (1) Do the operational test of the brake cooling system (Ref. AMM TASK 32-48-00-710-001).
 - (a) If the circuit breaker (1GS) trips: refer to Para. 4.A.(2).
- (2) Make sure that the fans do not operate on the left gear.

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4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the circuit breaker (1GS) status.
 - (1) If the circuit breaker (1GS) is closed:
 - do a check for 115VAC at pins A/A1, B1, C1 of the left brake fan contactor (5GS) (Ref. ASM 32-48/01).
 - (a) If there is 115VAC:
 - do a check of the wiring between the left brake fan contactor (5GS) at pins A/A1, B1, C1 and the first terminal block (Ref. ASM 32-48/01).
 - 1 If there is no continuity: - repair the related wiring.
 - 2 If there is continuity:
 - do a check for a ground signal at pin A/X2 of the left brake fan contactor (5GS) (Ref. ASM 32-48/01).
 - a If there is no ground signal:
 - repair the wiring from the left brake fan contactor (5GS)
 pin A/X2 to the first terminal block (Ref. ASM 32-48/01).
 - b If there is a ground signal:
 - do a check and repair the wiring from the left brake fan contactor (5GS) pin A/X1 to the first terminal block (Ref. ASM 32-48/01).
 - (b) If there is no 115VAC:
 - replace the CONTACTOR-BRK FAN, L (5GS).
 - 1 If the fault continues:
 - do a check of the wiring from the left brake fan contactor (5GS) to the circuit breaker (1GS): pins A/A2, B2, C2 to pins A2, B2, C2 (Ref. ASM 32-48/01).
 - a If there is no continuity:
 - repair the related wiring.
 - b If there is continuity:
 - replace the C/B-HYDRAULIC/BRK FAN/WHEEL 1 & 2 (1GS)
 - (2) If the circuit breaker (1GS) is open:
 - close the circuit breaker.
 - (a) If the circuit breaker trips:
 - replace the CONTACTOR-BRK FAN, L (5GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 2 (9GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 1 (7GS), (Ref. AMM TASK 32-48-51-000-005) and (Ref. AMM TASK 32-48-51-400-005)

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- 1 If the fault continues:
 - do a check for a short to ground at:
 - . the wiring from the circuit breaker (1GS) to the left brake fan contactor (5GS): pins A2, B2, C2 to pins A/A2, B2, C2
 - . the wiring from the left brake fan contactor (5GS) pins A/A1, B1, C1 to the wheel axle 1, brake-fan motor assy (7GS) pin A/1,2,3.
 - the wiring from the left brake fan contactor (5GS) pins A/A1, B1, C1 to the wheel axle 2, brake fan motor assy (9GS) pin A/1,2,3. (Ref. ASM 32-48/01).
 - <u>a</u> If there is a short to ground:repair the related wiring.
 - b If there is no short to ground:
 replace the C/B-HUDRAULIC/BRK FAN/WHEELS 1 & 2 (1GS)
- (b) If the circuit breaker (1GS) stays closed and if the fault continues:
 - replace the CONTACTOR-BRK FAN, L (5GS).
- B. Test
 Do the test given in Para. 3.A.(1).

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TASK 32-48-00-810-803

Brake Fans Inoperative on the Wheel 3 & 4

1. Possible Causes

- MOTOR ASSY-BRK FAN, WHEEL AXLE 4 (10GS)
- MOTOR ASSY-BRK FAN, WHEEL AXLE 3 (8GS)
- wiring between the right brake fan contactor (6GS) at pins A/A1, B1, C1 and the first terminal block
- wiring from the right brake fan contactor (6GS) pin A/X2 to the first terminal block
- wiring from the right brake fan contactor (6GS) pin A/X1 to the first terminal block
- CONTACTOR-BRK FAN, R (6GS)
- wiring from the right brake fan contactor (6GS) to the circuit breaker
 (2GS)
- C/B-HYDRAULIC/BRK FAN/WHEEL 3 & 4 (2GS)
- C/B-HYDRAULIC/BRK FAN/WHEELS 3 & 4 (2GS)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-48-00-710-001 AMM 32-48-51-000-005 AMM 32-48-51-400-005 ASM 32-48/01	Functional Test of The Brake Cooling System Removal of the Fan Assy (7GS,8GS,9GS,10GS) Installation of the Fan Assy (7GS,8GS,9GS,10GS)

3. Fault Confirmation

A. Test

- (1) Do the operational test of the brake cooling system (Ref. AMM TASK 32-48-00-710-001).
 - (a) If the circuit breaker (2GS) trips: refer to Para. 4.A.(2).
- (2) Make sure that the fans do not operate on the right gear.

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4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the circuit breaker (2GS) status.
 - (1) If the circuit breaker (2GS) is closed:
 - do a check for 115VAC at pins A/A1, B1, C1 of the right brake fan contactor (6GS) (Ref. ASM 32-48/01).
 - (a) If there is 115VAC:
 - do a check of the wiring between the right brake fan contactor (6GS) at pins A/A1, B1, C1 and the first terminal block (Ref. ASM 32-48/01).
 - 1 If there is no continuity:
 repair the related wiring.
 - 2 If there is continuity:
 - do a check for a ground signal at pin A/X2 of the right brake fan contactor (6GS) (Ref. ASM 32-48/01).
 - a If there is no ground signal:
 - repair the wiring from the right brake fan contactor (6GS) pin A/X2 to the first terminal block (Ref. ASM 32-48/01).
 - b If there is a ground signal:
 - do a check and repair the wiring from the right brake fan contactor (6GS) pin A/X1 to the first terminal block (Ref. ASM 32-48/01).
 - (b) If there is no 115VAC:
 - replace the CONTACTOR-BRK FAN, R (6GS).
 - 1 If the fault continues:
 - do a check of the wiring from the right brake fan contactor (6GS) to the circuit breaker (2GS): pins A/A2, B2, C2 to pins A2, B2, C2 (Ref. ASM 32-48/01).
 - <u>a</u> If there is no continuity:
 - repair the related wiring.
 - b If there is continuity:
 replace the C/B-HYDRAULIC/BRK FAN/WHEEL 3 & 4 (2GS)
 - (2) If the circuit breaker (2GS) is open:
 - close the circuit breaker.
 - (a) If the circuit breaker trips:
 - replace the CONTACTOR-BRK FAN, R (6GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 4 (10GS) or MOTOR ASSY-BRK FAN, WHEEL AXLE 3 (8GS),

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(Ref. AMM TASK 32-48-51-000-005) and (Ref. AMM TASK 32-48-51-400-005)

- 1 If the fault continues:
 - do a check for a short to ground at:
 - . the wiring from the circuit breaker (2GS) to the right brake fan contactor (6GS): pins A2, B2, C2 to pins A/A2, B2, C2
 - . the wiring from the right brake fan contactor (6GS) pins A/A1, B1, C1 to the wheel axle 4, brake- fan motor assy (10GS) pin A/1,2,3.
 - the wiring from the right brake fan contactor (6GS) pins
 A/A1, B1, C1 to the wheel axle 3, brake- fan motor assy
 (8GS) pin A/1,2,3.
 (Ref. ASM 32-48/01).
 - <u>a</u> If there is a short to ground:repair the related wiring.
 - b If there is no short to ground:
 replace the C/B-HYDRAULIC/BRK FAN/WHEELS 3 & 4 (2GS)
- (b) If the circuit breaker (2GS) stays closed and if the fault continues:
 - replace the CONTACTOR-BRK FAN, R (6GS).
- B. Test
 Do the test given in Para. 3.A.(1).

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TASK 32-48-00-810-804

Brake Fans Inoperative on All the Wheels

1. Possible Causes

- LGCIU-2 (5GA2)
- wiring between the BRK FAN pushbutton switch (4GS) pin A/B1 and the first terminal block
- wiring from the LGCIU2 (5GA2) pin AB/6F to the first terminal block
- BRK FAN pushbutton switch (4GS)
- wiring from the BRK FAN pushbutton switch (4GS) to the circuit breaker
 (3GS)
- C/B-HYDRAULIC/BRK FAN/CTL (3GS)
- P/BSW-BRK FAN CONTROL (4GS)
- CONTACTOR-BRK FAN, L (5GS)
- CONTACTOR-BRK FAN,R (6GS)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-31-71-000-001 32-31-71-400-001 32-48-00-710-001	Removal of the LGCIU (5GA1, 5GA2) Installation of the LGCIU (5GA1, 5GA2) Functional Test of The Brake Cooling System
	32-48/01	randeronal rest of the Brake sesting system

3. Fault Confirmation

A. Test

- (1) Do the operational test of the brake cooling system (Ref. AMM TASK 32-48-00-710-001).
 - (a) If the circuit breaker (3GS) trips: refer to Para. 4.A.(2).
- (2) Make sure that the fans do not operate on the four wheels.

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4. Fault Isolation

- A. If the test confirms the fault:
 - do a check of the circuit breaker (3GS) status:
 - (1) If the circuit breaker (3GS) is closed:
 - do a check for 28VDC at pin A/B1 of the BRK FAN pushbutton switch (4GS) (P/BSW (4GS) pushed) (Ref. ASM 32-48/01).
 - (a) If there is 28VDC:
 - do a check of the wiring between the BRK FAN pushbutton switch (4GS) pin A/B1 and the first terminal block (Ref. ASM 32-48/01).
 - 1 If there is no continuity:
 repair the related wiring.
 - 2 If there is continuity:
 - do a check for a ground signal at pin AB/6F of the LGCIU2 (5GA2) (Ref. ASM 32-48/01).
 - a If there is no ground signal:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (b) If there is a ground signal:
 - do a check and repair the wiring from the LGCIU2 (5GA2) pin AB/6F to the first terminal block (Ref. ASM 32-48/01).
 - (c) If there is no 28VDC:
 - replace the BRK FAN pushbutton switch (4GS).
 - 1 If the fault continues:
 - do a check of the wiring from the BRK FAN pushbutton switch (4GS) to the circuit breaker (3GS) pin A/B3 to pin 2 (Ref. ASM 32-48/01).
 - <u>a</u> If there is no continuity:repair the above related wiring.
 - <u>b</u> If there is continuity:
 replace the C/B-HYDRAULIC/BRK FAN/CTL (3GS).
 - (2) If the circuit breaker (3GS) is open:
 - close it.
 - (a) If it trips:
 - replace the P/BSW-BRK FAN CONTROL (4GS) or CONTACTOR-BRK FAN, l (5GS) or CONTACTOR-BRK FAN, R (6GS) or LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001)

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EFF:

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- 1 If the fault continues:
 - do a check for a short to ground at:
 - the wiring from the circuit breaker (3GS) to the BRK FAN pushbutton switch (4GS> pin 2 to pin A/B3
 - the wiring from the BRK FAN pushbutton switch (4GS) pin A/B1 to the first terminal block
 - . the wiring from the LGCIU2 (5GA2) pin AB/6F to the first terminal block (Ref. ASM 32-48/01).
 - <u>a</u> If there is a short to ground:repair the above related wiring.
 - b If there is no short to ground:
 replace the C/B-HYDRAULIC/BRK FAN/CTL (3GS).
- (b) If the circuit breaker stays closed and if the fault continues: - replace the P/BSW-BRK FAN CONTROL (4GS).
- B. Test

EFF:

SROS

- do the test given in Para. 3.A.

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TROUBLE SHOOTING MANUAL

STEERING - FAULT ISOLATION PROCEDURES

TASK 32-51-00-810-801

Loss of the IR OUTPUT BUS 2 Signal from the ADIRU 3

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/10J, 10H to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/02	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM ADIRU3 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/10J, 10H to the first terminal block (Ref. ASM 32-42/02).

EFF: ALL 32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message ADIRU3(1FP3)/BSCU(10GG):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/10J,
 10H to the first terminal block (Ref. ASM 32-42/02).

**ON A/C ALL

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

EFF: ALL
SROS

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TASK 32-51-00-810-802

Loss of the IR OUTPUT BUS 2 Signal from the ADIRU 1

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/11J, 11H to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-42/02	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM ADIRU1 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/11J,
 11H to the first terminal block (Ref. ASM 32-42/02).

EFF: ALL 32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message ADIRU1(1FP1)/BSCU(10GG):
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM
 - TASK 32-42-34-400-001).

**ON A/C ALL

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

EFF: ALL
SROS

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-803

CAPT Nosewheel-Steering Handwheel Inoperative

- 1. Possible Causes
 - XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC)
 - BSCU (10GG)
 - wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>
ASM	32-51/01	·

3. Fault Confirmation

A. Test

SROS

- (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,
 - A. If the test gives the maintenance message CAPT STEERING HANDWHEEL and if the TROUBLE SHOOTING DATA gives the fault code 48:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/9K, 15K, 11K to pins A/P, D, R. (Ref. ASM 32-51/01).
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/9A, 15A, 11A to pins A/U, B, V. (Ref. ASM 32-51/01)
- B. If the test gives the maintenance message CAPT STEERING HANDWHEEL and if the TROUBLE SHOOTING DATA gives the fault code 4A:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10K, 1J, 12K to pins A/M, E, N. (Ref. ASM 32-51/01).
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10A, 1B, 12A to pins A/S, C, T. (Ref. ASM 32-51/01)
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message CAPT STEERING HDWHL(1GG)/BSCU(10GG) and if the TROUBLE SHOOTING DATA gives the fault code 790:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - If the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/9K, 15K, 11K to pins A/P, D, R (Ref. ASM 32-51/01).
 - If the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/9A, 15A, 11A to pins A/U, B, V (Ref. ASM 32-51/01).
 - B. If the test gives the maintenance message CAPT STEERING HDWHL(1GG)/BSCU(10GG) and if the TROUBLE SHOOTING DATA gives the fault code 785:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).

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- (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10K, 1J, 12K to pins A/M, E, N (Ref. ASM 32-51/01).
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10A, 1B, 12A to pins A/S, C, T (Ref. ASM 32-51/01).

**ON A/C ALL

- C. Test
 - (1) Do the test given in Para. 3.A.(1).

TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-804

F/O Nosewheel-Steering Handwheel Inoperative

- 1. Possible Causes
 - XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC)
 - BSCU (10GG)
 - wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>
ASM	32-51/01	

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
 - (2) Read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. 32-42-00, P. Block 301).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message FO STEERING HANDWHEEL and if the TROUBLE SHOOTING DATA gives the fault code 49:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL

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- (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/9K, 15K, 13K to pins A/P, D, R. (Ref. ASM 32-51/01).
 - If the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/9A, 15A, 13A to pins A/U, B, V. (Ref. ASM 32-51/01)
- B. If the test gives the maintenance message FO STEERING HANDWHEEL and if the TROUBLE SHOOTING DATA gives the fault code 4B:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10K, 1J, 14K to pins A/M, E, N. (Ref. ASM 32-51/01).
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10A, 1B, 14A to pins A/S, C, T. (Ref. ASM 32-51/01)
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message F/O STEERING HDWHL(2GC)/BSCU(10GG) and if the TROUBLE SHOOTING DATA gives the fault code 791:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/9K, 15K, 13K to pins A/P, D, R (Ref. ASM 32-51/01).
 - If the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/9A, 15A, 13A to pins A/U, B, V (Ref. ASM 32-51/01).
 - B. If the test gives the maintenance message F/O STEERING HDWHL(2GC)/BSCU(10GG) and if the TROUBLE SHOOTING DATA gives the fault code 786:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).

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- (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (2) If the fault continues:
 - if the source of the message is BSCU 1, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10K, 1J, 14K to pins A/M, E, N (Ref. ASM 32-51/01).
 - if the source of the message is BSCU 2, do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10A, 1B, 14A to pins A/S, C, T (Ref. ASM 32-51/01).

**ON A/C ALL

- C. Test
 - (1) Do the test given in Para. 3.A.(1).

ALL 32-51-00

EFF:

TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-805

Pushbutton of the CAPT Nosewheel-Steering Handwheel Inoperative

1. Possible Causes

- XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC)
- BSCU (10GG)
- wiring from the handwheel transmitter unit (1GC) pin A/K to the ground terminal
- wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)	
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>	
ASM	32-51/01		

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message CAPT STEERING HANDWHEEL:
 - (1) Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (3) If the fault continues:
 - do a check for a ground signal at pin A/K of the handwheel transmitter unit (1GC) (Ref. ASM 32-51/01).
 - (a) If there is no ground signal:
 - repair the wiring from the handwheel transmitter unit (1GC) pin A/K to the ground terminal (Ref. ASM 32-51/01).
 - (b) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10G, 9G to A/J, H (Ref. ASM 32-51/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message CAPT STEERING HDWHL(1GC)/BSCU(10GG):
 - (1) Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check for a ground signal at pin A/K of the handwheel transmitter unit (1GC) (Ref. ASM 32-51/01).
 - (a) If there is no ground signal:
 - repair the wiring from the handwheel transmitter unit (1GC) pin
 A/K to the ground terminal (Ref. ASM 32-51/01).
 - (b) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (1GC) pins AA/10G, 9G to A/J, H (Ref. ASM 32-51/01).

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**ON A/C ALL

- B. Test
 - (1) Do the test given in Para. 3.A.

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EFF:

TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-806

Pushbutton of the F/O Nosewheel-Steering Handwheel Inoperative

1. Possible Causes

- XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC)
- BSCU (10GG)
- wiring from the handwheel transmitter unit (2GC) pin A/K to the ground terminal
- wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-46-00-740-001	BITE Test of the BSCU
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>
ASM	32-51/01	

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message FO STEERING HANDWHEEL:
 - (1) Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (3) If the fault continues:
 - do a check for a ground signal at pin A/K of the handwheel transmitter unit (2GC) (Ref. ASM 32-51/01).
 - (a) If there is no ground signal:
 - repair the wiring from the handwheel transmitter unit (2GC) pin A/K to the ground terminal (Ref. ASM 32-51/01).
 - (b) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10F, 9F to A/H, J (Ref. ASM 32-51/01).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message F/O STEERING HDWHL(2GC)/BSCU(10GG):
 - (1) Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (3) If the fault continues:
 - do a check for a ground signal at pin A/K of the handwheel transmitter unit (2GC) (Ref. ASM 32-51/01).
 - (a) If there is no ground signal:
 - repair the wiring from the handwheel transmitter unit (2GC) pin A/K to the ground terminal (Ref. ASM 32-51/01).
 - (b) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel transmitter unit (2GC) pins AA/10F, 9F to A/H, J (Ref. ASM 32-51/01).

**ON A/C ALL

- B. Test
 - (1) Do the test given in Para. 3.A.

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SROS

EFF:

TROUBLE SHOOTING MANUAL

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549,

R 551-599, 701-749,

TASK 32-51-00-810-807

- R Loss of the Signal from the ELAC 1 to the BSCU (Identified by the BSCU-A)
 - 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG), pins AA/15J, 15H, 6J, 6B to the first terminal block
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
 - A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC1:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/15J,
 15H, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).
 - B. Do the test given in Para. 3.A.

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TASK 32-51-00-810-808

R Loss of the Signal from the ELAC 1 to the BSCU (Identified by the BSCU-B)

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG), pins AA/15B, 15C, 6J, 6B to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-001 ASM 32-51/01	BITE Test of the BSCU

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

- A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC1:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/15B,
 15C, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).
- B. Do the test given in Para. 3.A.

TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-809

R Loss of the Signal from the ELAC 2 to the BSCU (Identified by the BSCU-A)

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG), pins AA/14H, 14J, 7B, 7J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
	70 (0 7) 000 001	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

- A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC2:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/14H,
 14J, 7B, 7J to the first terminal block (Ref. ASM 32-51/01).
- B. Do the test given in Para. 3.A.

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TASK 32-51-00-810-810

R Loss of the Signal from the ELAC 2 to the BSCU (Identified by the BSCU-B)

1. Possible Causes

- BSCU (10GG)
- wiring from the BSCU (10GG), pins AA/14B, 14C, 7B, 7J to the first terminal block

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-001 ASM 32-51/01	BITE Test of the BSCU

3. Fault Confirmation

- A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

4. Fault Isolation

- A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC2:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/14B,
 14C, 7B, 7J to the first terminal block (Ref. ASM 32-51/01).
- B. Do the test given in Para. 3.A.

TROUBLE SHOOTING MANUAL

R **ON A/C ALL

TASK 32-51-00-810-811

Failure of the Nosewheel Steering Feedback Sensor (Control Channel)

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- SENSOR-N/W STRG FDBK, CTL CHAN (3GC)
- BSCU (10GG)
- SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
- wiring from the BSCU (10GG) to the feedback sensor (3GC)
- wiring from the BSCU (10GG) to the N/S steering servo control (6GC)
- wiring from the BSCU (10GG) to the feedback sensor (4GC)

2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION	
R	AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure	
	AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM 32-4		32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
	AMM	32-46-00-740-001	BITE Test of the BSCU	
	AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning	
	AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
	AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
	AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)	
	AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>	
	ASM	32-51/01		

3. Fault Confirmation

A. Test

- (1) Do the BSCU GND SCAN (Ref. AMM TASK 32-46-00-740-002).
- (2) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

EFF: ALL

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4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If either the GND SCAN or the BITE test gives the maintenance message STEERING FEEDBACK CONTROL SENSOR 3GC:
 - do a check for water (or moisture) in the electrical connector of the N/W steering servo control (6GC).
 - (1) If there is water:
 - examine the electrical connector for corrosion
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control
 - make sure that the heat-shrink sleeve of the electrical connector is in good condition
 - connect the electrical connector to the N/W steering servo control (6GC) and fold back the end of the heat-shrink sleeve on the connector to cover it fully.
 - (2) If there is no water:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (3) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (4) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9E, 9F to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
 - (5) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the N/S steering servo control (6GC) pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G,H, E, F, C, D (Ref. ASM 32-51/01).
 - (6) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A,B, C, D, E, F (Ref. ASM 32-51/01).
 - (7) If the fault continues:
 - do the check of the charge pressure of the nose landing gear shock absorber (Ref. AMM TASK 12-14-32-614-004)

EFF: ALL

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If either the GND SCAN or the BITE test gives the maintenance message STEERING FEEDBACK CONTROL SENSOR (3GC):
 - do a check for water (or moisture) in the electrical connector of the N/W steering servo control (6GC).
 - (1) If there is water:
 - examine the electrical connector for corrosion
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control and connect it.
 - (2) If there is no water:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (3) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
 - (4) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (5) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9E, 9F to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
 - (6) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the N/S steering servo control (6GC) pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G,H, E, F, C, D (Ref. ASM 32-51/01).
 - (7) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A,B, C, D, E, F (Ref. ASM 32-51/01).
 - (8) If the fault continues:
 - do the check of the charge pressure of the nose landing gear shock absorber (Ref. AMM TASK 12-14-32-614-004)

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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**ON A/C ALL

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

EFF: ALL
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TASK 32-51-00-810-812

Failure of the Nosewheel Steering Feedback Sensor (Monitoring Channel)

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
- SENSOR-N/W STRG FDBK, CTL CHAN (3GC)
- BSCU (10GG)
- wiring from the BSCU (10GG) to the feedback sensor (4GC)
- wiring from the BSCU (10GG) to the N/S steering servo control (6GC)
- wiring from the BSCU (10GG) to the feedback sensor (3GC)

2. Job Set-up Information

A. Referenced Information

	REFERENCE		DESIGNATION	
R	AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure	
	AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
	AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
	AMM	32-46-00-740-001	BITE Test of the BSCU	
	AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning	
	AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
	AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
	AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)	
	AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>	
	ASM	32-51/01		

3. Fault Confirmation

A. Test

- (1) Do the BSCU GND SCAN (Ref. AMM TASK 32-46-00-740-002).
- (2) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

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4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If either the GND SCAN or the BITE test gives the maintenance message STEERING FEEDBACK CONTROL SENSOR 4GC:
 - do a check for water (or moisture) in the electrical connector of the N/W steering servo control (6GC).
 - (1) If there is water:
 - examine the electrical connector for corrosion
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control
 - make sure that the heat-shrink sleeve of the electrical connector is in good condition
 - connect the electrical connector to the N/W steering servo control (6GC) and fold back the end of the heat-shrink sleeve on the connector to cover it fully.
 - (2) If there is no water:
 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (3) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC)
 - (4) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (5) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
 - (6) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the N/S steering servo control (6GC) pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G, H, E, F, C, D (Ref. ASM 32-51/01).
 - (7) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9E, 9F to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).

EFF: ALL

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- (8) If the fault continues:
 - do the check of the charge pressure of the nose landing gear shock absorber (Ref. AMM TASK 12-14-32-614-004)
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If either the GND SCAN or the BITE test gives the maintenance message STEERING FEEDBACK MONITOR SENSOR (4GC):
 - do a check for water (or moisture) in the electrical connector of the N/W steering servo control (6GC).
 - (1) If there is water:
 - examine the electrical connector for corrosion
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control and connect it.
 - (2) If there is no water:
 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (3) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC)
 - (4) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (5) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
 - (6) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the N/S steering servo control (6GC) pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G, H, E, F, C, D (Ref. ASM 32-51/01).
 - (7) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9E, 9F to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).

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- (8) If the fault continues:
 - do the check of the charge pressure of the nose landing gear shock absorber (Ref. AMM TASK 12-14-32-614-004)

**ON A/C ALL

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

EFF: ALL SROS 32-51-00

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TASK 32-51-00-810-813

Nosewheel Steering Deactivation Inoperative

1. Possible Causes

- ELEC BOX-N/W STEERING, DEACTIVATION (5GC)
- BSCU (10GG)
- wiring from the electrical box (5GC) pin A/C to the ground terminal
- wiring from the BSCU (10GG) to the electrical box (5GC)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-51-00-720-005	Functional Test of the Nose Wheel Steering Deactivation Electrical-Box	
AMM	32-51-12-000-001	Removal of the Nose Wheel Steering Deactivation Electrical Box	
AMM	32-51-12-400-001	Installation of the Nose Wheel Steering Deactivation Electrical Box	
ASM	32-51/01		

3. Fault Confirmation

A. Test

Do the functional test of the nose wheel steering deactivation electrical box (Ref. AMM TASK 32-51-00-720-005).

4. Fault Isolation

- A. If during the test, the N.WHEEL STEER DISC memo indication does not come into view on the upper ECAM DU:
 - replace the ELEC BOX-N/W STEERING, DEACTIVATION (5GC) (Ref. AMM TASK 32-51-12-000-001) and (Ref. AMM TASK 32-51-12-400-001).
 - (1) If the fault continues:
 - do a check for a ground signal at pin A/C of the electrical box (5GC) (Ref. ASM 32-51/01).
 - (a) If there is no ground signal:
 - repair the wiring from the electrical box (5GC) pin A/C to the ground terminal (Ref. ASM 32-51/01).

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- (b) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the electrical box (5GC) pin AB/8D to pin A/D (Ref. ASM 32-51/01).
- (2) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- B. Test

Do the test given in Para. 3.A.

EFF: ALL SROS 32-51-00

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TASK 32-51-00-810-814

Failure of the Selector Valve

1. Possible Causes

- BSCU (10GG)
- steering selector valve
- wiring from the BSCU (10GG) to the servo control (6GC)
- wiring from the servo control (6GC) pin A/K to the ground terminal

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning	
AMM	32-51-00-720-003	Functional Test of the Nose Wheel Steering with the Handwheel	
AMM	32-51-51-000-003	Removal of the Nose Wheel Steering Electro-Distributor	
AMM	32-51-51-400-003	<pre>Installation of the Nose Wheel Steering Electro-Distributor</pre>	
ASM	32-51/01		

3. Fault Confirmation

A. Test

- (1) Do the functional test of the Nose Wheel Steering with the handwheel (Ref. AMM TASK 32-51-00-720-003).
- (2) Do the ground scanning of the BSCU (Ref. AMM TASK 32-46-00-740-002).

4. Fault Isolation

- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message STEERING ELECTRO-HYD MODULE 6GC or BSCU:
 - replace the steering selector valve (Ref. AMM TASK 32-51-51-000-003) and (Ref. AMM TASK 32-51-51-400-003).

EFF: ALL

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- (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- (2) If the fault continues:
 - do a check for a ground signal at pin A/K of the servo control (6GC) (Ref. ASM 32-51/01).
 - (a) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the servo control (6GC): pin AB/12D to pin A/J (Ref. ASM 32-51/01).
 - (b) If there is no ground signal:
 - do a check and repair the wiring from the servo control (6GC)
 pin A/K to the ground terminal (Ref. ASM 32-51/01).
- (3) If the fault continues:
 - do the check of the charge pressure of the nlg shock absorber. (Ref. AMM TASK 12-14-32-614-004).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message STEERING ELECTRO-HYD MODULE(6GC)/ BSCU(10GG):
 - replace the steering selector valve (Ref. AMM TASK 32-51-51-000-003) and (Ref. AMM TASK 32-51-51-400-003).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (2) If the fault continues:
 - do a check for a ground signal at pin A/K of the servo control (6GC) (Ref. ASM 32-51/01).
 - (a) If there is a ground signal:
 - do a check and repair the wiring from the BSCU (10GG) to the servo control (6GC): pin AB/12D to pin A/J (Ref. ASM 32-51/01).
 - (b) If there is no ground signal:
 - do a check and repair the wiring from the servo control (6GC)
 pin A/K to the ground terminal (Ref. ASM 32-51/01).
 - (3) If the fault continues:
 - do the check of the charge pressure of the nose landing gear shock absorber (Ref. AMM TASK 12-14-32-614-004).

EFF: ALL 32-51-00

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@A319/A320/A321

TROUBLE SHOOTING MANUAL

**ON A/C ALL

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

EFF: ALL SROS 32-51-00

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-815

Nosewheel Steering Order Disagree

1. Possible Causes

- BSCU (10GG)
- XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC)
- XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC)
- XDCR UNIT-PEDAL POS, L (25CE1)
- XDCR UNIT-PEDAL POS, R (25CE2)
- wiring from the BSCU (10GG) to the handwheel (1GC)
- wiring from the BSCU (10GG) to the handwheel (2GC)
- wiring from the ELAC 1 (2CE1) to the transducer units (25CE1,25CE2)
- wiring from the ELAC 2 (2CE2) to the transducer units (25CE1,25CE2)

2. Job Set-up Information

R

R

SROS

A. Referenced Information

REFERENCE		DESIGNATION	
AMM	27-92-15-000-001	Removal of the Pedal Position Transducer Unit (25CE1,25CE2)	
AMM	27-92-15-400-001	Installation of the Pedal Position Transducer Unit (25CE1,25CE2)	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-46-00-740-002	BITE Test of the BSCU - Ground Scanning	
AMM	32-51-00-720-003	Functional Test of the Nose Wheel Steering with the Handwheel	
AMM	32-51-00-720-004	Functional Test of the Nose Wheel Steering with the Pedals	
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)	
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>	
ASM	27-92/23	·	
ASM	32-51/01		

EFF: ALL 32-51-00

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3. Fault Confirmation

A. Test

- (1) Do the functional test of the Nose Wheel Steering with the handwheel (Ref. AMM TASK 32-51-00-720-003).
- (2) Do the functional test of the Nose Wheel Steering with the pedals (Ref. AMM TASK 32-51-00-720-004).
- (3) Do the ground scanning of the BSCU (Ref. AMM TASK 32-46-00-740-002).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message STEERING HANDWHEEL OR BSCU:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001)
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel (1GC) pins AA/15A, 9A, 11A, 1B, 10A, 12A, 15K, 9K, 11K, 1J, 10K, 12K to pins A/B, U, V, C, S, T, D, P, P, R, E, M, N (Ref. ASM 32-51/01).
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel (2GC) pins AA/13A, 9A, 15A, 14A, 10A, 1B, 13K, 9K, 15K, 14K, 10K, 1J to pins A/V, U, B, T, S, C, R, P, D, N, M, E (Ref. ASM 32-51/01).
 - (4) If the fault continues:
 - replace the XDCR UNIT-PEDAL POS, L (25CE1) (Ref. AMM TASK 27-92-15-000-001) and (Ref. AMM TASK 27-92-15-400-001).
 - (5) If the fault continues:
 - replace the XDCR UNIT-PEDAL POS, R (25CE2) (Ref. AMM TASK 27-92-15-000-001) and (Ref. AMM TASK 27-92-15-400-001).
 - (6) If the fault continues:
 - do a check and repair the wiring from the ELAC 1 (2CE1) to the transducer units (25CE1,25CE2) (Ref. ASM 27-92/23).
 - do a check and repair the wiring from the ELAC 2 (2CE2) to the transducer units (25CE1,25CE2) (Ref. ASM 27-92/23).

EFF: ALL 32-51-00

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R **ON A/C 201-225, 227-227, 229-253, 256-299, 426-499, 503-549, 551-599, R 701-749, R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the test gives the maintenance message BSCU (10GG)/STEERING HANDWHEELS (1GC/2GC) or BSCU(10GG)/STEERING HANDWHEELS(1GC/2GC) SPLY:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - (2) If the fault continues:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001)
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel (1GC) pins AA/15A, 9A, 11A, 1B, 10A, 12A, 15K, 9K, 11K, 1J, 10K, 12K to pins A/B, U, V, C, S, T, D, P, P, R, E, M, N (Ref. ASM 32-51/01).
 - do a check and repair the wiring from the BSCU (10GG) to the handwheel (2GC) pins AA/13A, 9A, 15A, 14A, 10A, 1B, 13K, 9K, 15K, 14K, 10K, 1J to pins A/V, U, B, T, S, C, R, P, D, N, M, E (Ref. ASM 32-51/01).
 - (4) If the fault continues:
 - replace the XDCR UNIT-PEDAL POS, L (25CE1) (Ref. AMM TASK 27-92-15-000-001) and (Ref. AMM TASK 27-92-15-400-001).
 - (5) If the fault continues:
 - replace the XDCR UNIT-PEDAL POS, R (25CE2) (Ref. AMM TASK 27-92-15-000-001) and (Ref. AMM TASK 27-92-15-400-001).
 - (6) If the fault continues:
 - do a check and repair the wiring from the ELAC 1 (2CE1) to the transducer units (25CE1,25CE2) (Ref. ASM 27-92/23).
 - do a check and repair the wiring from the ELAC 2 (2CE2) to the transducer units (25CE1,25CE2) (Ref. ASM 27-92/23).

**ON A/C ALL

B. Test

- do the test given in Para. 3.A.

EFF: ALL

32-51-00

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TASK 32-51-00-810-816

Loss of the Signal from the ELAC1 & 2 to the BSCU (Identified by the SYS1)

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/15J, 15H, 6J, 6B, 14H, 14J, 7J, 7B to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-001 ASM 32-51/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC1 & 2: replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/15J, 15H, 6J, 6B, 14H, 14J, 7J, 7B to the first terminal block (Ref. ASM 32-51/01).

EFF: ALL 32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/15J, 15H, 6J, 6B, 14H, 14J, 7J, 7B to the first terminal block (Ref. ASM 32-51/01).

**ON A/C ALL

B. Test

SROS

(1) Do the test given in Para. 3.A.

EFF: ALL 32-51-00

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-817

Loss of the Signal from the ELAC1 & 2 to the BSCU (Identified by the SYS2)

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/14B, 1 4C, 7B, 7J, 15B, 15C, 6J, 6B to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM 32-46-00-740-001 ASM 32-51/01	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM ELAC1 & 2: replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/14B,1 4C, 7B, 7J, 15B, 15C, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).

EFF: ALL 32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/14B,1 4C, 7B, 7J, 15B, 15C, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).

**ON A/C ALL

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

EFF: ALL 32-51-00

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TASK 32-51-00-810-818

Nosewheel Steering Position Order Disagree

- 1. Possible Causes
 - BSCU (10GG)
 - SENSOR-N/W STRG FDBK, CTL CHAN (3GC)
 - SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
 - wiring from the BSCU (10GG) to the sensor (3GC)
 - wiring from the BSCU (10GG) to the sensor (4GC)
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-46-00-740-001	BITE Test of the BSCU	
AMM	32-51-00-820-002	Adjustment of the N/WS Zero Position with the Adjusting Tool F26630200 for A/C with N/WS Sensor (3GC, 4GC) P/N C24763000, NLG Centering Cams as Reference	
AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000	
ASM	32-51/01		

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU or STEERING FEEDBACK SENSOR:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (1) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
- (2) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
- (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG)to the sensor (3GC) pins A/A, B, C, D, E, F to pins AB/15E, 15F, 8E, 8F, 9F, 9E (Ref. ASM 32-51/01).
- (4) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the sensor (4GC) pins A/A, B, C, D, E, F to pins AB/14E, 14F, 10E, 10F, 11F, 11E (Ref. ASM 32-51/01)
- (5) If the fault continues:
 - do the adjustment of the Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-00-820-002).
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BSCU(10GG)/STEERING FDBK SENSORS (3GC/4GC):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (2) If the fault continues:
 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
 - (3) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG)to the sensor (3GC) pins A/A, B, C, D, E, F to pins AB/15E, 15F, 8E, 8F, 9F, 9E (Ref. ASM 32-51/01).
 - (4) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the sensor (4GC) pins A/A, B, C, D, E, F to pins AB/14E, 14F, 10E, 10F, 11F, 11E (Ref. ASM 32-51/01)
 - (5) If the fault continues:
 - do the adjustment of the Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-00-820-002).

EFF: ALL

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**ON A/C ALL

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

EFF: ALL SROS

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TASK 32-51-00-810-823

Steering Deviation During Taxi

WARNING : PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU

START A TASK ON OR NEAR:
- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING

GEAR.

WARNING: LET THE BRAKES AND THE WHEELS BECOME COOL BEFORE YOU GO NEAR THE

LANDING GEAR. DO NOT APPLY A LIQUID OR GAS FIRE EXTINGUISHER DIRECTLY

ON A HOT WHEEL OR BRAKE UNIT. THIS COULD CAUSE AN EXPLOSION.

1. Possible Causes

R

- XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC)
- XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC)
- R ELAC-1 (2CE1)
- R ELAC-2 (2CE2)
 - XDCR UNIT-PEDAL POS, L (25CE1)
 - XDCR UNIT-PEDAL POS, R (25CE2)
- R BSCU (10GG)
 - steering servovalve
- R adjustment of the nose wheel steering "zero" position
 - NLG torque link plays

R

- Nose Wheel Steering gearbox
- R adjustment of the pedal position transducer unit (25CE1,25CE2)
- R Nose Wheel Steering Gearbox

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY DESIGNATION
No specific	<pre>circuit breaker(s) safety clip(s)</pre>
No specific	AC voltmeter (minimum range:0-20V, accuracy:1 mV,
	frequency:50-2000Hz)
No specific	DC voltmeter
F26792000	1 SENSOR-VOLTAGE TEST
F26792000-1	1 SENSOR-VOLTAGE TEST
F26793000	1 TESTER-CURRENT, SERVOVALVE
F26793000-1	1 TESTER-SERVOVALVE CURRENT

EFF: ALL

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REFERENCE QTY DESIGNATION

R JT2000AIRBUS

1 TOOL-NOSE WHEEL ALIGNMENT

B. Consumable Materials

(Ref. 20-31-00)

C. Referenced Information

REFERENCE		DESIGNATION	
AMM	05-51-16-200-001	<pre>Inspection After Brake Emergency Application or Overheat</pre>	
AMM	07-11-00-581-003	Lifting of the Aircraft at Forward Jacking Point, MLG Wheels on the Ground	
AMM	07-12-00-582-001	Jacking for Nose Gear Wheel Change	
AMM	09-10-00-584-002	Towing with the Nose Gear from the Front	
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power	
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>	
AMM	27-21-00-820-003	Adjustment of the Rudder Mechanical Control	
AMM	27-93-34-000-001	Removal of the ELAC (2CE1,2CE2)	
AMM	27-93-34-400-001	Installation of the ELAC (2CE1,2CE2)	
AMM	29-10-00-863-001	Pressurize the Green Hydraulic System	
AMM	29-10-00-863-002	Pressurize the Yellow Hydraulic System	
AMM	29-10-00-864-001	Depressurize the Green Hydraulic System	
AMM	31-32-00-860-009	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page	
AMM	32-21-00-200-002	General Visual Inspection of the Nose Landing Gear	
AMM	32-21-00-200-003	Check Torque Links for Excessive Play	
AMM	32-41-00-210-002	Inspection/Check of the Wheels and Tires	
AMM	32-41-00-210-003	Inspection/Check of the Pressure of Tires	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM	32-51-00-220-001	Check of the N/WS Zero Position (with the Nose-Wheel Alignment Tool)	

EFF: ALL

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REFERENCE		DESIGNATION
AMM	32-51-00-820-001	Adjustment of the N/WS Zero Position with the
		Adjusting Tool F26630200 for A/C with N/WS Sensor
		(3GC, 4GC) P/N C24763000, Rudder Trim Angle as
	72 54 00 820 004	Reference
AMM	32-51-00-820-001	Adjustment of the N/WS Zero Position for A/C with
		N/WS Sensor Box (3GC, 4GC) P/N E21336000, Rudder Trim
л м м	32-51-00-820-002	Angle as Reference Adjustment of the N/WS Zero Position with the
AMM	32-31-00-820-002	Adjusting Tool F26630200 for A/C with N/WS Sensor
		(3GC, 4GC) P/N C24763000, NLG Centering Cams as
		Reference
ΔММ	32-51-00-820-002	Adjustment of the N/WS Zero Position for A/C with
AI II I	32 31 00 020 002	N/WS Sensor Box (3GC, 4GC) P/N E21336000, NLG
		Centering Cams as Reference
АММ	32-51-00-820-003	Adjustment of the N/WS Zero Position with the
	0= 7: 00 0=0 000	Adjusting Tool F26630200 for A/C with N/WS Sensor
		(3GC, 4GC) P/N C24763000 with the Nose-Wheel
		Alignment Tool
AMM	32-51-00-820-003	Adjustment of the N/WS Zero Position for A/C with
		N/WS Sensor Box (3GC, 4GC) P/N E21336000 with the
		Nose-Wheel Alignment Tool
AMM	32-51-11-000-001	Removal of the Transmitter Unit - Nose Wheel Steering
		Handwheel (1GC,2GC)
AMM	32-51-11-400-001	Installation of the Transmitter Unit - Nose Wheel
		Steering Handwheel (1GC,2GC)
AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor
		Box (3GC, 4GC) P/N E21336000
AMM	32-51-19-220-001	Check of the Voltage at the Nose Wheel Steering
		Feedback Sensor (3GC,4GC)
AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback
	70 54 /4 000 004	Sensor Box (3GC, 4GC) P/N E21336000
AMM	32-51-41-000-001	Removal of the Nose Wheel Steering Gearbox P/N
		C24764000
A M M	72 54 /4 /00 002	Installation of the Nose Wheel Steering Gearbox P/N
AMM	32-51-41-400-002	C24764000
AMM	32-51-51-000-002	Removal of the Nose Wheel Steering Servo-Valve
AMM	32-51-51-400-002	Installation of the Nose Wheel Steering Servo-Valve
AMM	34-10-00-860-004	IR Alignment Procedure
AMM	34-10-00-860-005	ADIRS Stop Procedure
TSM	32-42-00-810-921	Difference of Temperature between the two Brakes on a
. •	J 00 010 /L1	Same Gear
TSM	32-42-00-810-922	Difference of Average Temperature between the L and R
		Gears
32-5	1-00-991-008	Fig. 201

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R

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```
DESIGNATION
   R **ON A/C 209-225, 227-227, 229-233, 247-253, 279-279, 281-281, 285-299,
R 426-450, 476-499, 503-549, 551-599, 701-749,
  32-51-00-991-006
                           Fig. 202
  **ON A/C 201-225, 227-227, 229-245, 247-299, 426-499, 503-549, 551-599,
  701-749,
  Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
  Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
  Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253,
                          276-299,426-450,476-499,503-549,551-551,554-554,
R
                          557-563,701-749,
R
  32-51-00-991-006-A
                           Fig. 202A
  **ON A/C 201-225, 227-227, 229-231, 233-245, 247-255, 276-299, 426-450,
  476-499, 503-549, 551-599, 701-749,
  Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253,
                          276-299,426-450,476-499,503-549,551-551,554-554,
R
R
                          557-563,701-749,
  32-51-00-991-005
                           Fig. 203
  **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
  564-599,
  Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
  Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
R 32-51-00-991-005-A
                           Fig. 203A
  **ON A/C 201-225, 227-227, 229-245, 247-299, 426-499, 503-549, 551-599,
  701-749,
R
  Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
  Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
  Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253,
R
                          276-299,426-450,476-499,503-549,551-551,554-554,
R
R
                          557-563,701-749,
R 32-51-00-991-002
                           Fig. 204
R **ON A/C 209-225, 227-227, 229-233, 247-253, 279-279, 281-281, 285-299,
  426-450, 476-499, 503-549, 551-599, 701-749,
  32-51-00-991-003
                           Fig. 205
 32-51-00-991-004
                           Fig. 206
```

R EFF: ALL
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DESIGNATION

REFERENCE

**ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,

564-599,

R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

R 32-51-00-991-007

Fig. 207

**ON A/C ALL

3. Fault Confirmation

A. Test

NOTE: A Nose Wheel Steering (NWS) angle of 0.5 degree (3 degrees rudder trim) or less is permitted. If more than 3 degrees of rudder trim was necessary to keep the aircraft straight during taxi, the cause could be due to side winds or runway camber. To make sure that the problem with the NWS system was not caused by external effects, it is necessary to let the aircraft return to service (after having done some checks) and monitor the aircraft at the next taxi operation. But, when there are 3, or more, aircraft log book entries in the last 10 flights this is an indication that there is a fault in the NWS system. Thus the operator must trouble shoot the NWS system to find the cause of the NWS offset (Ref. Fig. 201/TASK 32-51-00-991-008)

NOTE: It is possible that an aircraft can have part of this procedure done and be returned to service to monitor the NWS, then returned again to maintenance engineering for more trouble shooting. When this occurs the procedure must be done from the start each time, to prevent cumulative-errors.

NOTE: It is possible that no rudder trim figure is associated to a report of veering tendency. In this case, and as a conservative measure the NWS angle is considered to be more than 0.5 degree and less than, or equal to 1.5 degrees (more than 3.0 degrees rudder trim and less than, or equal to 8.8 degrees rudder trim).

- (1) Do a check of the Post Flight Report (PFR) and the aircraft log book for NWS and/or braking related problems:
 - (a) If there is NWS and/or braking CFDS maintenance message on the PFR, refer to the troubleshooting procedure relative to the triggered warning/message and do the applicable trouble shooting.

R

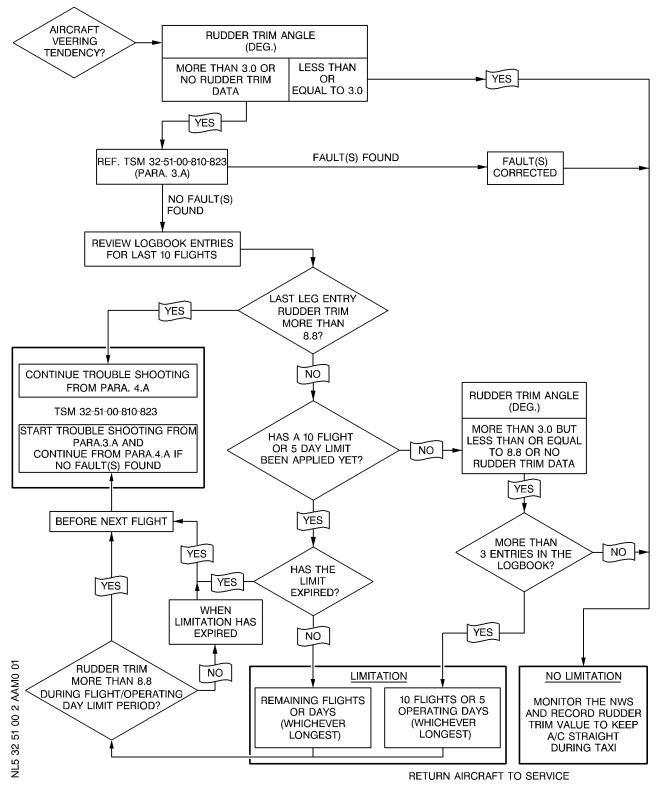
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Flow Chart of the Steering Deviation During Taxi Figure 201/TASK 32-51-00-991-008

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- (b) If there is any entry in the log book related to a HOT BRAKES warning, do the inspection applicable to an emergency brake application or overheat (Ref. AMM TASK 05-51-16-200-001).
- (c) If there is any entry in the log book related to a brake temperature problem, but there is no HOT BRAKES warning, do the applicable trouble shooting (Ref. TSM TASK 32-42-00-810-921) and (Ref. TSM TASK 32-42-00-810-922).
- (2) Do an inspection/check of the NLG tires.
 - (a) Do an inspection of the condition of the nose wheel tires for wear or damage (Ref. AMM TASK 32-41-00-210-002). The two tires must not show damage and must have almost the same wear condition.
 - NOTE: If you replace only one tire, the condition of the replacement tire (groove depth) must be almost the same as the other installed tire.
 - (b) Do a check of the nose wheel tire pressure (Ref. AMM TASK 32-41-00-210-003).
 - <u>NOTE</u>: If the tires are hot it is not possible to get an accurate indication, but the two tires must each have almost the same pressure, which must be more than the correct pressure of a cold tire.
- (3) Do a detailed visual inspection of the NLG structure (Ref. AMM TASK 32-21-00-200-002).
- (4) From the check/inspections in step(1) thru (3):
 - (a) If the check/inspections were not ok and fault was corrected, do the step (8).
 - (b) If the check/inspection were OK, do the step (5).
- (5) Do a check of the last 10 flight entries in the aircraft log book:
 - (a) if the entry for the last flight shows that a rudder trim correction of more than 8.8 degrees was necessary to keep the aircraft straight during taxi, do the fault isolation in Para.4A, before the next flight.

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- R (b) if there are less than 3 entries in the log book where more than 3 degrees, but less than or equal to 8.8 degrees, of rudder trim R was necessary to keep the aircraft straight during taxi, do the step (8).
 - (c) if there are 3, or more, entries in the logbook where more than 3 degrees, but less than or equal to 8.8 degrees, of rudder trim was necessary to keep the aircraft straight during taxi, do the step (7).
 - (d) if there is an entry in the logbook that has put on limit of 10 flights or 5 operating days, whichever is the longest, before the aircraft must returned to maintenance, do the step (6).
 - (6) Return the aircraft to service and make a record in the aircraft logbook to monitor the NWS and return the aircraft to maintenance after no more than the number of flights or operating days remaining from the 10 flights or 5 operating days limits whichever is the longest.
 - (7) Return the aircraft to service and make record in the aircraft log book monitor the NWS and return the aircraft to maintenance after not more than 10 flights or 5 operating days whichever is the longest.
 - <u>NOTE</u>: If during the above flight or day limit there is an entry where more than 8.8 degrees of rudder trim was necessary to keep the aircraft straight during taxi:

 Do the fault isolation Para.4.A before next flight.
 - (8) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation to assess the aircraft lateral deviation, if any, using the rudder trim input.

4. Fault Isolation

R

R

R

R

R R

R

A. Procedure

- (1) Do the procedure that follows when one of these two conditions has occured:
 - There are 3, or more, logbook entries related to a NWS offset of more than 3 degrees, but less than or equal to 8.8 degrees, rudder trim and the 10 flight or 5 operating day limit has expired.
 - There is 1 entry related to a **NWS** offset of more than **8.8** degrees of rudder trim.

NOTE: When an Alignment Tool Nose Wheel (JT2000AIRBUS) is not available and it is not possible to do a taxiway test, it is important to continue the trouble shooting from Para. 4.B.

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- (2) If the inspection/check in Para. 3.A. was satisfactory, use one of the two procedures that follows, to find the value of the NWS angle:
 - If a NOSE WHEEL ALIGNMENT TOOL (JT2000AIRBUS) is not available, do the taxiway test at step (4).
 - If a NOSE WHEEL ALIGNMENT TOOL is available do step (3).
- (3) Use the NOSE WHEEL ALIGNMENT TOOL to do a nose wheel alignment check (Ref. AMM TASK 32-51-00-220-001)
 - (a) Make a record of the NWS angle, as shown on the NOSE WHEEL ALIGNMENT TOOL.
 - (b) Using the rudder trim, align the nose wheels to the zero position, as shown on the NOSE WHEEL ALIGNMENT TOOL:
 - If the rudder trim angle necessary to put the NWS to the zero position is equal to, or more than, the rudder trim angle recorded in the aircraft logbook, continue the procedure from Para. 4.B.
 - If the rudder trim angle necessary to put the NWS to the zero position is less than the rudder trim angle recorded in the aircraft logbook, do step (c).
 - (c) From the value of the NWS angle recorded in step (a):
 - If the NWS angle is more than 0.5 degrees, continue the procedure from Para. 4.B.
 - If the NWS angle is less than or equal to 0.5 degrees, do the taxiway test at step (4).
 - NOTE: There are possible causes of undemanded steering during taxi other than a mechanical offset of the nose-wheel.

 Thus if the NOSE WHEEL ALIGNMENT TOOL shows the nose wheel angle is in limit, it will be necessary to do the taxiway test to identify the NWS system offset.
- (4) Do the taxiway procedure that follows, to record the rudder trim angle necessary to make the aircraft taxi in a straight line:
 - (a) Put the aircraft on a straight lenght of taxiway.
 - (b) Make sure that the engines operate at the same power level during taxi.
 - (c) Release the parking brake.
 - (d) Steer the aircraft with the rudder pedals or the NWS handwheels so that it is aligned with the taxiway centerline.
 - (e) When the aircraft is aligned with the centerline, taxi the aircraft at between 10KT and 15KT and keep the aircraft straight with the rudder trim control only, over a distance of 100 meters or more.

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(f) Record the value (+/- X1 degrees) of trim input necessary to keep the aircraft in a straight line.

NOTE : Right (R) rudder is a negative (-) value and left (L)
rudder is a positive (+) value.

(g) Do the procedure in steps (a) thru (e) again, but in the opposite direction along the same length of taxiway.

NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included in the calculation of the NWS angle.

- (h) Record the value (+/- X2 degrees) of trim input necessary to keep the aircraft in a straight line.
- (i) Calculate the average value X of the two rudder trim input angles from (X1+X2) divided by 2.
 - Make a record of the value of X=(X1+X2)/2.
 - 1 Example 1: X1 = -2.5 degrees (L) and X2 = -3.5 degrees (R), gives an average = -3.0 degree (R).
 - $\underline{2}$ Example 2: X1 = + 2.5 degrees (L) and X2 = 3.5 degrees (R), gives an average = 0.5 degree (R).
- (j) From the value of the average rudder trim input (X) in step (i):If the input (X) is less than, or equal to 3 degrees do step (5).
 - If the input (X) is more than 3 degrees continue the fault isolation procedure from Para. 4.B.
- (5) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - (a) Refer to the Close-Up Para (5.A).

R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- B. Configuration
 - (1) Make sure that the towing lever on the ELEC BOX 5GC is set to the Normal position.
 - (2) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
 - (3) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).

EFF: ALL

SROS

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- (4) On the panel 400VU, make sure that the landing-gear control lever is in the DOWN position.
- (5) On the panel 402VU, make sure that the A/SKID & N/W STRG switch is in the ON position.
- (6) Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- (7) Do the IR alignment procedure (Ref. AMM TASK 34-10-00-860-004).
- (8) On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).
- (9) On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
- (10) On the panel 110VU, make sure that the RUD TRIM indicator shows zero.

```
R **ON A/C 201-225, 227-227, 229-231, 233-299, 426-499, 503-549, 551-599, R 701-749, R Post SB 32-1335 For A/C 457-475, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,
```

B. Configuration

- (1) Make sure that the nosewheels are approximately aligned with the aircraft centerline.
- (2) Make sure that the Towing Lever on the ELEC BOX 5GC is set to the Normal position.
- (3) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
- (4) On the panel 400VU, make sure that the landing-gear control lever is in the DOWN position.
- (5) On the panel 402VU, make sure that the A/SKID & N/W STRG switch is in the ON position.
- (6) Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- (7) Do the IR alignment procedure (Ref. AMM TASK 34-10-00-860-004).
- (8) On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).

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- (9) On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
- (10) On the panel 110VU, make sure that the RUD TRIM indicator shows zero.
- (11) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001)
- R **ON A/C 205-205, 232-232, 245-245, 457-475, 553-553, 555-555, 564-599,
- R Post SB 32-1305 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

B. Configuration

- (1) Make sure that the nosewheels are approximately aligned with the aircraft centerline.
- (2) Make sure that the Towing Lever on the ELEC BOX 5GC is set to the Normal position.
- (3) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002).
- (4) On the panel 400VU, make sure that the landing-gear control lever is in the DOWN position.
- (5) On the panel 402VU, make sure that the A/SKID & N/W STRG switch is in the ON position.
- (6) Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- (7) Do the IR alignment procedure (Ref. AMM TASK 34-10-00-860-004).
- (8) On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).
- (9) On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
- (10) On the panel 110VU, make sure that the RUD TRIM indicator shows zero.
- (11) Pressurize the Yellow hydraulic system (Ref. AMM TASK 29-10-00-863-002)

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**ON A/C ALL

C. Table of the circuit breakers used in this procedure:

PANEL	DESIGNATION	_	LOCATION
49VU	FLIGHT CONTROLS/ELAC1/NORM/SPLY	15CE1	B11
49VU	L/G/LGCIU/SYS1/NORM	1GA	C09
105VU	FLIGHT CONTROLS/ELAC2/STBY SPLY	16CE2	A02
105VU	FLT CTL/ELAC1/STBY SPLY	16CE1	AO1
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY	4GG	M36
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS2/CTL	3GG	M35
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS1/CTL	1GG	M34
12 1VU	HYDRAULIC/BRAKING AND STEERING/SYS1/IND AND/SPLY	2GG	M33
12 1VU	ENGINE/ENG2/OIL/PRESS	2EN2	N42
12 1VU	ENGINE/ENG1/OIL/PRESS	2EN1	N40
12 1VU	HYDRAULIC/LGCIU/SYS2	2GA	Q35
12 1VU	HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34
12 1VU	FLIGHT CONTROLS/ELAC2/NORM/SPLY	15CE2	R20

D. Open, safety and tag this(these) circuit breaker(s):

PANEL	DESIGNATION	IDENT.	LOCATION
49VU	FWS/FWC1/SPLY	3WW	F01
12 1VU	ENGINE/ENG2/OIL/PRESS	2EN2	N42
12 1VU	ENGINE/ENG1/OIL/PRESS	2EN1	N40
12 1VU	EIS/FWC2/SPLY	2WW	Q07

R

R **ON A/C 201-208, 234-245, 276-278, 280-280, 282-284,

R

- E. Procedure
 - (1) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).

NOTE : Use the results table to help you record the different values thru the procedure that follows.

R **ON A/C 205-205, 245-245,

R

(Ref. Fig. 202A/TASK 32-51-00-991-006-A)

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SERVOVALVE CHECK

SERVOVALVE CURRENT ISV1	=	(LIMIT IS < ± 0.50mA)
SERVOVALVE CURRENT ISV2	=	(LIMIT IS < ± 0.50mA)
0.5 X (ISV1+ISV2)	=	(LIMIT IS < ± 0.50mA)
ISV1-ISV2	=	(LIMIT IS < ± 0.50mA)

BSCU OUTPUT CHECK

SERVOVALVE CURRENT ISV5	=	
SERVOVALVE CURRENT ISV6	=	
ISV5-ISV6	=	(LIMIT IS < ± 1.92mA)

RUDDER COMMANDED ANGLE CHECK

		BSCU SYS1	BSCU SYS2
SECONDARY VOLTAGE	U1 =		
	U2 =		
VALUE A	U1-U2 =		
	U1* =		
	U2* =		
VALUE B	(U1*-U2*) =		
	VALUE A-B =	(LIMIT IS ≤ ± 8mV)	(LIMIT IS < ± 8mV)
	U1** =		
	U2** =		
VALUE C	(U1**-U2**) =		
	VALUE A−C =	(LIMIT IS ≤ ± 8mV)	(LIMIT IS < ± 8mV)

HANDWHEELS CHECK

BSCU SYS1 (CA5) =	(SEE TABLE)
BSCU SYS2 (CA5) =	(SEE TABLE)

BSCU RVDT INPUT CHECK

BSCU SYS1 (CA6) =	(SEE TABLE)
VALUE A =	(SEE TABLE)
BSCU SYS2 (CA6) =	(SEE TABLE)
VALUE B =	(SEE TABLE)
VALUE A-B =	(LIMIT IS ±0.8 DEG)

Results table Figure 202/TASK 32-51-00-991-006

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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HANDWHEELS CHECK

CAPT ANGLE (BSCU SYS1)	=	(LIMIT IS O DEG. ± 0.4 DEG.)
CAPT ANGLE (BSCU SYS2)	=	(LIMIT IS O DEG. ± 0.4 DEG.)
F/O ANGLE (BSCU SYS1)	=	(LIMIT IS O DEG. ± 0.4 DEG.)
F/O ANGLE (BSCU SYS2)	=	(LIMIT IS O DEG. ± 0.4 DEG.)

RUDDER ANGLE CHECK

PEDAL ANGLE (BSCU SYS1)	=	(LIMIT IS O DEG. ± 0.1 DEG.)
PEDAL ANGLE (BSCU SYS2)	=	(LIMIT IS O DEG. ± 0.1 DEG.)
PEDAL ANGLE VALUE A1 (BS	CU SYS1) =	(LIMIT IS O DEG. ± 0.1 DEG.)
PEDAL ANGLE VALUE B1 (BS	CU SYS1) =	(LIMIT IS O DEG. ± 0.1 DEG.)
PEDAL ANGLE VALUE A2 (BS	CU SYS2) =	(LIMIT IS O DEG. ± 0.1 DEG.)
PEDAL ANGLE VALUE B2 (BS	CU SYS2) =	(LIMIT IS O DEG. ± 0.1 DEG.)

STEERING ORDER CHECK

STEER ORDER (BSCU SYS1)	=	(LIMIT IS O DEG.)
STEER ORDER (BSCU SYS2)	=	(LIMIT IS O DEG.)

BSCU RVDT INPUT CHECK

NWS ANGLE 3GC (BSCU SYS1) VALUE A	=	
NWS ANGLE 3GC (BSCU SYS2) VALUE B	=	
VALUE A-B	=	(LIMIT IS ± 0.8 DEG.)

SERVOVALVE CHECK

SERVOVALVE CURRENT ISV1	=	(LIMIT IS < ± 0.50mA)
SERVOVALVE CURRENT ISV2	=	(LIMIT IS < ± 0.50mA)
0.5 X (ISV1+ISV2)	=	(LIMIT IS < ± 0.50mA)
ISV1-ISV2	=	(LIMIT IS < ± 0.50mA)

BSCU OUTPUT CHECK

SERVOVALVE CURRENT ISV5	=	
SERVOVALVE CURRENT ISV6	=	
I\$V5-I\$V6	=	(LIMIT IS < ± 1.92mA)

NWS ANGLE 3GC (NLG CENTERED BY CAMS)

NWS ANGLE 3GC VALUE	=	(LIMIT IS O DEG. ± 0.5 DEG.)
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Results table Figure 202A/TASK 32-51-00-991-006-A

EFF : ALL **SROS**

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R **ON A/C 201-208, 234-245, 276-278, 280-280, 282-284,

R

- (2) Do a check of the steering angle on the MCDU.
 - (a) On the MCDU, get the STEERING DATA for the BSCU SYS 1 and BSCU SYS 2:

R **ON A/C 205-205, 245-245,

R (Ref. Fig. 203/TASK 32-51-00-991-005)

R

R **ON A/C 201-208, 234-245, 276-278, 280-280, 282-284,

R

- On the MCDU, get the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK 31-32-00-860-009).
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
- Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
- Push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU SYS 1.
- Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/ TEST/L/G page.
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to BSCU2 indication.
- On the BSCU SYS 2 page, push the line key adjacent to STEERING DATA indication.
- Push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU SYS 2.
- Put the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- (b) Do a check of CAPT,FO, rudder pedal, steering command angle and BSCU RVDT input: CAPT ANGLE, FO ANGLE,Pedal angle,STEER ORDER and NWS ANGLE 3GC parameters:
 - Make sure that the CAPT ANGLE value is less than or equal to 0 deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2.
 - Make sure that the FO ANGLE value is less than or equal to 0 deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2.
 - Make sure that the pedal angle value is less than or equal to 0 deg. Plus or minus 0.1 deg. For the SYS 1 and SYS 2.

EFF: 201-208, 234-245, 276-278, 280-280, 282-284,

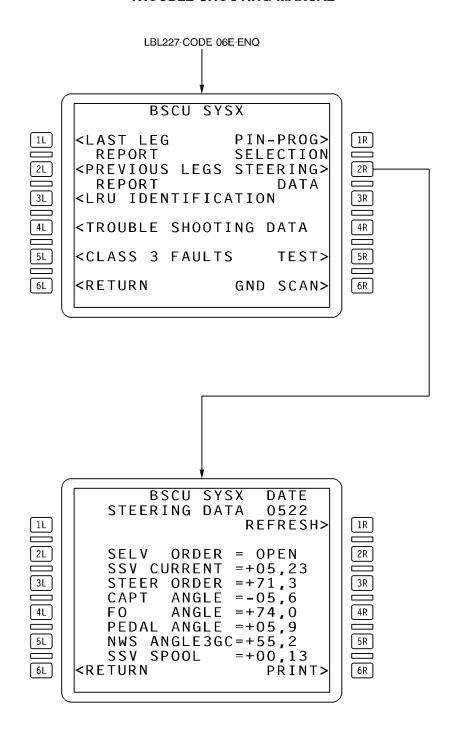
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TROUBLE SHOOTING MANUAL



CFDIU Menu - BSCU SYS1(2) STEERING DATA page Figure 203/TASK 32-51-00-991-005

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R EFF: 201-225, 227-227, 229-231, 233-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS
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R

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- 4 Make sure that the STEERING ORDER value is 0 degree for the SYS 1 and SYS 2.
- 5 Make sure that the difference between the NWS ANGLE 3GC SYS 1 (value A) and NWS ANGLE 3GC SYS2 (value B) is less than or equal to 0.8 degrees.
- (c) If any of the above parameters is out of tolerances, do the applicable steps:
 - 1 If the CAPT ANGLE value is more than 0 deg. plus or minus 0.4 deg. for the SYS 1 and/or SYS 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (b) 1 again and make sure that the CAPT ANGLE value is correct for the SYS 1 and SYS 2, if not do step 6.
 - $\underline{2}$ If the FO ANGLE value is more than 0 deg. plus or minus 0.4 deg. For the SYS 1 and/or SYS 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (b) 2 again and make sure that the FO ANGLE value is correct for the SYS 1 and SYS 2, if not do step 6.
 - If the pedal angle value is more than 0 deg. plus or minus 0.1 deg. for the BSCU SYS 1 and/or the BSCU SYS 2:
 - Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value A1).
 - Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
 - Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value B1).
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.

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- On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication.
- Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected).
- Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
- On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication.
- Record the value of the pedal angle (value A2).
- Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
- Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
- On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication.
- Record the value of the pedal angle (value B2).
- on the MCDU, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- If the values A1 and/or A2 only are more than 0 deg. plus or minus 0.1 deg.:
 - Replace the ELAC-1 (2CE1) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values B1 and/or B2 only are more than 0 deg. plus or minus 0.1 deg.:
 - . Replace the ELAC-2 (2CE2) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values (A1 and B1) and/Or (A2 and B2) are more than 0 deg. plus or minus 0.1 deg.:
 - . Do a check of the adjustment of the pedal position transducer unit XDCR UNIT-PEDAL POS, L (25CE1) and XDCR UNIT-PEDAL POS, R (25CE2) (Ref. AMM TASK 27-21-00-820-003).
- Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
- Do steps (a) and (b) 3_ again and make sure that the pedal angle value is correct for SYS 1 and SYS 2, if not do step 6.
- 4 If the STEER ORDER value is not correct for the BSCU SYS 1 and/or SYS 2, do step 6.
- 5 If the difference between the NWS ANGLE 3GC SYS 1 (value A) and NWS ANGLE 3GC SYS 2(value B) is not correct, do the step 6_.
- Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- 7 Do the steps (a) thru (b) again and make sure that all the parameters are correct for the SYS 1 and the SYS 2, then do the step 8.

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- 8 Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).
 - On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
 - Refer to the Close-Up part (5.A) and do the relevant steps.
- (3) If the steering angle on the MCDU is correct, do a check of the servovalve.
 - (a) If the Fault Confirmation test was to be done only with the taxiway procedure, put the aircraft in the necessary configuration to let the nosewheels move freely to the left or the right:
 - 1 If the check is to be done with the nosewheels on ground, do these steps:

NOTE: You will need two 1.2 m (3.93 ft.) square steel plates.

- Position a steel plate in front of the nosewheels.
- Apply a thick layer of COMMON GREASE (Material No. 04-004) to the upper surface of the steel plate.
- Put the other steel plate on the top of the greased steel plate.
- Move the aircraft and position the nosewheels on the greased steel plates (Ref. AMM TASK 09-10-00-584-002).

NOTE: The procedure that uses the steel plates cannot be accurate if the friction between the steel plates does not let the nosewheels move freely.

- If the check is to be done with the nosewheels off ground, do these steps:
 - Lift the front of the aircraft until the nose wheels are clear of the ground (Ref. AMM TASK 07-11-00-581-003).
 - Compress the NLG shock absorber with the nosewheel jack until the dimension H (Ref. Fig. 204/TASK 32-51-00-991-002) is less than 350 mm (13.7795 in.) (Ref. AMM TASK 07-12-00-582-001)
 - Make sure that there is a sufficient clearance between the jack and the nose wheels to operate the nose wheel steering system.
- (b) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).

EFF: 201-208, 234-245, 276-278, 280-280, 282-284,

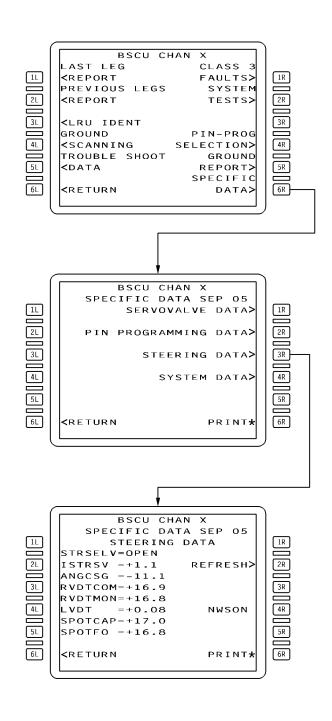
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CFDIU Menu BSCU CHAN 1(2) STEERING DATA page Figure 203A/TASK 32-51-00-991-005-A

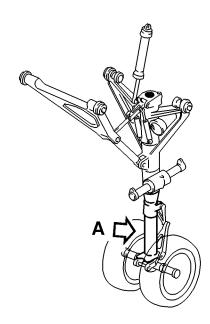
R EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599, SROS

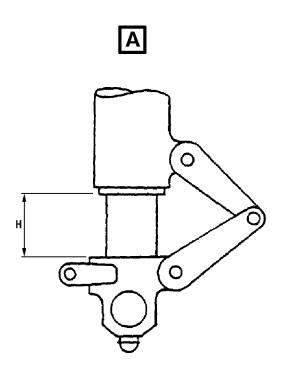
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NLG Shock Absorber - Clearance Figure 204/TASK 32-51-00-991-002

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- (c) On the MCDU, get the STEERING DATA page for the BSCU SYS 1:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.

NOTE: If the SELV ORDER parameter shows CLOSE get the STEERING DATA page for the BSCU SYS2.

- Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.
- (d) Do a check of the servovalve:
 - 1 Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the left.
 - 2 Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - Make sure that the nose wheels move back to the O deg. position.
 - 4 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current SSV CURRENT parameter (ISV1).
 - 5 Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the right.
 - 6 Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - 7 Make sure that the nose wheels move back to the O deg. position.
 - 8 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current SSV CURRENT parameter (ISV2).
 - Do these checks:
 - Make sure that 0.5 X (ISV1 + ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that (ISV1 ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that ISV1 or ISV2 is less than or equal to plus or minus 0.50 mA.

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- 10 If the servovalve currents are not correct:
 - Replace the steering servovalve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
- 11 Do steps (1) to (9) again and do step (e).
- (e) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (4) If the servovalve current is correct, do a check of the BSCU output:
 - (a) On the nose wheels deactivation electrical box 5GC, set the lever to TOWING.
 - (b) Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU SYS 1 is in command).
 - (c) On the MCDU on the STEERING DATA page of BSCU SYS 1:
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED.
 - Record the servovalve current SSV CURRENT parameter (ISV5).
 - (d) Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU SYS 2 is in command).
 - (e) On the MCDU, get the STEERING DATA page for the BSCU SYS 2:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
 - On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication.
 - (f) On the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED.
 - Record the servovalve current SSV CURRENT parameter (ISV6).
 - (g) On the nose wheels deactivation electrical box 5GC, set the lever to normal.
 - (h) Close the circuit breaker 2GG.
 - (i) Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92 mA.
 - (j) If the value is not correct:
 - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (k) Do steps (a) thru (i) again and do step (l).
- (l) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS durint the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (5) If the BSCU output is correct, do a check of the NWS angle 3GC value with the NLG centering cams as reference.
 - (a) Jack up the front of the aircraft (Ref. AMM TASK 07-11-00-581-003).
 - NOTE: In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is in the zero position).
 - (b) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
 - (c) On the MCDU on the STEERING DATA page of the BSCU SYS 1(SYS 2):
 - Push the line key adjacent to the REFRESH indication,
 - Record the NWS ANGLE 3GC value.
 - (d) Make sure that NWS ANGLE 3GC value is less than or equal to 0 deg. plus or minus 0.5 deg. for the BSCU SYS 1 and BSCU SYS 2.
 - (e) If the NWS angle is not correct for the BSCU SYS 1 and/or BSCU SYS 2:
 - Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001)
 - 1 If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams as reference (Ref. AMM TASK 32-51-00-820-002).
 - (f) If an adjustement of the NWS "zero" position with the centering cams as reference was done, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps

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- (6) If the NWS ANGLE 3GC value is correct or if the voltage is in the specified limits, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
 - (a) If the NLG torque link plays were adjusted, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps
- (7) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position:
 - (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available
 - Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001).

If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003) and do the step (c).

- NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure.
- (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance:
 - Do the taxi check procedure to get an accurate rudder trim figure.
 - 1 Align the aircraft on the centerline.
 - 2 Make sure that the engines operate at the same power level.
 - 3 Release the parking brake.
 - 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.

NOTE: The speed must be between 10 and 15 kts.

5 Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.

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6 Give a rudder trim input opposite the aircraft deviation.

NOTE: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.

- 7 Do again the procedure and make an estimate of the new deviation.
- 8 Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
- 9 Do the same procedure on the same taxiway in the opposite direction.

Then record the trim value X2.

NOTE : The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.

10 Calculate the average X of the two values X1 and X2 that you measured:

X = (X1 + X2)/2

Examples:

X1 = +3.5 degree (L), X2 = +4.1 degree (L)

X = (+3.5 + 4.1)/2 = +3.8 degree (L)

X1 = +6 degree (L), X2 = -2 degree (R)

X = (+6 - 2)/2 = +2 degree (L)

- $\frac{11}{32-51-00-820-001}$ Do the adjustment of the NWS "zero" position (Ref. AMM TASK
- (c) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (8) If the fault continues:
 - If the adjustment of the NWS Zero Position was done with the ALIGNMENT TOOL-NOSE WHEEL (JT2000AIRBUS), do step (7)(b).
- (9) If the fault continues after the gearbox was adjusted with the rudder trim angle as reference, replace the gearbox (3GC) Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-41-000-001) and (Ref. AMM TASK 32-51-41-400-002).

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R **ON A/C 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749, R E. Procedure NOTE: Use the results table to help you record the different values thru R the procedure that follows. R (Ref. Fig. 202/TASK 32-51-00-991-006) (1) Do a check of the voltage at the nose wheel steering feedback sensor R 3GC (Ref. AMM TASK 32-51-19-220-001). R R - If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams R as reference (Ref. AMM TASK 32-51-00-820-002). R R NOTE: In the fully extended position of the shock absorber, the NLG R is automatically centered (the nose wheel steering is in the zero position). R (2) If the voltage is in the specified limits, do a check of the R servovalve: R R NOTE: The aircraft must be in the configuration shown in Para.4.C. and D. before you do the check of the servovalve. R (a) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF. R (b) Install the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-R SERVOVALVE CURRENT (F26793000-1) on the servovalve. R NOTE: You must use a DC voltmeter together with the TESTER-R R CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) in mV mode and divide the result by R 50 ohms. This will give a more accurate measurement. R (c) On the panel 402VU, set the A/SKID & N/W STRG switch to ON. R (d) Push and hold the Captain left rudder-pedal fully forward and R R make sure that the nose wheels move 6 deg to the left. R (e) Quickly release the rudder pedal to the neutral position (+0.5 to R -0.5 deg.). R (f) Make sure that the nose wheels move back to the O deg. position. (g) When the nose wheels have stopped, record the servovalve current R (Isv1) shown on the TESTER-CURRENT, SERVOVALVE (F26793000) or R TESTER-SERVOVALVE CURRENT (F26793000-1). R NOTE: The servovalve current can fluctuate. If the current R fluctuates, record the average reading. R

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R R		(h) Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg to the right.
R R		(i) Quickly release the rudder pedal to the neutral position (+0.5 to $-0.5\ deg.$).
R		(j) Make sure that the nose wheels move back to the O deg. position.
R R R		(k) When the nose wheels have stopped, record the servovalve current (Isv2) shown on the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1).
R R R R R		 (l) Do these checks: Make sure that 0.5 X (Isv1+Isv2) is less than or equal to plus or minus 0.50mA. Make sure that (Isv1-Isv2) is less than or equal to plus or minus 0.50mA. Make sure that Isv1 or Isv2 is less than or equal to plus or minus 0.50mA.
R R R		<pre>(m) If the servovalve currents are not correct: - replace the steering servovalve (Ref. AMM TASK 32-51-51-000-</pre>
R		(n) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF.
R R		(o) Remove the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) from the servovalve.
R		(p) On the panel 402VU, set the A/SKID & N/W STRG switch to ON.
R		(q) Monitor the steering during the next taxi operation.
R R	(3)	If the servovalve currents are correct, do a check of the BSCU output:
R R		(a) On the nose wheels deactivation electrical box 5GC, set the lever to TOWING.
R R R		(b) Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU SYS1 is in control).
R R R		(c) Use the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER- SERVOVALVE CURRENT (F26793000-1) to measure the servovalve current (Isv5).
R R		(d) Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU SYS2 is in control).

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R R R	(e) Use the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER- SERVOVALVE CURRENT (F26793000-1) to measure the servovalve current (Isv6).
R R	(f) On the nose wheels deactivation electrical box 5GC, set the lever to normal.
R R	(g) Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92mA.
R R R	<pre>(h) If the value is not correct: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).</pre>
R	(i) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF.
R R	(j) Remove the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) from the servovalve.
R	(k) On the panel 402VU, set the A/SKID & N/W STRG switch to ON.
R	(l) Monitor the steering during the next taxi operation.
R (4)	If the BSCU output is correct, do a check of the rudder commanded angle:
R	(a) Open the circuit breakers 1GG, 2GG, 3GG and 4GG.
R R	(b) Install the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1) between the RVDT 3GC and the BSCU.
R	(c) Close the circuit breakers 1GG and 2GG (BSCU SYS1 is in control).
R R	(d) Open the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2 (the ELACs are isolated).
R R	(e) On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U1.
R	(f) Measure the SECONDARY voltage, U1.
R R	NOTE: Use a AC voltmeter (minimum range:0-20V, accuracy:1 mV, frequency:50-2000Hz) All the measurements are AC voltages.
R R	(g) On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(h) Measure the SECONDARY voltage, U2.
R R	(i) Calculate the value A: $A = U1 - U2$

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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R R	(j)	Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected).
R	(k)	Measure the SECONDARY voltage, U1*.
R R	(l)	On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(m)	Measure the SECONDARY voltage, U2*.
R R	(n)	Calculate the value B: $B = U1* - U2*$
R R	(0)	Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
R R	(p)	Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
R	(q)	Measure the SECONDARY voltage, U1**.
R R	(r)	On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(s)	Measure the SECONDARY voltage, U2**.
R R	(t)	Calculate the value C: C = U1** - U2**
R R	(u)	Open the circuit breaker 2GG and close the circuit breakers 1GG, 3GG and 4GG (the BSCU SYS2 is in control).
R R	(v)	Do the step (4)(d) thru (t) again with the BSCU SYS2 in control, record the different values on the results table.
R R	(w)	Make sure that the values A - B and A - C are equal to or less than 8mv for the BSCU SYS1 and BSCU SYS2.
R R R R	(x)	If only the value A-B is not correct for the BSCU SYS1 and/or BSCU SYS2: - replace the ELAC-1 (2CE1) , (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
R R R		<pre>1 Do the step (4)(d) thru (w), if the fault continues:</pre>

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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R R R		<u>1</u> Do the step (4)(d) thru (w), if the fault continues: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R R R	(z)	<pre>If the values A-B and A-C are not correct for BSCU SYS1 and/or BSCU SYS2: do a check of the adjustment of the pedal position transducer unit (25CE1,25CE2) (Ref. AMM TASK 27-21-00-820-003).</pre>
R R R		<pre>Do the step (4)(d) thru (w), if the fault continues: replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).</pre>
R	(aa)	Close the circuit breakers 15CE1 and 16CE1.
R	(ab)	Open the circuit breakers 1GG, 2GG, 3GG and 4GG.
R R	(ac)	Remove the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1) between the RVDT 3GC and the BSCU.
R	(ad)	Close the circuit breakers 1GG, 2GG, 3GG and 4GG.
R	(ae)	Monitor the steering during the next taxi operation.
R R		the rudder commanded angle is correct, do a check of the CAPT and handwheels:
R	(a)	Open the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
R R	(b)	Make sure that the CAPT and F/O handwheels are in the neutral position.
R	(c)	Do a check of the BSCU servoing.
R R		Make sure that the circuit breakers 1GG, 2GG, 3GG and 4GG are closed.
R R		$\underline{2}$ On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to OFF then to ON.
R R R R R R R R R R		 Simulate a flight and cause a system fault to get a TROUBLE SHOOTING DATA: Open the circuit breakers 1GA, 2GA and 52GA. Disconnect the electrical connector 15GG-A from the wheel 1 normal brake servovalve 15GG to cause the system fault. Connect the electrical connector 15GG-A to the wheel 1 normal brake servovalve 15GG. On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to 0FF then to 0N. Close the circuit breakers 1GA, 2GA, 52GA.
R		$\underline{\mathtt{NOTE}}$: wait a minimum of 30 seconds between each step.

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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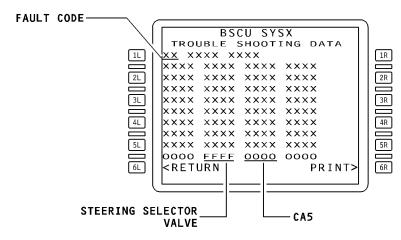
R R R R R R R R R R	Read the TROUBLE SHOOTING DATA of the BSCU SYS1 (Ref. 32-42-00, P. Block 301). On TROUBLE SHOOTING DATA, make sure that the code of the steering selector valve is FFFF (NWS in operation). If the code is 0000 (NWS not in operation), do a check of the aircraft configuration para. 4.B. to 4.D. Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again. Record the value of the last but one word (CA5).
R	<u>NOTE</u> : During this procedure, (CA5) is the commanded angle.
R R R R R	 Read the TROUBLE SHOOTING DATA of the BSCU SYS2 (Ref. 32-42-00, P. Block 301). Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again. Record the value of the last but one word (CA5).
R	<u>NOTE</u> : During this procedure (CA5) is the commanded angle.
R R R R	(d) If the value (CA5) is not shown in the list for the BSCU SYS1 and/or the BSCU SYS2, replace the XMTR UNIT-N/W STRG HANDWHEEL,CAPT (1GC), (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001). (Ref. Fig. 205/TASK 32-51-00-991-003)
R	(e) Do the steps (c) again.
R R R	(f) If the value (CA5) is not shown in the list for the BSCU SYS1 and /or the BSCU SYS2, replace the XMTR UNIT-N/W STRG HANDWHEEL,F/O (2GC), (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51- 11-000-001). (Ref. Fig. 205/TASK 32-51-00-991-003)
R	(g) Do the steps (c) again.
R R R	(h) If the value (CA5) is not shown in the list for the BSCU SYS1 and/or the BSCU SYS2, replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001). (Ref. Fig. 205/TASK 32-51-00-991-003)
R	(i) Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
R	(j) Monitor the steering during the next taxi operation.
R R	(6) If the values (CA5) stayed in the steering angle limits, do a check of the BSCU RVDT input.
R R	(a) Make sure that the CAPT and F/O handwheels are in the neutral position.

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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FFFF -> OPENED OOOO -> CLOSED

NWS SERVOVALVE ORDER		IAL VALUES	NWS SERVOVALVE ORDER	HEXADECIM	MAL VALUES
degree	Positive	Negative	degree	Positive	Negative
0,000	0000	FFFF	0,110	0030	FFCF
0,002	0001	FFFE	0,112	0031	FFCE
0,005	0002	FFFD	0,114	0032	FFCD
0,007	0003	FFFC	0,117	0033	FFCC
0,009	0004	FFFB	0,119	0034	FFCB
0,011	0005	FFFA	0,121	0035	FFCA
0,014	0006	FFF9	0,124	0036	FFC9
0,016	0007	FFF8	0,126	0037	FFC8
0,018	0008	FFF7	0,128	0038	FFC7
0,021	0009	FFF6	0,130	0039	FFC6
0,023	000A	FFF5	0.133	003A	FFC5
0,025	000B	FFF4	0,135	003B	FFC4
0,027	000C	FFF3	0,137	003C	FFC3
0,030	000D	FFF2	0,140	003D	FFC2
0.032	000E	FFF1	0,142	003E	FFC1
0,034	000F	FFF0	0,144	003F	FFC0
0,037	0010	FFEF	0,146	0040	FFBF
0,039	0011	FFEE	0,149	0041	FFBE
0.041	0012	FFED	0,151	0042	FFBD
0,043	0013	FFEC	0,153	0043	FFBC
0.046	0014	FFEB	0,156	0044	FFBB
0.048	0015	FFEA	0,158	0045	FFBA
0,050	0016	FFE9	0,160	0046	FFB9
0.053	0017	FFE8	0,163	0047	FFB8
0,055	0018	FFE7	0,165	0048	FFB7
0.057	0019	FFE6	0,167	0049	FFB6
0,060	001A	FFE5	0,169	004A	FFB5
0,062	001B	FFE4	0,172	004B	FFB4
0.064	001C	FFE3	0,174	004C	FFB3
0,066	001D	FFE2	0,176	004D	FFB2
0.069	001E	FFE1	0,179	004E	FFB1
0.071	001F	FFEO	0,181	004E	FFB0
0.073	0020	FFDF	0,183	0050	FFAF
0,076	0021	FFDE	0,185	0051	FFAE
0,078	0022	FFDD	0,188	0052	FFAD
0,080	0023	FFDC	0,190	0053	FFAC
0,082	0024	FFDB	0,192	0054	FFAB
0.085	0025	FFDA	0,195	0055	FFAA
0,087	0026	FFD9	0,197	0056	FFA9
0.089	0027	FFD8	0,199	0057	FFA8
0,092	0028	FFD7	0,133	0037	1170
0.094	0029	FFD6			
0.096	002A	FFD5			
0.098	002B	FFD4			
0,101	002C	FFD3			
0.103	002D	FFD2			
0,105	002E	FFD1			
0,108	002E	FFD0			
0,					

TROUBLE SHOOTING DATA of the BSCU - Value CA5 Figure 205/TASK 32-51-00-991-003

R EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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R	(b)	Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
R	(c)	Do a check of the BSCU servoing.
R R		Make sure that the circuit breakers 1GG, 2GG, 3GG and 4GG are closed.
R R		$\underline{2}$ On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to 0FF then to 0N.
R R R R R R R		 Simulate a flight and cause a system fault to get a TROUBLE SHOOTING DATA: Open the circuit breakers 1GA, 2GA and 52GA. Disconnect the electrical connector 15GG-A from the wheel 1 normal brake servovalve 15GG to cause the system fault. Connect the electrical connector 15GG-A to the wheel 1 normal brake servovalve 15GG. On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to 0FF then to 0N. Close the circuit breakers 1GA, 2GA, 52GA.
R		$\underline{\mathtt{NOTE}}$: wait a minimum of 30 seconds between each step.
R R R R R R		Read the TROUBLE SHOOTING DATA of the BSCU SYS1 (Ref. 32-42-00, P. Block 301). On TROUBLE SHOOTING DATA, make sure that the code of the steering selector valve is 0000 (NWS not in operation). Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again. Record the value of the last word (CA6).
R R R R R		5 Read the TROUBLE SHOOTING DATA of the BSCU SYS2 (Ref. 32-42-00, P. Block 301) Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again Record the value of the last word (CA6).
R R R R R	(d)	Do a check of the RVDT values CA6 - change the value CA6 from BSCU SYS1 to degrees with the list (value A) (Ref. Fig. 206/TASK 32-51-00-991-004) - change the value CA6 from BSCU SYS2 to degrees with the list (value B) (Ref. Fig. 206/TASK 32-51-00-991-004)
R R		NOTE : During this procedure, CA6 is the angle of the nose wheel position RVDT.
R	(e)	Calculate the algebraic difference:

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

SROS

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TROUBLE SHOOTING MANUAL

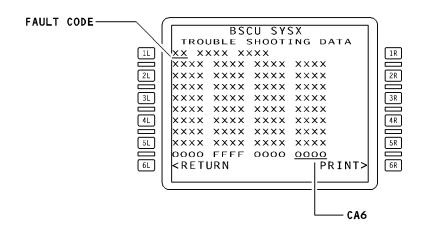
R	A-B
R R R	(f) Make sure that A-B is less than or equal to 0.8 degree. If not, replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R	(g) Monitor the steering during the next taxi operation.
R R	(7) If the BSCU RVDT input is correct, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
R	(a) monitor the steering during the next taxi operation.
R R	(8) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero position":
R R R	 (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available do a check of the NWS "zero position" (Ref. AMM TASK 32-51-00-220-001).
R R R	If the nose wheels offset as shown on the tool display is out of tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-003).
R R R R	NOTE: There are possible causes of undemanded steering during taxi other than a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the taxiway test to get an accurate rudder trim figure.
R R R R	(b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance - do the taxi check procedure to get an accurate rudder trim figure.
R	$\underline{1}$ Align the aircraft on the centerline.
R	$\underline{2}$ Make sure that the engines operate at the same power level.
R	3 Release the parking brake.
R R R R	Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.
R	NOTE: The speed must be between 10 and 15 kts

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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	RVDT ANGLE	HEXADECIM	AL VALUES	RVDT ANGLE	HEXADECII	MAL VALUES	RVDT ANGLE	HEYADECIA	MAL VALUES
	degree	Positive	Negative	degree	Positive	Negative	degree	Positive	Negative
	0,000	0000	FFFF	0,110	0030	FFCF	0,220	0060	FF9F
	0,002	0001	FFFE	0,112	0031	FFCE	0,222	0061	FF9E
	0,005	0002	FFFD	0,114	0032	FFCD	0,224	0062	FF9D
	0,003	0002	FFFC	0,117	0032	FFCC	0,224	0062	FF9C
	0.009	0003	FFFB		0033	FFCB			
	0,009	0005	FFFA	0,119			0,229	0064	FF9B
	0,011			0,121	0035	FFCA	0,231	0065	FF9A
		0006	FFF9	0,124	0036	FFC9	0,233	0066	FF99
	0,016	0007	FFF8	0,126	0037	FFC8	0,236	0067	FF98
	0,018	8000	FFF7	0,128	0038	FFC7	0,238	0068	FF97
	0,021	0009	FFF6	0,130	0039	FFC6	0,240	0069	FF96
	0,023	A000	FFF5	0,133	003A	FFC5	0,243	006A	FF95
	0,025	000B	FFF4	0,135	003B	FFC4	0,245	006B	FF94
	0,027	000C	FFF3	0,137	003C	FFC3	0,247	006C	FF93
	0,030	000D	FFF2	0,140	003D	FFC2	0,249	006D	FF92
	0,032	000E	FFF1	0,142	003E	FFC1	0,252	006E	FF91
	0,034	000F	FFF0	0,144	003F	FFC0	0,254	006F	FF90
	0,037	0010	FFEF	0,146	0040	FFBF	0,256	0070	FF8F
	0,039	0011	FFEE	0,149	0041	FFBE	0,259	0071	FF8E
	0,041	0012	FFED	0,151	0042	FFBD	0,261	0072	FF8D
	0,043	0013	FFEC	0,153	0043	FFBC	0,263	0073	FF8C
	0,046	0014	FFEB	0,156	0044	FFBB	0,266	0074	FF8B
	0,048	0015	FFEA	0,158	0045	FFBA	0,268	0075	FF8A
	0,050	0016	FFE9	0,160	0046	FFB9	0,270	0076	FF89
	0,053	0017	FFE8	0,163	0047	FFB8	0,272	0077	FF88
	0,055	0018	FFE7	0,165	0048	FFB7	0,275	0078	FF87
	0,057	0019	FFE6	0,167	0049	FFB6	0,277	0079	FF86
	0,060	001A	FFE5	0,169	004A	FFB5	0,279	007A	FF85
	0,062	001B	FFE4	0,172	004B	FFB4	0,282	007B	FF84
	0,064	001C	FFE3	0,174	004C	FFB3	0,284	007C	FF83
	0,066	001D	FFE2	0,176	004D	FFB2	0,286	007D	FF82
	0,069	001E	FFE1	0,179	004E	FFB1	0,288	007E	FF81
	0,071	001F	FFE0	0,181	004E	FFB0	0,291	007E	FF80
_	0,073	0020	FFDF	0,183	0050	FFAF	0,293	0800	FF7F
8	0,075	0020	FFDE	0,185	0050	FFAE		0080	
	0,078	0022	FFDD	0,188	0051	FFAD	0,295 0,298		FF7E
O LA	0,078	0022	FFDC	0,190	0052	FFAC		0082	FF7D
놓	0.082	0023	FFDB	0,190	0054		0,300	0083	FF7C
ž	0,082	0024	FFDA			FFAB	0,302	0084	FF7B
				0,195	0055	FFAA	0,304	0085	FF7A
0	0,087	0026	FFD9	0,197	0056	FFA9	0,307	0086	FF79
0	0,089	0027	FFD8	0,199	0057	FFA8	0,309	0087	FF78
8	0,092	0028	FFD7	0,201	0058	FFA7	0,311	0088	FF77
_	0,094	0029	FFD6	0,204	0059	FFA6	0,314	0089	FF76
ú	0,096	002A	FFD5	0,206	005A	FFA5	0,316	A800	FF75
	0,098	002B	FFD4	0,208	005B	FFA4	0,318	008B	FF74
32	0,101	002C	FFD3	0,211	005C	FFA3	0,320	008C	FF73
F.1	0,103	002D	FFD2	0,213	005D	FFA2	0,323	008D	FF72
ιú	0,105	002E	FFD1	0,215	005E	FFA1	0,325	008E	FF71
뉟	0,108	002F	FFD0	0,217	005F	FFA0	0,327	008F	FF70
_									

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 16 (SHEET 1)

201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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RVDT ANGLE degree	Positive	MAL VALUES Negative	RVDT ANGLE degree	HEXADECI Positive	MAL VALUES Negative	RVDT ANGLE	HEXADEC Positive	MAL VALUES
0,330	0090	FF6F	0,513	00E0	FF1F	degree 0,696	0130	Negative FECF
0,332	0091	FF6E	0,515	00E1	FF1E	0,698	0131	FECE
0,334	0092	FF6D	0,517	00E2	FF1D	0,700	0132	FECD
0,336	0093	FF6C	0,520	00E3	FF1C	0,703	0133	FECC
0,339	0094	FF6B	0,522	00E4	FF1B	0,705	0134	FECB
0,341	0095	FF6A	0,524	00E5	FF1A	0,707	0135	FECA
0,343	0096	FF69	0,526	00E6	FF19	0,710	0136	FEC9
0,346 0,348	0097 0098	FF68 FF67	0,529	00E7	FF18	0,712	0137	FEC8
0,35	0099	FF66	0,531 0,533	00E8 00E9	FF17 FF16	0,714 0,716	0138 0139	FEC7 FEC6
0,352	009A	FF65	0,536	OOEA	FF15	0,719	0138	FEC5
0,355	009B	FF64	0,538	00EB	FF14	0,721	013B	FEC4
0,357	009C	FF63	0,540	00EC	FF13	0,723	013C	FEC3
0,359	009D	FF62	0,542	00ED	FF12	0,726	013D	FEC2
0,362	009E	FF61	0,545	00EE	FF11	0,728	013E	FEC1
0,364	009F	FF60	0,547	00EF	FF10	0,730	013F	FEC0
0,366 0,369	00A0 00A1	FF5F FF5E	0,549	00F0	FF0F	0,732	0140	FEBF
0,371	00A1	FF5D	0,552 0,554	00F1 00F2	FF0E FF0D	0,735 0,737	0141 0142	FEBE FEBD
0,373	00A3	FF5C	0,556	00F3	FF0C	0,739	0142	FEBC
0,375	00A4	FF5B	0,558	00F4	FFOB	0,742	0144	FEBB
0,378	00A5	FF5A	0,561	00F5	FFOA	0,744	0145	FEBA
0,38	00A6	FF59	0,563	00F6	FF09	0,746	0146	FEB9
0,382	00A7	FF58	0,565	00F7	FF08	0,748	0147	FEB8
0,385	00A8	FF57	0,568	00F8	FF07	0,751	0148	FEB7
0,387	00A9	FF56	0,570	00F9	FF06	0,753	0149	FEB6
0,389 0,391	00AA 00AB	FF55 FF54	0,572 0.575	00FA	FF05	0,755	014A	FEB5
0,394	00AC	FF53	0,575	00FB 00FC	FF04 FF03	0,758 0,760	014B 014C	FEB4 FEB3
0,396	OOAD	FF52	0,579	00FD	FF02	0,762	014C	FEB2
0,398	OOAE	FF51	0,581	OOFE	FF01	0,764	014E	FEB1
0,401	00AF	FF50	0,584	00FF	FF00	0,767	014F	FEB0
0,403	00B0	FF4F	0,586	0100	FEFF	0,769	0150	FEAF
0,405	00B1	FF4E	0,588	0101	FEFE	0,771	0151	FEAE
0,407	00B2	FF4D	0,591	0102	FEFD	0,774	0152	FEAD
0,41	00B3	FF4C	0,593	0103	FEFC	0,776	0153	FEAC
0,412 0,414	00B4 00B5	FF4B FF4A	0,595 0,597	0104 0105	FEFB	0,778	0154	FEAB
0,417	00B6	FF49	0,600	0105	FEFA FEF9	0,781 0,783	0155 0156	FEAA FEA9
0,419	00B7	FF48	0,602	0107	FEF8	0,785	0157	FEA8
0,421	00B8	FF47	0,604	0108	FEF7	0,787	0158	FEA7
0,423	00B9	FF46	0,607	0109	FEF6	0,790	0159	FEA6
0,426	00BA	FF45	0,609	010A	FEF5	0,792	015A	FEA5
0,428	00BB	FF44	0,611	010B	FEF4	0,794	015B	FEA4
0,43 0,433	00BC 00BD	FF43 FF42	0,613	010C	FEF3	0,797	015C	FEA3
0,435	00BE	FF41	0,616 0,618	010D 010E	FEF2 FEF1	0,799 0,801	015D 015E	FEA2 FEA1
0,437	00BF	FF40	0,620	010F	FEFO	0,803	015E	FEA0
0,439	00C0	FF3F	0,623	0110	FEEF	0,806	0160	FE9F
0,442	00C1	FF3E	0,625	0111	FEEE	0,808	0161	FE9E
0,444	00C2	FF3D	0,627	0112	FEED	0,810	0162	FE9D
0,446	00C3	FF3C	0,629	0113	FEEC	0,813	0163	FE9C
0, 44 9 0,451	00C4 00C5	FF3B FF3A	0,632	0114	FEEB	0,815	0164	FE9B
0,453	00C6	FF39	0,634 0,636	0115 0116	FEEA FEE9	0,817 0,819	0165 0166	FE9A
0,455	00C7	FF38	0,639	0117	FEE8	0,822	0167	FE99 FE98
0,458	00C8	FF37	0,641	0118	FEE7	0,824	0168	FE97
0,46	00C9	FF36	0,643	0119	FEE6	0,826	0169	FE96
0,462	00CA	FF35	0,645	011A	FEE5	0,829	016A	FE95
0,465	00CB	FF34	0,648	011B	FEE4	0,831	016B	FE94
0,467	00CC	FF33	0,650	011C	FEE3	0,833	016C	FE93
0,469 0,472	00CD	FF32 FF31	0,652 0,655	011D 011E	FEE2	0,835	016D	FE92
0,474	00CF	FF30	0,657	011F	FEE1 FEE0	0,838 0,840	016E 016F	FE91 FE90
0,476	00D0	FF2F	0,659	0120	FEDF	0,842	0170	FE8F
0,478	00D1	FF2E	0,661	0121	FEDE	0,845	0171	FE8E
0,481	00D2	FF2D	0,664	0122	FEDD	0,847	0172	FE8D
0,483	00D3	FF2C	0,666	0123	FEDC	0,849	0173	FE8C
0,485	00D4	FF2B	0,668	0124	FEDB	0,851	0174	FE8B
0,488 0,49	00D5 00D6	FF2A FF29	0,671	0125	FEDA	0,854	0175	FE8A
0,49	00D6 00D7	FF28	0,673 0,675	0126 0127	FED9 FED8	0,856	0176 0177	FE89
0,494	00D7	FF27	0,678	0127	FED7	0,858 0,861	0177 0178	FE88 FE87
0,497	00D9	FF26	0,680	0129	FED6	0,863	0178	FE86
0,499	00DA	FF25	0,682	012A	FED5	0,865	017A	FE85
0,501	00DB	FF24	0,684	012B	FED4	0,867	017B	FE84
0,504	00DC	FF23	0,687	012C	FED3	0,870	017C	FE83
0,506	00DD	FF22	0,689	012D	FED2	0,872	017D	FE82
0,508 0,51	00DE 00DF	FF21 FF20	0,691	012E	FED1	0,874	017E	FE81
0,01	OUDF	1140	0,694	012F	FED0	0,877	017F	FE80

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 26 (SHEET 2)

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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TROUBLE SHOOTING MANUAL

NOT ANGLE NEADEDMAL VALUES ORDINO NOTICE NOTICE NEADEDMAL VALUES ORDINO NOTICE NEADEDMAL VALUES ORDINO NEADEDMAL VALUES ORDINO ORD									
0,879 0180 FETF 1,562 0100 FEZF 1,246 0222 FDDD 0,481 0182 FETE 1,464 0101 FEZE 1,247 0221 FDDE 0,481 0182 FETE 1,664 0101 FEZE 1,247 0221 FDDE 0,481 0182 FETE 1,664 0101 FEZE 1,247 0221 FDDE 0,481 0182 FETB 1,771 0104 0104 FEZE 1,282 0222 FDDD 0,881 0184 FETB 1,771 0105 FEZA 1,282 0225 FDDA 0,881 0184 FETB 1,771 0105 FEZA 1,287 0225 FDDA 0,881 0185 FETA 1,073 0105 FEZA 1,287 0225 FDDA 0,881 0185 FETA 1,073 0105 FEZA 1,287 0225 FDDA 0,881 0187 FETB 1,180 0108 FEZZ 1,283 0228 FDDA 0,881 0187 FETB 1,082 0108 FEZZ 1,283 0228 FDDA 0,892 0188 FETT 1,080 0108 FEZZ 1,283 0228 FDDA 0,992 0189 FEZG 1,083 0109 FEZG 1,285 0228 FDDA 0,992 0188 FETT 1,080 0108 FEZZ 1,283 0228 FDDA 0,992 0189 FEZG 1,085 010A FEZZ 1,285 0224 FDDA 0,992 0189 FEZG 1,085 010A FEZZ 1,285 0224 FDDA 0,992 0180 FEZZ 1,082 010A FEZZ 1,285 0224 FDDA 0,992 0180 FEZZ 1,082 010A FEZZ 1,285 0224 FDDA 0,993 018D FEZZ 1,082 010A FEZZ 1,275 0220 FDD2 0,913 0188 FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,275 0220 FDD2 0,913 0188 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0188 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0188 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,275 0225 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0188 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,275 0225 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0224 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0223 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0223 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0223 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,285 0223 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,285 0223 FDDD 0,913 0189 FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010A FEZZ 1,082 010									
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1,028 01C1 FE3E 1,211 0211 FDEE 1,394 0261 FD9E 1,030 01C2 FE3D 1,213 0212 FDED 1,396 0262 FD9D 1,032 01C3 FE3C 1,215 0213 FDEC 1,399 0263 FD9C 1,035 01C4 FE3B 1,218 0214 FDEB 1,401 0264 FD9B 1,037 01C5 FE3A 1,220 0215 FDEA 1,403 0265 FD9A 1,039 01C6 FE39 1,222 0216 FDE9 1,405 0266 FD9B 1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD95 1,048 01CA <t< td=""><td>1,025</td><td></td><td></td><td>1,200</td><td>0201</td><td></td><td></td><td></td><td></td></t<>	1,025			1,200	0201				
1,030 01C2 FE3D 1,213 0212 FDED 1,396 0262 FD9D 1,032 01C3 FE3C 1,215 0213 FDEC 1,399 0263 FD9C 1,035 01C4 FE3B 1,218 0214 FDEB 1,401 0264 FD9B 1,037 01C5 FE3A 1,220 0215 FDEA 1,403 0265 FD9A 1,039 01C6 FE39 1,222 0216 FDE9 1,405 0266 FD9A 1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB <t< td=""><td></td><td></td><td></td><td>1 211</td><td>0210</td><td></td><td></td><td></td><td></td></t<>				1 211	0210				
1,032 01C3 FE3C 1,215 0213 FDEC 1,399 0263 FD9C 1,035 01C4 FE3B 1,218 0214 FDEB 1,401 0264 FD9B 1,037 01C5 FE3A 1,220 0215 FDEA 1,403 0265 FD9A 1,039 01C6 FE39 1,222 0216 FDE9 1,405 0266 FD99 1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0268 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,055 01CD <t< td=""><td></td><td></td><td>FE3D</td><td></td><td>0211</td><td></td><td></td><td></td><td></td></t<>			FE3D		0211				
1,035			FE3C	1 215					
1,037 01C5 FE3A 1,220 0215 FDEA 1,403 0265 FD9A 1,039 01C6 FE39 1,222 0216 FDE9 1,405 0266 FD99 1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,057 01CB FE31 1,238 021D FDE2 1,421 026D FD92 1,057 01CB <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
1,039 01C6 FE39 1,222 0216 FDE9 1,405 0266 FD99 1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91				1,220				0265	
1,041 01C7 FE38 1,225 0217 FDE8 1,408 0267 FD98 1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91				1,222				0266	
1,044 01C8 FE37 1,227 0218 FDE7 1,410 0268 FD97 1,046 01C9 FE36 1,229 0219 FD66 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91				1.225					
1,046 01C9 FE36 1,229 0219 FDE6 1,412 0269 FD96 1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91		01C8							
1,048 01CA FE35 1,231 021A FDE5 1,415 026A FD95 1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91				1,229					
1,051 01CB FE34 1,234 021B FDE4 1,417 026B FD94 1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91	1,048								
1,053 01CC FE33 1,236 021C FDE3 1,419 026C FD93 1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91	1,051	01CB		1,234					
1,055 01CD FE32 1,238 021D FDE2 1,421 026D FD92 1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91				1,236					
1,057 01CE FE31 1,241 021E FDE1 1,424 026E FD91		01CD	FE32						
	1,057	01CE							
	1,060	01CF							

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 36 (SHEET 3)

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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TROUBLE SHOOTING MANUAL

RVDT ANGLE	HEXADEC	MAL VALUES	RVDT ANGLE	HEXADECI	MAL VALUES	RVDT ANGLE	HEYADEC	IMAL VALUES
degree	Positive	Negative	degree	Positive	Negative	degree	Positive	Negative
1,428	0270	FD8F	1,611	02C0	FD3F	1,794	0310	FCEF
1,431	0271	FD8E	1,614	02C1	FD3E	1,797	0311	FCEE
1,433	0272	FD8D	1,616	02C2	FD3D	1,799	0312	FCED
1,435	0273	FD8C	1,618	02C3	FD3C	1,801	0313	FCEC
1,437	0274	FD8B	1,621	02C4	FD3B	1,804	0314	FCEB
1,440	0275	FD8A	1,623	02C5	FD3A	1,806	0315	FCEA
1,442	0276	FD89	1,625	02C6	FD39	1,808	0316	FCE9
1,444	0277	FD88	1,627	02C7	FD38	1,811	0317	FCE8
1,447	0278	FD87	1,630	02C8	FD37	1,813	0318	FCE7
1,449	0279	FD86	1,632	02C9	FD36	1,815	0319	FCE6
1,451	027A	FD85	1,634	02CA	FD35	1,817	031A	FCE5
1,453	027B	FD84	1,637	02CB	FD34	1,820	031B	FCE4
1,456	027C	FD83	1,639	02CC	FD33	1,822	031C	FCE3
1,458	027D	FD82	1,641	02CD	FD32	1,824	031D	FCE2
1,460	027E	FD81	1,643	02CE	FD31	1,827	031E	FCE1
1,463	027F	FD80	1,646	02CF	FD30	1,829	031F	FCE0
1,465	0280	FD7F	1,648	02D0	FD2F	1,831	0320	FCDF
1,467	0281	FD7E	1,650	02D1	FD2E	1,833	0321	FCDE
1,469 1,472	0282 0283	FD7D FD7C	1,653	02D2	FD2D	1,836	0322	FCDD
1,474	0284	FD7B	1,655	02D3	FD2C	1,838	0323	FCDC
1,476	0285	FD7A	1,657 1,659	02D4 02D5	FD2B FD2A	1,840	0324	FCDB
1,479	0286	FD79	1,662	02D6	FD29	1,843 1,845	0325 0326	FCDA FCD9
1,481	0287	FD78	1,664	02D7	FD28	1,847	0327	FCD9
1,483	0288	FD77	1,666	02D7	FD27	1,849	0327	FCD7
1,485	0289	FD76	1,669	02D9	FD26	1,852	0329	FCD6
1,488	028A	FD75	1,671	02DA	FD25	1,854	0325 032A	FCD5
1,490	028B	FD74	1,673	02DB	FD24	1,856	032B	FCD4
1,492	028C	FD73	1,675	02DC	FD23	1,859	032C	FCD3
1,495	028D	FD72	1,678	02DD	FD22	1,861	032D	FCD2
1,497	028E	FD71	1,680	02DE	FD21	1,863	032E	FCD1
1,499	028F	FD70	1,682	02DF	FD20	1,865	032F	FCD0
1,502	0290	FD6F	1,685	02E0	FD1F	1,868	0330	FCCF
1,504	0291	FD6E	1,687	02E1	FD1E	1,870	0331	FCCE
1,506	0292	FD6D	1,689	02E2	FD1D	1,872	0332	FCCD
1,508	0293	FD6C	1,691	02E3	FD1C	1,875	0333	FCCC
1,511	0294	FD6B	1,694	02E4	FD1B	1,877	0334	FCCB
1,513	0295	FD6A	1,696	02E5	FD1A	1,879	0335	FCCA
1,515	0296	FD69	1,698	02E6	FD19	1,881	0336	FCC9
1,518	0297	FD68	1,701	02E7	FD18	1,884	0337	FCC8
1,520	0298	FD67	1,703	02E8	FD17	1,886	0338	FCC7
1,522	0299	FD66	1,705	02E9	FD16	1,888	0339	FCC6
1,524	029A	FD65	1,708	02EA	FD15	1,891	033A	FCC5
1,527	029B	FD64	1,710	02EB	FD14	1,893	033B	FCC4
1,529	029C	FD63	1,712	02EC	FD13	1,895	033C	FCC3
1,531	029D	FD62	1,714	02ED	FD12	1,897	033D	FCC2
1,534 1,536	029E 029F	FD61	1,717	02EE	FD11	1,900	033E	FCC1
1,538		FD60	1,719	02EF	FD10	1,902	033F	FCC0
1,540	02A0 02A1	FD5F FD5E	1,721	02F0	FD0F	1,904	0340	FCBF
1,543	02A1	FD5D	1,724 1,726	02F1 02F2	FD0E	1,907	0341	FCBE
1,545	02A3	FD5C	1,728	02F2 02F3	FD0D FD0C	1,909	0342	FCBD
1,547	02A4	FD5B	1,730	02F4	FD0B	1,911 1,914	0343 0344	FCBC FCBB
1,550	02A5	FD5A	1,733	02F5	FD0A	1,916	0345	FCBA
1,552	02A6	FD59	1,735	02F6	FD09	1,918	0346	FCB9
1,554	02A7	FD58	1,737	02F7	FD08	1,920	0347	FCB8
1,556	02A8	FD57	1,740	02F8	FD07	1,923	0348	FCB7
1,559	02A9	FD56	1,742	02F9	FD06	1,925	0349	FCB6
1,561	02AA	FD55	1,744	02FA	FD05	1,927	034A	FCB5
1,563	02AB	FD54	1,746	02FB	FD04	1,930	034B	FCB4
1,566	02AC	FD53	1,749	02FC	FD03	1,932	034C	FCB3
1,568	02AD	FD52	1,751	02FD	FD02	1,934	034D	FCB2
1,570	02AE	FD51	1,753	02FE	FD01	1,936	034E	FCB1
1,572	02AF	FD50	1,756	02FF	FD00	1,939	034F	FCB0
1,575	02B0	FD4F	1,758	0300	FCFF	1,941	0350	FCAF
1,577	02B1	FD4E	1,760	0301	FCFE	1,943	0351	FCAE
1,579	02B2	FD4D	1,762	0302	FCFD	1,946	0352	FCAD
1,582	02B3	FD4C	1,765	0303	FCFC	1,948	0353	FCAC
1,584	02B4	FD4B	1,767	0304	FCFB	1,950	0354	FCAB
1,586	02B5	FD4A	1,769	0305	FCFA	1,952	0355	FCAA
1,588	02B6	FD49	1,772	0306	FCF9	1,955	0356	FCA9
1,591	02B7	FD48	1,774	0307	FCF8	1,957	0357	FCA8
1,593 1,595	02B8 02B9	FD47 FD46	1,776	0308	FCF7	1,959	0358	FCA7
1,595	02B9 02BA	FD45	1,778	0309	FCF6	1,962	0359	FCA6
1,600	02BB	FD45 FD44	1,781 1,783	030A	FCF5	1,964	035A	FCA5
1,602	02BC	FD43	1,783 1,785	030B 030C	FCF4 FCF3	1,966	035B	FCA4
1,605	02BD	FD43	1,788	030C	FCF2	1,968 1,971	035C	FCA3
1,607	02BE	FD42	1,790	030E	FCF1	1,971	035D 035E	FCA2
1,609	02BF	FD40	1,792	030E	FCF0	1,975	035E 035F	FCA1 FCA0
-,			.,	0001		1,913	VVJI.	I CAU

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 46 (SHEET 4)

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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TROUBLE SHOOTING MANUAL

RVDT ANGLE	HEYADECI	IMAL VALUES	RVDT ANGLE	HEYADECI	MAL VALUES	RVDT ANGLE	UEVADEO	IMAL VALUEO
degree	Positive	Negative	degree	Positive	Negative	degree	Positive	MAL VALUES Negative
1,978	0360	FC9F	2,161	03B0	FC4F	2,344	0400	FBFF
1,980	0361	FC9E	2,163	03B1	FC4E	2,346	0401	FBFE
1,982	0362	FC9D	2,165	03B2	FC4D	2,348	0402	FBFD
1,984	0363	FC9C	2,168	03B3	FC4C	2,351	0403	FBFC
1,987	0364	FC9B	2,170	03B4	FC4B	2,353	0404	FBFB
1,989	0365	FC9A	2,172	03B5	FC4A	2,355	0405	FBFA
1,991	0366	FC99	2,174	03B6	FC49	2,358	0406	FBF9
1,994	0367	FC98	2,177	03B7	FC48	2,360	0407	FBF8
1,996	0368	FC97	2,179	03B8	FC47	2,362	0407	FBF7
1,998	0369	FC96	2,181	03B9	FC46	2,364	0409	FBF6
2,000	036A	FC95	2,184	0BA	FC45	2,367	0409 040A	FBF5
2,003	036B	FC94	2,186	03BB	FC44	2,369	040B	
2,005	036C	FC93	2,188	03BC	FC43	2,369	040B	FBF4
2,007	036D	FC92	2,190	03BD	FC42	2,374	040D	FBF3
2,010	036E	FC91	2,193	03BE	FC41			FBF2
2,012	036F	FC90	2,195	03BE		2,376	040E	FBF1
2,014	0370	FC8F	2,195		FC40	2,378	040F	FBF0
2,017	0370	FC8E		03C0 03C1	FC3F	2,380	0410	FBEF
2,019	0371	FC8D	2,200		FC3E	2,383	0411	FBEE
	0372	FC8C	2,202	03C2	FC3D	2,385	0412	FBED
2,021			2,204	03C3	FC3C	2,387	0413	FBEC
2,023	0374	FC8B	2,206	03C4	FC3B	2,390	0414	FBEB
2,026	0375	FC8A	2,209	03C5	FC3A	2,392	0415	FBEA
2,028	0376	FC89	2,211	03C6	FC39	2,394	0416	FBE9
2,030	0377	FC88	2,213	03C7	FC38	2,396	0417	FBE8
2,033	0378	FC87	2,216	03C8	FC37	2,399	0418	FBE7
2,035	0379	FC86	2,218	03C9	FC36	2,401	0419	FBE6
2,037	037A	FC85	2,220	03CA	FC35	2,403	041A	FBE5
2,039	037B	FC84	2,223	03CB	FC34	2,406	041B	FBE4
2,042	037C	FC83	2,225	03CC	FC33	2,408	041C	FBE3
2,044	037D	FC82	2,227	03CD	FC32	2,410	041D	FBE2
2,046	037E	FC81	2,229	03CE	FC31	2,412	041E	FBE1
2,049	037F	FC80	2,232	03CF	FC30	2,415	041F	FBE0
2,051	0380	FC7F	2,234	03D0	FC2F	2,417	0420	FBDF
2,053	0381	FC7E	2,236	03D1	FC2E	2,419	0421	FBDE
2,055	0382	FC7D	2,239	03D2	FC2D	2,422	0422	FBDD
2,058	0383	FC7C	2,241	03D3	FC2C	2,424	0423	FBDC
2,060	0384	FC7B	2,243	03D4	FC2B	2,426	0424	FBDB
2,062	0385	FC7A	2,245	03D5	FC2A	2,429	0425	FBDA
2,065	0386	FC79	2,248	03D6	FC29	2,431	0426	FBD9
2,067	0387	FC78	2,250	03D7	FC28	2,433	0427	FBD8
2,069	0388	FC77	2,252	03D8	FC27	2,435	0428	FBD7
2,071	0389	FC76	2,255	03D9	FC26	2,438	0429	FBD6
2,074	038A	FC75	2,257	03DA	FC25	2,440	042A	FBD5
2,076	038B	FC74	2,259	03DB	FC24	2,442	042B	FBD4
2,078	038C	FC73	2,261	03DC	FC23	2,445	042C	FBD3
2,081	038D	FC72	2,264	03DD	FC22	2,447	042D	FBD2
2,083	038E	FC71	2,266	03DE	FC21	2,449	042E	FBD1
2,085	038F	FC70	2,268	03DF	FC20	2,451	042F	FBD0
2,087	0390	FC6F	2,271	03E0	FC1F	2,454	0430	FBCF
2,090	0391	FC6E	2,273	03E1	FC1E	2,456	0431	FBCE
2,092	0392	FC6D	2,275	03E2	FC1D	2,458	0432	FBCD
2,094	0393	FC6C	2,277	03E3	FC1C	2,461	0433	FBCC
2,097	0394	FC6B	2,280	03E4	FC1B	2,463	0434	FBCB
2,099	0395	FC6A	2,282	03E5	FC1A	2,465	0435	FBCA
2,101	0396	FC69	2,284	03E6	FC19	2,467	0436	FBC9
2,103	0397	FC68	2,287	03E7	FC18	2,470	0437	FBC8
2,106	0398	FC67	2,289	03E8	FC17	2,472	0438	FBC7
2,108	0399	FC66	2,291	03E9	FC16	2,474	0439	FBC6
2,110	039A	FC65	2,293	03EA	FC15	2,477	043A	FBC5
2,113	039B	FC64	2,296	03EB	FC14	2,479	043B	FBC4
2,115	039C	FC63	2,298	03EC	FC13	2,481	043C	FBC3
2,117	039D	FC62	2,300	03ED	FC12	2,483	043D	FBC2
2,120	039E	FC61	2,303	03EE	FC11	2,486	043E	FBC1
2,122	039F	FC60	2,305	03EF	FC10	2,488	043F	FBC0
2,124	03A0	FC5F	2,307	03F0	FC0F	2,490	0440	FBBF
2,126	03A1	FC5E	2,309	03F1	FC0E	2,493	0441	FBBE
2,129	03A2	FC5D	2,312	03F2	FC0D	2,495	0442	FBBD
2,131	03A3	FC5C	2,314	03F3	FC0C	2,497	0443	FBBC
2,133	03A4	FC5B	2,316	03F4	FC0B	2,499	0444	FBBB
2,136	03A5	FC5A	2,319	03F5	FC0A	2,502	0444	FBBA
2,138	03A6	FC59	2,321	03F6	FC09	2,502	0446	FBB9
2,140	03A7	FC58	2,323	03F7	FC08	2,504	0446	FBB8
2,142	03A8	FC57	2,326	03F8	FC07	2,509	0447	FBB7
2,145	03A9	FC56	2,328	03F9	FC06	2,511	0449	FBB6
2,147	03AA	FC55	2,320	03FA	FC05	2,513	0449 044A	FBB5
2,149	03AB	FC54	2,332	03FB	FC04		044A 044B	
2,152	03AC	FC53	2,332	03FC	FC04	2,515 2,518	044B 044C	FB84
2,154	03AD	FC52	2,337	03FD	FC02	2,010		FBB3
2,156	03AE	FC51	2,339	03FE	FC01	2,520	044D 044E	FBB2
2,158	03AF	FC50	2,339	03FF	FC00	2,522 2,525	044E 044F	FBB1 FBB0
_,	VV-11	. 550	2,374	UVI-F	1 000	2,323	U44F	FBBU

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 56 (SHEET 5)

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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R	VDT ANGLE	HEXADECH Positive	MAL VALUES	RVDT ANGLE		MAL VALUES	RVDT ANGLE		AL VALUES
	degree 2,527	0450	Negative FFAF	degree	Positive	Negative	degree	Positive	Negative
				2,710	04A0	FF5F	2,893	04F0	FF0F
	2,529	0451	FFAE	2,712	04A1	FF5E	2,895	04F1	FFOE
	2,532	0452	FFAD	2,715	04A2	FF5D	2,898	04F2	FF0D
	2,534	0453	FFAC	2,717	04A3	FF5C	2,900	04F3	FF0C
	2,536	0454	FFAB	2,719	04A4	FF5B	2,902	04F4	FF0B
	2,538	0455	FFAA	2,721	04A5	FF5A	2,905	04F5	FFOA
	2,541	0456	FFA9	2,724	04A6	FF59	2,907	04F6	FF09
	2,543	0457	FFA8	2,726	04A7	FF58	2,909	04F7	FF08
	2,545	0458	FFA7	2,728	04A8	FF57	2,911	04F8	FF07
	2,548	0459	FFA6	2,731	04A9	FF56	2,914	04F9	FF06
	2,550	045A	FFA5	2,733	04AA	FF55	2,916	04FA	FF05
	2,552	045B	FFA4	2,735	04AB	FF54	2,918	04FB	FF04
	2,554	045C	FFA3	2,738	04AC	FF53	2,921	04FC	FF03
	2,557	045D	FFA2	2,740	04AD	FF52	2,923	04FD	FF02
	2,559	045E	FFA1	2,742	04AE	FF51	2,925	04FE	FF01
	2,561	045F	FFA0	2,744	04AF	FF50	2,927	04FF	FF00
	2,564	0460	FF9F	2,747	04B0	FF4F			FEFF
	2,566	0461	FF9E		04B0		2,930	0500	
	2,568	0462	FF9D	2,749		FF4E	2,932	0501	FEFE
				2,751	04B2	FF4D	2,934	0502	FEFD
	2,570	0463	FF9C	2,754	04B3	FF4C	2,937	0503	FEFC
	2,573	0464	FF9B	2,756	04B4	FF4B	2,939	0504	FEFB
	2,575	0465	FF9A	2,758	04B5	FF4A	2,941	0505	FEFA
	2,577 .	0466	FF99	2,760	04B6	FF49	2,944	0506	FEF9
	2,580	0467	FF98	2,763	04B7	FF48	2,946	0507	FEF8
	2,582	0468	FF97	2,765	04B8	FF47	2,948	0508	FEF7
	2,584	0469	FF96	2,767	04B9	FF46	2,950	0509	FEF6
	2,586	046A	FF95	2,770	04BA	FF45	2,953	050A	FEF5
	2,589	046B	FF94	2,772	04BB	FF44	2,955	050B	FEF4
	2,591	046C	FF93	2,774	04BC	FF43	2,957	050C	FEF3
	2,593	046D	FF92	2,776	04BD	FF42	2,960	050D	FEF2
	2,596	046E	FF91	2,779	04BE	FF41	2.962	050E	FEF1
	2,598	046F	FF90	2,781	04BF	FF40	2,964	050F	FEFO
	2,600	0470	FF8F	2,783	04C0	FF3F	2,966	0510	FEEF
	2,602	0471	FF8E	2,786	04C1	FF3E	2,969	0511	FEEE
	2,605	0472	FF8D	2,788	04C2	FF3D	2,971	0512	FEED
	2.607	0473	FF8C	2,790	04C3	FF3C	2,973	0513	FEEC
	2,609	0474	FF8B	2,792	04C4	FF3B			
	2,612	0475	FF8A	2,795	04C5	FF3A	2,976	0514	FEEB
	2,614	0476	FF89	2,797	04C6		2,978	0515	FEEA
	2,616	0477	FF88			FF39	2,980	0516	FEE9
	2,618	0477		2,799	04C7	FF38	2,982	0517	FEE8
			FF87	2,802	04C8	FF37	2,985	0518	FEE7
	2,621	0479	FF86	2,804	04C9	FF36	2,987	0519	FEE6
	2,623	047A	FF85	2,806	04CA	FF35	2,989	051A	FEE5
	2,625	047B	FF84	2,808	04CB	FF34	2,992	051B	FEE4
	2,628	047C	FF83	2,811	04CC	FF33	2,994	051C	FEE3
	2,630	047D	FF82	2,813	04CD	FF32	2,996	051D	FEE2
	2,632	047E	FF81	2,815	04CE	FF31	2,998	051E	FEE1
	2,635	047F	FF80	2,818	04CF	FF30			
	2,637	0480	FF7F	2,820	04D0	FF2F			
	2,639	0481	FF7E	2,822	04D1	FF2E			
	2,641	0482	FF7D	2,824	04D2	FF2D			
	2,644	0483	FF7C	2,827	04D3	FF2C			
	2,646	0484	FF7B	2,829	04D4	FF2B			
	2,648	0485	FF7A	2,831	04D5	FF2A			
	2,651	0486	FF79	2,834	04D6	FF29			
	2,653	0487	FF78	2,836	04D7	FF28			
	2,655	0488	FF77	2,838	04D8	FF27			
	2,657	0489	FF76	2,841	04D9	FF26			
	2,660	048A	FF75	2,843	04DA	FF25			
	2,662	048B	FF74	2,845	04DB	FF24			
	2,664	048C	FF73	2,847	04DC	FF23			
	2,667	048D	FF72	2,850	04DD	FF22			
	2.669	048E	FF71	2,852	04DE	FF21			
	2,671	048F	FF70	2,854	04DF	FF20			
	2,673	0490	FF6F	2,857	04E0	FF1F			
	2,676	0491	FF6E	2,859	04E1	FF1E			
	2,678	0492	FF6D	2,861	04E2	FF1D			
	2,680	0493	FF6C	2,863	04E2	FF1C			
	2,683	0494	FF6B		04E3 04E4				
	2,685	0495	FF6A	2,866		FF1B			
	2,687	0495	FF69	2,868	04E5	FF1A			
	2,689			2,870	04E6	FF19			
		0497	FF68	2,873	04E7	FF18			
	2,692	0498	FF67	2,875	04E8	FF17			
	2,694	0499	FF66	2,877	04E9	FF16			
		049A	FF65	2,879	04EA	FF15			
	2,696	0.400							
	2,699	049B	FF64	2,882	04EB	FF14			
	2,699 2,701	049C	FF63	2,884	04EC	FF13			
	2,699 2,701 2,703	049C 049D	FF63 FF62	2,884 2,886	04EC 04ED	FF13 FF12			
	2,699 2,701	049C	FF63	2,884	04EC	FF13			

TROUBLE SHOOTING DATA of the BSCU - Value CA6 Figure 206/TASK 32-51-00-991-004- 66 (SHEET 6)

EFF: 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749, SROS

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	THOOBEE OHOOTHIG MARIORE
R R	<u>5</u> Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.
R	$\underline{6}$ Give a rudder trim input opposite the aircraft deviation.
R R	NOTE: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.
R R	7 Do again the procedure and make an estimate of the new deviation.
R R R	8 Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
R R R	9 Do the same procedure on the same taxiway in the opposite direction. Then record the trim value X2.
R R R	NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.
R R R R R	<pre>10 Calculate the average X of the two values X1 and X2 that you measured: X = (X1 + X2)/2 Examples: X1 = +3.5 degree (L), X2 = +4.1 degree (L) X = (+3.5 + 4.1)/2 = +3.8 degree (L)</pre>
R R	X = (+3.3 + 4.17/2 - +3.8 degree (L) X1 = +6 degree (L), X2 = -2 degree (R) X = (+6 - 2)/2 = +2 degree (L)
R	<u>11</u> Do the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-001).
R	(c) Monitor the steering during the next taxi operation.
R R	(9) If the fault continues:remove the steering gearbox (3GC side) (Ref. AMM TASK 32-51-41-000-001).
R R	<u>NOTE</u> : Keep the tool installed on the removed gearbox which defined the mechanical centered position.
R R R	On the input gear of the gearbox, make sure that there is no abnormal wear of the teeth around the neutral centered position (compare with the other teeth).
R R R	(a) If a damage is found:replace the Nose Wheel Steering Gearbox (Ref. AMM TASK 32-51-19-000-001).

EFF: 209-225, 247-253, 285-299, 429-450, 479-499, 503-549, 551-599, 701-749,

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R **ON A/C 227-227, 229-233, 279-279, 281-281, 426-428, 476-478,

R	E.	Procedure
R R R		NOTE: Use the results table to help you record the different values thru the procedure that follows. (Ref. Fig. 202/TASK 32-51-00-991-006)
R R R R		 (1) Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001) If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams as reference (Ref. AMM TASK 32-51-00-820-002)
R R R		<u>NOTE</u> : In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is in the zero position).
R R		(2) If the voltage is in the specified limits, do a check of the servovalve:
R R		NOTE : The aircraft must be in the configuration shown in Para.4.C. and D. before you do the check of the servovalve.
R		(a) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF.
R R		(b) Install the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER- SERVOVALVE CURRENT (F26793000-1) on the servovalve.
R R R		NOTE: You must use a DC voltmeter together with the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) in mV mode and divide the result by 50 ohms. This will give a more accurate measurement.
R		(c) On the panel 402VU, set the A/SKID & N/W STRG switch to ON.
R R		(d) Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg to the left.
R R		(e) Quickly release the rudder pedal to the neutral position (+0.5 to -0.5 deg.).
R		(f) Make sure that the nose wheels move back to the ${\tt O}$ deg. position.
R R R		(g) When the nose wheels have stopped, record the servovalve current (Isv1) shown on the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1).
R R		NOTE: The servovalve current can fluctuate. If the current fluctuates, record the average reading.

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R R		(h) Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg to the right.
R R		(i) Quickly release the rudder pedal to the neutral position (+0.5 to $-0.5\ \text{deg.}$).
R		(j) Make sure that the nose wheels move back to the ${\bf 0}$ deg. position.
R R R		(k) When the nose wheels have stopped, record the servovalve current (Isv2) shown on the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1).
R R R		<pre>(l) Do these checks: - make sure that 0.5 X (Isv1+Isv2) is less than or equal to plus or minus 0.50mA - make sure that (Isv1-Isv2) is less than or equal to plus or</pre>
R R		minus 0.50mA make sure that Isv1 or Isv2 is less than or equal to plus or
R		minus 0.50mA.
R R R		<pre>(m) If the servovalve currents are not correct: - replace the steering servovalve (Ref. AMM TASK 32-51-51-000-</pre>
R		(n) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF.
R R		(o) Remove the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) from the servovalve.
R		(p) On the panel 402VU, set the A/SKID & N/W STRG switch to ON.
R		(q) Monitor the steering during the next taxi operation.
R R	(3)	If the servovalve currents are correct, do a check of the BSCU output:
R R		(a) On the nose wheels deactivation electrical box 5GC, set the lever to TOWING.
R R R		(b) Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU SYS1 is in control).
R R R		(c) Use the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER- SERVOVALVE CURRENT (F26793000-1) to measure the servovalve current (Isv5).
R R		(d) Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU SYS2 is in control).

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R R R	(e) Use the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER- SERVOVALVE CURRENT (F26793000-1) to measure the servovalve current (Isv6).
R R	(f) On the nose wheels deactivation electrical box 5GC, set the lever to normal.
R R	(g) Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92mA.
R R R	<pre>(h) If the value is not correct: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).</pre>
R	(i) On the panel 402VU, set the A/SKID & N/W STRG switch to OFF.
R R	(j) Remove the TESTER-CURRENT, SERVOVALVE (F26793000) or TESTER-SERVOVALVE CURRENT (F26793000-1) from the servovalve.
R	(k) On the panel 402VU, set the A/SKID & N/W STRG switch to ON.
R	(l) Monitor the steering during the next taxi operation.
R (4)	If the BSCU output is correct, do a check of the rudder commanded angle:
R	(a) Open the circuit breakers 1GG, 2GG, 3GG and 4GG.
R R	(b) Install the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1) between the RVDT 3GC and the BSCU.
R	(c) Close the circuit breakers 1GG and 2GG (BSCU SYS1 is in control).
R R	(d) Open the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2 (the ELACs are isolated).
R R	(e) On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U1.
R	(f) Measure the SECONDARY voltage, U1.
R R	NOTE : Use a AC voltmeter (minimum range:0-20V, accuracy:1 mV, frequency:50-2000Hz) All the measurements are AC voltages.
R R	(g) On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(h) Measure the SECONDARY voltage, U2.
R R	(i) Calculate the value A: A = U1 - U2

EFF: 227-227, 229-233, 279-279, 281-281, 426-428, 476-478,

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R R	(j)	Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected).
R	(k)	Measure the SECONDARY voltage, U1*.
R R	(l)	On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(m)	Measure the SECONDARY voltage, U2*.
R R	(n)	Calculate the value B: $B = U1* - U2*$
R R	(0)	Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
R R	(p)	Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
R	(q)	Measure the SECONDARY voltage, U1**.
R R	(r)	On the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1), set the selector switch to U2.
R	(s)	Measure the SECONDARY voltage, U2**.
R R	(t)	Calculate the value C: C = U1** - U2**
R R	(u)	Open the circuit breaker 2GG and close the circuit breakers 1GG, 3GG and 4GG (the BSCU SYS2 is in control).
R R	(v)	Do the step (4)(d) thru (t) again with the BSCU SYS2 in control, record the different values on the results table.
R R	(w)	Make sure that the values A - B and A - C are equal to or less than 8mv for the BSCU SYS1 and BSCU SYS2.
R R R R	(x)	If only the value A-B is not correct for the BSCU SYS1 and/or BSCU SYS2: - replace the ELAC-1 (2CE1) , (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
R R R		<pre>1 Do the step (4)(d) thru (w), if the fault continues:</pre>

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R R R		Do the step (4)(d) thru (w), if the fault continues: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R R R	(z)	If the values A-B and A-C are not correct for BSCU SYS1 and/or BSCU SYS2: - do a check of the adjustment of the pedal position transducer
R		unit (25CE1,25CE2) (Ref. AMM TASK 27-21-00-820-003).
R R R		<pre>1 Do the step (4)(d) thru (w), if the fault continues: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).</pre>
R	(aa)	Close the circuit breakers 15CE1 and 16CE1.
R	(ab)	Open the circuit breakers 1GG, 2GG, 3GG and 4GG.
R R	(ac)	Remove the SENSOR-VOLTAGE TEST (F26792000) or SENSOR-VOLTAGE TEST (F26792000-1) between the RVDT 3GC and the BSCU.
R	(ad)	Close the circuit breakers 1GG, 2GG, 3GG and 4GG.
R	(ae)	Monitor the steering during the next taxi operation.
R R		the rudder commanded angle is correct, do a check of the CAPT and handwheels:
R	(a)	Open the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
R R	(b)	Make sure that the CAPT and F/O handwheels are in the neutral position.
R	(c)	Do a check of the BSCU servoing.
R R		Make sure that the circuit breakers 1GG, 2GG, 3GG and 4GG are closed.
R R		On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to OFF then to ON.
R R R R R R R R R R R		Simulate a flight and cause a system fault to get a TROUBLE SHOOTING DATA: Open the circuit breakers 1GA, 2GA and 52GA. Disconnect the electrical connector 15GG-A from the wheel 1 normal brake servovalve 15GG to cause the system fault. Connect the electrical connector 15GG-A to the wheel 1 normal brake servovalve 15GG. On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to 0FF then to 0N. Close the circuit breakers 1GA, 2GA, 52GA.
R		<u>NOTE</u> : wait a minimum of 30 seconds between each step.

EFF: 227-227, 229-233, 279-279, 281-281, 426-428, 476-478,

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R R R R R R R R R	<pre>4 Read the TROUBLE SHOOTING DATA of the BSCU SYS1 (Ref. 32-42-00, P. Block 301) On TROUBLE SHOOTING DATA, make sure that the code of the steering selector valve is FFFF (NWS in operation). If the code is 0000 (NWS not in operation), do a check of the aircraft configuration para. 4.B. to 4.D Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again - Record the value of the last but one word (CA5).</pre> NOTE: During this procedure, (CA5) is the commanded angle.
R R R R R	5 Read the TROUBLE SHOOTING DATA of the BSCU SYS2 (Ref. 32-42-00, P. Block 301) Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again - Record the value of the last but one word (CA5).
R	$\underline{\mathtt{NOTE}}$: During this procedure (CA5) is the commanded angle.
R R R R	(d) If the value (CA5) is not shown in the list for the BSCU SYS1 and/or the BSCU SYS2, replace the XMTR UNIT-N/W STRG HANDWHEEL,CAPT (1GC), (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001). (Ref. Fig. 205/TASK 32-51-00-991-003)
R	(e) Do the steps (c) again.
R R R	(f) If the value (CA5) is not shown in the list for the BSCU SYS1 and /or the BSCU SYS2, replace the XMTR UNIT-N/W STRG HANDWHEEL,F/O (2GC), (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51- 11-000-001).
R	(Ref. Fig. 205/TASK 32-51-00-991-003)
R	(g) Do the steps (c) again.
R R R	(h) If the value (CA5) is not shown in the list for the BSCU SYS1 and/or the BSCU SYS2, replace the BSCU (10GG), (Ref. AMM TASK 32- 42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001). (Ref. Fig. 205/TASK 32-51-00-991-003)
R	(i) Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
R	(j) Monitor the steering during the next taxi operation.
R R	(6) If the values (CA5) stayed in the steering angle limits, do a check of the BSCU RVDT input.
R R	(a) Make sure that the CAPT and F/O handwheels are in the neutral position.

EFF: 227-227, 229-233, 279-279, 281-281, 426-428, 476-478,

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R	(b)	Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
R	(c)	Do a check of the BSCU servoing.
R R		Make sure that the circuit breakers 1GG, 2GG, 3GG and 4GG are closed.
R R		On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to OFF then to ON.
R R R R R R R R R		 Simulate a flight and cause a system fault to get a TROUBLE SHOOTING DATA: Open the circuit breakers 1GA, 2GA and 52GA. Disconnect the electrical connector 15GG-A from the wheel 1 normal brake servovalve 15GG to cause the system fault. Connect the electrical connector 15GG-A to the wheel 1 normal brake servovalve 15GG. On the panel 402VU, set the A/SKID & NOSE WHEEL switch 5GG to 0FF then to 0N. Close the circuit breakers 1GA, 2GA, 52GA.
R		$\underline{\mathtt{NOTE}}$: Wait a minimum of 30 seconds between each step.
R R R R R R		<pre>4 Read the TROUBLE SHOOTING DATA of the BSCU SYS1 (Ref. 32-42-00, P. Block 301) On TROUBLE SHOOTING DATA, make sure that the code of the steering selector valve is 0000 (NWS not in operation) Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again Record the value of the last word (CA6).</pre>
R R R R		5 Read the TROUBLE SHOOTING DATA of the BSCU SYS2 (Ref. 32-42-00, P. Block 301) Make sure that the TROUBLE SHOOTING DATA gives the fault code 1A and print it. If not, do the step 3_ again Record the value of the last word (CA6).
R R R R R	(d)	Do a check of the RVDT values CA6 - change the value CA6 from BSCU SYS1 to degrees with the list (value A) (Ref. Fig. 206/TASK 32-51-00-991-004) - change the value CA6 from BSCU SYS2 to degrees with the list (value B) (Ref. Fig. 206/TASK 32-51-00-991-004)
R R		NOTE : During this procedure, CA6 is the angle of the nose wheel position RVDT.
R	(e)	Calculate the algebraic difference:

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ĸ		A-R
R R R		(f) Make sure that A-B is less than or equal to 0.8 degree. If not, replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R		(g) Monitor the steering during the next taxi operation.
R R	(7)	If the BSCU RVDT input is correct, do an inspection/check of the NLG torque link plays. (Ref. AMM TASK 32-21-00-200-003)
R		(a) monitor the steering during the next taxi operation.
R R	(8)	If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero position":
R R R		 (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available do a check of the NWS "zero position" (Ref. AMM TASK 32-51-00-220-001)
R R R		If the nose wheels offset as shown on the tool display is out of tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003)
R R R R		NOTE: There are possible causes of undemanded steering during taxi other than a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the taxiway test to get an accurate rudder trim figure
R R R R		(b) with the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance - do the taxi check procedure to get an accurate rudder trim figure
R		$\underline{1}$ Align the aircraft on the centerline.
R		$\underline{2}$ Make sure that the engines operate at the same power level.
R		3 Release the parking brake.
R R R R		4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.
R		$\underline{\mathtt{NOTE}}$: The speed must be between 10 and 15 kts

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R R		<u>5</u>	Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.
R		<u>6</u>	Give a rudder trim input opposite the aircraft deviation.
R R			$\underline{\text{NOTE}}$: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.
R R		<u>7</u>	Do again the procedure and make an estimate of the new deviation.
R R R		<u>8</u>	Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
R R R		9	Do the same procedure on the same taxiway in the opposite direction. Then record the trim value X2.
R R R			NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.
R R R R R R		<u>10</u>	Calculate the average X of the two values X1 and X2 that you measured: X = (X1 + X2)/2 Examples: X1 = +3.5 degree (L), X2 = +4.1 degree (L) X = (+3.5 + 4.1)/2 = +3.8 degree (L) X1 = +6 degree (L), X2 = -2 degree (R) X = (+6 - 2)/2 = +2 degree (L)
R		<u>11</u>	do the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-001)
R	(c) mo	nitor the steering during the next taxi operation
R R			fault continues: ve the steering gearbox (3GC side) (Ref. AMM TASK 32-51-41-000-
R R	<u>N</u> (<u> </u>	Keep the tool installed on the removed gearbox which defined the mechanical centered position
R R R	W	ear o	input gear of the gearbox, make sure that there is no abnormal f the teeth around the neutral centered position (compare with her teeth.
R R R	(;	-	a damage is found: replace the Nose Wheel Steering Gearbox (Ref. AMM TASK 32-51-41-000-001) (Ref. AMM TASK 32-51-41-400-002)

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R **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-255, 276-299, R 426-450, 476-499, 503-549, 551-599, 701-749, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

E. Procedure

R

(1) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).

NOTE: Use the results table to help you record the different values thru the procedure that follows.

(Ref. Fig. 202A/TASK 32-51-00-991-006-A)

- (2) Do a check of the steering angle on the MCDU.
 - (a) On the MCDU, get the STEERING DATA for the BSCU SYS 1 and BSCU SYS 2:

(Ref. Fig. 203/TASK 32-51-00-991-005)

- On the MCDU, get the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK 31-32-00-860-009).
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
- Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
- Push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU SYS 1.
- Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/ TEST/L/G page.
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to BSCU2 indication.
- On the BSCU SYS 2 page, push the line key adjacent to STEERING DATA indication.
- Push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU SYS 2.
- Put the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- (b) Do a check of CAPT,FO, rudder pedal, steering command angle and BSCU RVDT input: CAPT ANGLE, FO ANGLE,Pedal angle,STEER ORDER and NWS ANGLE 3GC parameters:
 - Make sure that the CAPT ANGLE value is less than or equal to 0 deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2.
 - Make sure that the FO ANGLE value is less than or equal to 0 deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2.

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- Make sure that the pedal angle value is less than or equal to 0 deg. Plus or minus 0.1 deg. For the SYS 1 and SYS 2.
- 4 Make sure that the STEERING ORDER value is 0 degree for the SYS 1 and SYS 2.
- 5 Make sure that the difference between the NWS ANGLE 3GC SYS 1 (value A) and NWS ANGLE 3GC SYS2 (value B) is less than or equal to 0.8 degrees.
- (c) If any of the above parameters is out of tolerances, do the applicable steps:
 - 1 If the CAPT ANGLE value is more than 0 deg. plus or minus 0.4 deg. for the SYS 1 and/or SYS 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (b) 1_ again and make sure that the CAPT ANGLE value is correct for the SYS 1 and SYS 2, if not do step 6.
 - 2 If the FO ANGLE value is more than 0 deg. plus or minus 0.4
 deg. For the SYS 1 and/or SYS 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (b) 2_ again and make sure that the FO ANGLE value is correct for the SYS 1 and SYS 2, if not do step 6_.
 - 3 If the pedal angle value is more than 0 deg. plus or minus 0.1 deg. for the BSCU SYS 1 and/or the BSCU SYS 2:
 - Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value A1).
 - Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
 - Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value B1).
 - On the STEERING DATA page of the BSCU SYS 1, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.

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- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
- On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication.
- Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected).
- Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
- On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication.
- Record the value of the pedal angle (value A2).
- Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
- Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
- On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication.
- Record the value of the pedal angle (value B2).
- on the MCDU, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- If the values A1 and/or A2 only are more than 0 deg. plus or minus 0.1 deg.:
 - . Replace the ELAC-1 (2CE1) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values B1 and/or B2 only are more than 0 deg. plus or minus 0.1 deg.:
 - Replace the ELAC-2 (2CE2) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values (A1 and B1) and/Or (A2 and B2) are more than 0 deg. plus or minus 0.1 deg.:
 - . Do a check of the adjustment of the pedal position transducer unit XDCR UNIT-PEDAL POS, L (25CE1) and XDCR UNIT-PEDAL POS, R (25CE2) (Ref. AMM TASK 27-21-00-820-003).
- Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
- Do steps (a) and (b) 3_ again and make sure that the pedal angle value is correct for SYS 1 and SYS 2, if not do step 6.
- 4 If the STEER ORDER value is not correct for the BSCU SYS 1 and/or SYS 2, do step 6.
- 5 If the difference between the NWS ANGLE 3GC SYS 1 (value A) and NWS ANGLE 3GC SYS 2(value B) is not correct, do the step 6.
- Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- 7 Do the steps (a) thru (b) again and make sure that all the parameters are correct for the SYS 1 and the SYS 2, then do the step 8.

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- 8 Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).
 - On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
 - Refer to the Close-Up part (5.A) and do the relevant steps.
- (3) If the steering angle on the MCDU is correct, do a check of the servovalve.
 - (a) If the Fault Confirmation test was to be done only with the taxiway procedure, put the aircraft in the necessary configuration to let the nosewheels move freely to the left or the right:
 - 1 If the check is to be done with the nosewheels on ground, do these steps:

NOTE: You will need two 1.2 m (3.93 ft.) square steel plates.

- Position a steel plate in front of the nosewheels.
- Apply a thick layer of COMMON GREASE (Material No. 04-004) to the upper surface of the steel plate.
- Put the other steel plate on the top of the greased steel plate.
- Move the aircraft and position the nosewheels on the greased steel plates (Ref. AMM TASK 09-10-00-584-002).

NOTE: The procedure that uses the steel plates cannot be accurate if the friction between the steel plates does not let the nosewheels move freely.

- If the check is to be done with the nosewheels off ground, do these steps:
 - Lift the front of the aircraft until the nose wheels are clear of the ground (Ref. AMM TASK 07-11-00-581-003).
 - Compress the NLG shock absorber with the nosewheel jack until the dimension H (Ref. Fig. 204/TASK 32-51-00-991-002) is less than 350 mm (13.7795 in.) (Ref. AMM TASK 07-12-00-582-001).
 - Make sure that there is a sufficient clearance between the jack and the nose wheels to operate the nose wheel steering system.
- (b) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).

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- (c) On the MCDU, get the STEERING DATA page for the BSCU SYS 1:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication.
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.

NOTE : If the SELV ORDER parameter shows CLOSE get the STEERING DATA page for the BSCU SYS2

- Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.
- (d) Do a check of the servovalve:
 - Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the left.
 - $\underline{2}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - $\underline{\mathbf{3}}$ Make sure that the nose wheels move back to the $\mathbf{0}$ deg. position.
 - 4 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current SSV CURRENT parameter (ISV1).
 - <u>5</u> Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the right.
 - $\underline{6}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - Make sure that the nose wheels move back to the O deg. position.
 - $\underline{8}$ When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current SSV CURRENT parameter (ISV2).
 - 9 Do these checks:
 - Make sure that 0.5 X (ISV1 + ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that (ISV1 ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that ISV1 or ISV2 is less than or equal to plus or minus 0.50 mA.

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- 10 If the servovalve currents are not correct:
 - Replace the steering servovalve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
- 11 Do steps (1) to (9) again and do step (e).
- (e) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (4) If the servovalve current is correct, do a check of the BSCU output:
 - (a) On the nose wheels deactivation electrical box 5GC, set the lever to TOWING.
 - (b) Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU SYS 1 is in command).
 - (c) On the MCDU on the STEERING DATA page of BSCU SYS 1:
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED.
 - Record the servovalve current SSV CURRENT parameter (ISV5).
 - (d) Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU SYS 2 is in command).
 - (e) On the MCDU, get the STEERING DATA page for the BSCU SYS 2:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
 - On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication.
 - (f) On the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED.
 - Record the servovalve current SSV CURRENT parameter (ISV6).
 - (g) On the nose wheels deactivation electrical box 5GC, set the lever to normal.
 - (h) Close the circuit breaker 2GG.
 - (i) Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92 mA.
 - (j) If the value is not correct:
 - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

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- (k) Do steps (a) thru (i) again and do step (l).
- (l) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS durint the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (5) If the BSCU output is correct, do a check of the NWS angle 3GC value with the NLG centering cams as reference.
 - (a) Jack up the front of the aircraft (Ref. AMM TASK 07-11-00-581-003).
 - NOTE: In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is in the zero position).
 - (b) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
 - (c) On the MCDU on the STEERING DATA page of the BSCU SYS 1(SYS 2):
 - Push the line key adjacent to the REFRESH indication,
 - Record the NWS ANGLE 3GC value.
 - (d) Make sure that NWS ANGLE 3GC value is less than or equal to 0 deg. plus or minus 0.5 deg. for the BSCU SYS 1 and BSCU SYS 2.
 - (e) If the NWS angle is not correct for the BSCU SYS 1 and/or BSCU SYS 2:
 - Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001).
 - 1 If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams as reference (Ref. AMM TASK 32-51-00-820-002).
 - (f) If an adjustement of the NWS "zero" position with the centering cams as reference was done, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.

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- (6) If the NWS ANGLE 3GC value is correct or if the voltage is in the specified limits, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
 - (a) If the NLG torque link plays were adjusted, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (7) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position:
 - (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available:
 - Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001).

If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003) and do the step (c).

- NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels.

 Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure.
- (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance:
 - Do the taxi check procedure to get an accurate rudder trim figure.
 - 1 Align the aircraft on the centerline.
 - 2 Make sure that the engines operate at the same power level.
 - 3 Release the parking brake.
 - Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline.

 When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.

NOTE: The speed must be between 10 and 15 kts.

5 Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.

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6 Give a rudder trim input opposite the aircraft deviation.

NOTE: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.

- 7 Do again the procedure and make an estimate of the new deviation.
- 8 Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
- 9 Do the same procedure on the same taxiway in the opposite direction.

Then record the trim value X2.

NOTE : The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.

10 Calculate the average X of the two values X1 and X2 that you measured:

X = (X1 + X2)/2

Examples:

X1 = +3.5 degree (L), X2 = +4.1 degree (L)

X = (+3.5 + 4.1)/2 = +3.8 degree (L)

X1 = +6 degree (L), X2 = -2 degree (R)

X = (+6 - 2)/2 = +2 degree (L)

- $\frac{11}{32-51-00-820-001}$ Do the adjustment of the NWS "zero" position (Ref. AMM TASK
- (c) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (8) If the fault continues:
 - If the adjustment of the NWS Zero Position was done with the ALIGNMENT TOOL-NOSE WHEEL (JT2000AIRBUS), do step (7)(b).
- (9) If the fault continues after the gearbox was adjusted with the rudder trim angle as reference, replace the gearbox (3GC) Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).

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R **ON A/C 205-205, 232-232, 245-245, Post SB 32-1305 For A/C 205-205,232-232,245-245, E. Procedure R R (1) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001). NOTE: Use the results table to help you record the different values R R thru the procedure that follows. R (Ref. Fig. 202A/TASK 32-51-00-991-006-A) (2) Do a check of the steering angle on the MCDU. R R (a) On the MCDU, get the STEERING DATA for the BSCU CHAN 1 and BSCU R CHAN 2: - On the MCDU, get the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK R 31-32-00-860-009). R - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent R to the BSCU1 indication. R - Make sure that the N/WS handwheels and the rudder pedals are in R the neutral position. R - On the BSCU CHAN 1 page, push the line key adjacent to the SPECIFIC DATA indication. R - On the BSCU CHAN 1/SPECIFIC DATA page, push the line key R R adjacent to the STEERING DATA indication. R - Push the line key adjacent to the REFRESH indication. - Print the STEERING DATA page of the BSCU CHAN 1. R R - Push the line key adjacent to the RETURN indication to get the R SYSTEM REPORT/ TEST/L/G page. R - On the SYSTEM/REPORT/TEST/L/G page, push the line key adjacent R to the BSCU2 indication. - On the BSCU CHAN 2/SPECIFIC DATA page, push the line key R R adjacent to the STEERING DATA indication. - On the MCDU on the STEERING DATA page of the BSCU CHAN 2, push R R the line key adjacent to the REFRESH indication. R - Print the STEERING DATA page of the BSCU CHAN 2. R Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page. R R (b) On the MCDU, push the SYSTEM DATA page 3/3 for the BSCU CHAN 1 and CHAN 2: R R Make sure that the rudder pedals are in the neutral position. - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent R R to BSCU1 indication. R - On the BSCU CHAN 1 page, push the line key adjacent to SPECIFIC R DATA indication. R - On the BSCU CHAN 1/SPECIFIC DATA page, push the line key R adjacent to SYSTEM DATA page 3/3 indication. - On the MCDU, push the next page function key twice to get the R R BSCU CHAN 1/ SYSTEM DATA page 3/3.

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R R R R R R R R R R R	 Push the line key adjacent to the REFRESH indication. Print the SYSTEM DATA page 3/3 of the BSCU CHAN 1. Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page. On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to BSCU2 indication. On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to SYSTEM DATA indication. On the MCDU, push the next page function key twice to get the BSCU CHAN 2/ SYSTEM DATA page 3/3. Push the line key adjacent to the REFRESH indication. Print the SYSTEM DATA page 3/3 of the BSCU CHAN 2. Put the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
R (c) R R	Do a check of CAPT, FO, rudder pedal, steering command angle and BSCU RVDT input: SPOTCAP, SPOTFO, Pedal angle, ANGCSG and RVDTCOM parameters:
R R	Make sure that the SPOTCAP value is less than or equal to 0 deg. plus or minus 0.4 deg. for the CHAN 1 and CHAN 2.
R R	Make sure that the SPOTFO value is less than or equal to 0 deg. plus or minus 0.4 deg. for the CHAN 1 and CHAN 2.
R R	Make sure that the pedal angle value is less than or equal to 0 deg. Plus or minus 0.1 deg. For the CHAN 1 and CHAN 2.
R R	$\underline{4}$ Make sure that the ANGCSG value is 0 degree for the CHAN 1 and CHAN 2.
R R R	Make sure that the difference between the RVDTCOM CHAN 1 (value A) and RVDTCOM CHAN 2 (value B) is less than or equal to 0.8 degrees.
R (d)	If any of the above parameters is out of tolerances, do the applicable steps:
R R R R R	<pre>1 If the SPOTCAP value is more than 0 deg. Plus or minus 0.4 deg. for the CHAN 1 and/or CHAN 2: Replace the XMTR UNIT-N/W STRG HANDWHEEL,CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400- 001). Do the steps (a) and (c) 1_ again and make sure that the SPOTCAP value is correct for the CHAN 1 and CHAN 2, if not do step 6</pre>
R R R R	2 If the SPOTFO value is more than 0 deg. Plus or minus 0.4 deg. For the CHAN 1 and/or CHAN 2: Replace the XMTR UNIT-N/W STRG HANDWHEEL,F/O (2GC) (Ref. AMM TASK 32-51-11-000-001).

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R	- Do the steps (a) and (c) 2_ again and make sure that the
R	SPOTFO value is correct for the CHAN 1 and CHAN 2, if not do
R	step 6
_	
R	3 If the pedal angle value is more than 0 deg. plus or minus 0.1
R	deg. for the BSCU CHAN 1 and/or the BSCU CHAN 2:
R	- Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is
R	isolated).
R	- On the SYSTEM REPORT/TEST/L/G page, push the line key
R	adjacent to the BSCU1 indication.
R	- On the BSCU CHAN 1 page, push the line key adjacent to the
R	SPECIFIC DATA indication.
R	- On the BSCU CHAN 1/SPECIFIC DATA page, push the line key
R	adjacent to SYSTEM DATA indication.
R	- On the MCDU, push the next page function key twice to get
R	the BSCU CHAN 1/SYSTEM DATA page 3/3.
R	- On the SYSTEM DATA page 3/3 of the BSCU CHAN 1, push the
R	line key adjacent to the REFRESH indication.
R	- Record the value of the pedal angle value (value A1).
R	- Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is
R	connected).
R	- Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is
R	isolated).
R	- On the SYSTEM DATA page of the BSCU CHAN 1, push the line
R	key adjacent to the REFRESH indication.
R	- Record the value of the pedal angle value (value B1).
R	- On the SYSTEM DATA page of the BSCU CHAN 1, push the line
R	key adjacent to the RETURN indication to get the SYSTEM
R	REPORT/TEST/L/G page.
R	- On the SYSTEM REPORT/TEST/L/G page, push the line key
R	adjacent to the BSCU2 indication.
R	- On the BSCU CHAN 2 page, push the line key adjacent to the
R	SPECIFIC DATA indication.
R	- Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is
R	connected).
R	- Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is
R	isolated).
R	- On the BSCU CHAN 2/SPECIFIC DATA page, push the line key
R	adjacent to SYSTEM DATA indication.
R	- On the MCDU, push the next page function key twice to get
R	the BSCU CHAN 2/SYSTEM DATA page 3/3.
R	- On the SYSTEM DATA page 3/3 of the BSCU CHAN 2, push the
R	line key adjacent to the REFRESH indication.
R	- Record the value of the pedal angle (value A2).
R	- Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is
R	connected).
R	- Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is
R	isolated).
R	- On the SYSTEM DATA page of the BSCU CHAN 2, push the line
R	key adjacent to the REFRESH indication.
R	- Record the value of the pedal angle (value B2).

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R R R R R R R R R		 on the MCDU, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page. If the values A1 and/or A2 only are more than 0 deg. plus or minus 0.1 deg.: Replace the ELAC-1 (2CE1) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001). If the values B1 and/or B2 only are more than 0 deg. plus or minus 0.1 deg.: Replace the ELAC-2 (2CE2) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
R R R R		 If the values (A1 and B1) and/or (A2 and B2) are more than 0 deg. plus or minus 0.1 deg.: Do a check of the adjustment of the pedal position transducer unit (25CE1, 25CE2) (Ref. AMM TASK 27-21-00-820-003).
R R R		 Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2. Do steps (b) and (c) 3_ again and make sure that the pedal angle value is correct for CHAN 1 and CHAN 2, if not do step 6
R R	<u>4</u>	If the ANGCSG value is not correct for the BSCU CHAN 1 and/or CHAN 2, do step $6_$.
R R	<u>5</u>	If the difference between the RVDTCOM CHAN 1 (value A) and RVDTCOM CHAN 2 (value B) is not correct, do the step 6
R R	<u>6</u>	Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R R R	<u>7</u>	Do the steps (a) thru (c) again and make sure that all the parameters are correct for the CHAN 1 and the CHAN 2, then do the step $8_$.
R R R R R R R R R	8	Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input. On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off). On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off). Refer to the Close-Up part (5.A) and do the relevant steps.

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R R		the steering angle on the MCDU is correct, do a check of the vovalve.
R	(a)	If the Fault Confirmation test was to be done only with the
R		taxiway procedure, put the aircraft in the necessary
R		configuration to let the nosewheels move freely to the left or
R		the right:
N.		the right.
R		1 If the check is to be done with the nosewheels on ground, do
R		these steps:
R		NOTE : You will need two 1.2 m (3.93 ft.) square steel plates.
R		- Position a steel plate in front of the nosewheels.
R		- Apply a thick layer of COMMON GREASE (Material No. 04-004)
R		to the upper surface of the steel plate.
R		- Put the other steel plate on the top of the greased steel
R		plate.
R		 Move the aircraft and position the nosewheels on the greased
R		steel plates (Ref. AMM TASK 09-10-00-584-002).
R		NOTE: The procedure that uses the steel plates cannot be
R		accurate if the friction between the steel plates does
R		not let the nosewheels move freely.
R		2 If the check is to be done with the nosewheels off ground, do
R		these steps:
R		- Lift the front of the aircraft until the nose wheels are
R		clear of the ground (Ref. AMM TASK 07-11-00-581-003).
R		- Compress the NLG shock absorber with the nosewheel jack
R		until the dimension H
R		(Ref. Fig. 204/TASK 32-51-00-991-002)
R		is less than 350 mm (13.7795 in.) (Ref. AMM TASK 07-12-00- 582-001).
R		- Make sure that there is a sufficient clearance between the
R		jack and the nose wheels to operate the nose wheel steering
R		system.
R	(b)	Pressurize the Green hydraulic system
R		(Ref. AMM TASK 29-10-00-863-001).
R	(c)	On the MCDU, get the STEERING DATA page for the BSCU CHAN 1:
R		- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent
R		to the BSCU1 indication.
R		- On the BSCU CHAN 1 page, push the line key adjacent to the
		SPECIFIC DATA indication.
R		
R		- On the BSCU CHAN 1/SPECIFIC DATA page, push the line key
R		adjacent to the STEERING DATA indication.
R		- Push the line key adjacent to the REFRESH indication and make
R		sure that the STRSELV parameter shows OPEN.

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R R	<u>NC</u>	<u>OTE</u> : If the STRSELV parameter shows CLOSE get the STEERING DATA page for the BSCU CHAN 2.
R R	-	Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows OPEN.
R (d) D c	o a check of the servovalve:
R R	<u>1</u>	Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the left.
R R	2	Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
R R	<u>3</u>	Make sure that the nose wheels move back to the O deg. position.
R R	<u>4</u>	When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
R R		 Push the line key adjacent to the REFRESH indication. Record the servovalve current ISTRSV parameter (ISV1).
R R	<u>5</u>	Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the right.
R R	<u>6</u>	Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
R R	<u>7</u>	Make sure that the nose wheels move back to the O deg. position.
R R	<u>8</u>	When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
R R		 Push the line key adjacent to the REFRESH indication. Record the servovalve current ISTRSV parameter (ISV2).
R R	<u>9</u>	Do these checks: - Make sure that 0.5 X (ISV1 + ISV2) is less than or equal to
R R		plus or minus 0.50 mA Make sure that (ISV1 - ISV2) is less than or equal to plus
R R R		or minus 0.50 mA Make sure that ISV1 or ISV2 is less than or equal to plus or minus 0.50 mA.
R R R	<u>10</u>	If the servovalve currents are not correct: - Replace the steering servovalve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
R	<u>11</u>	Do steps (1) to (9) again and do step (e).

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R R R		(6)	log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R			1 Refer to the Close-Up part (5.A) and do the relevant steps.
R	(4)	If t	the servovalve current is correct, do a check of the BSCU output:
R R		(a)	On the nose wheels deactivation electrical box $5GC$, set the lever to $TOWING$.
R R R		(b)	Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU CHAN 1 is in command).
R R R		(c)	On the MCDU on the STEERING DATA page for the BSCU CHAN 1: - Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows CLOSED. - Record the servovalve current ISTRSV parameter (ISV5).
R R		(d)	Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU CHAN 2 is in command).
R R R R R		(e)	 On the MCDU, get the STEERING DATA page for the BSCU CHAN 2: On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication. On the BSCU CHAN 2 page, push the line key adjacent to the SPECIFIC DATA indication. On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to the STEERING DATA indication.
R R R		(f)	On the MCDU on the STEERING DATA page: - Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows CLOSED. - Record the servovalve current ISTRSV parameter (ISV6).
R R		(g)	On the nose wheels deactivation electrical box $5GC$, set the lever to normal.
R		(h)	Close the circuit breaker 2GG.
R R		(i)	Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92 mA.
R R R		(j)	If the value is not correct: - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R		(k)	Do steps (a) thru (i) again and do step (l).

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R R R		(()	log book to monitor the NWS durint the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R			$\underline{1}$ Refer to the Close-Up part (5.A) and do the relevant steps.
R R	(5)		the BSCU output is correct, do a check of the NWS angle 3GC value on the NLG centering cams as reference.
R		(a)	Jack up the front of the aircraft (Ref. AMM TASK 07-11-00-581-003).
R R R			NOTE : In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is in the zero position).
R		(b)	Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
R R R		(c)	On the MCDU on the STEERING DATA page of the BSCU CHAN 1(CHAN 2): - Push the line key adjacent to the REFRESH indication, - Record the RVDTCOM value.
R R		(d)	Make sure that RVDTCOM value is less than or equal to 0 deg. plus or minus 0.5 deg. for the BSCU CHAN 1 and BSCU CHAN 2.
R R R		(e)	<pre>If the NWS angle is not correct for the BSCU CHAN 1 and/or BSCU CHAN 2: - Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001).</pre>
R R R			If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams as reference (Ref. AMM TASK 32-51-00-820- 002).
R R R R		(f)	If an adjustement of the NWS "zero" position with the centering cams as reference was done, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R			$\underline{1}$ Refer to the Close-Up part (5.A) and do the relevant steps.

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R R	(6)	specified limits, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
R R R R		(a) If the NLG torque link plays were adjusted, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R		$\underline{1}$ Refer to the Close-Up part (5.A) and do the relevant steps
R R	(7)	If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position:
R R R R R R		 (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001). If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003) and do the step (c).
R R R R		NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure.
R R R R		 (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is notavailable or if the nose wheels offset as shown on the tool display is within tolerance: Do the taxi check procedure to get an accurate rudder trim figure.
R		$\underline{1}$ Align the aircraft on the centerline.
R		$\underline{2}$ Make sure that the engines operate at the same power level.
R		3 Release the parking brake.
R R R R		Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.
R		NOTE: The speed must be between 10 and 15 kts.
R R		5 Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.

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R	$\underline{6}$ Give a rudder trim input opposite the aircraft deviation.
R R	NOTE: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.
R R	7 Do again the procedure and make an estimate of the new deviation.
R R R	8 Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
R R R	9 Do the same procedure on the same taxiway in the opposite direction. Then record the trim value X2.
R R R	NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.
R R R R R R	<pre>10 Calculate the average X of the two values X1 and X2 that you measured: X = (X1 + X2)/2 Examples: X1 = +3.5 degree (L), X2 = +4.1 degree (L) X = (+3.5 + 4.1)/2 = +3.8 degree (L) X1 = +6 degree (L), X2 = -2 degree (R) X = (+6 - 2)/2 = +2 degree (L)</pre>
R	11 Do the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-001).
R R R	(c) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R	$\underline{1}$ Refer to the Close-Up part (5.A) and do the relevant steps.
R R R	 (8) If the fault continues: If the adjustment of the NWS Zero Position was done with the ALIGNMENT TOOL-NOSE WHEEL (JT2000AIRBUS), do step (7)(b).
R R R	(9) If the fault continues after the gearbox was adjusted with the rudder trim angle as reference, replace the gearbox (3GC) Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-41-000-001) and (Ref. AMM TASK 32-51-41-400-002).

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R **ON A/C 205-205, 232-232, 245-245, 32-1305 For A/C 205-205,232-232,245-245, Post SB Post SB 32-1335 For A/C 205-205,232-232,245-245, R E. Procedure (1) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-R 001). R NOTE: Use the results table to help you record the different values R thru the procedure that follows. (Ref. Fig. 202A/TASK 32-51-00-991-006-A) R (2) Do a check of the steering angle on the MCDU. R R (a) On the MCDU, get the STEERING DATA for the BSCU SYS 1 and BSCU R **SYS 2:** R (Ref. Fig. 203A/TASK 32-51-00-991-005-A) R - On the MCDU, get the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK 31-32-00-860-009). R - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent R to the BSCU1 indication. - Make sure that the N/WS handwheels and the rudder pedals are in R the neutral position. R - On the BSCU SYS 1 page, push the line key adjacent to the R R STEERING DATA indication. - Push the line key adjacent to the REFRESH indication. R - Print the STEERING DATA page of the BSCU SYS 1. R R - Push the line key adjacent to the RETURN indication to get the R SYSTEM REPORT/ TEST/L/G page. R - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent R to BSCU2 indication. - On the BSCU SYS 2 page, push the line key adjacent to STEERING R R DATA indication. - Push the line key adjacent to the REFRESH indication. R R - Print the STEERING DATA page of the BSCU SYS 2. - Put the line key adjacent to the RETURN indication to get the R R SYSTEM REPORT/TEST/L/G page. R (b) Do a check of CAPT, FO, rudder pedal, steering command angle and R BSCU RVDT input: CAPT ANGLE, FO ANGLE, Pedal angle, STEER ORDER and NWS ANGLE 3GC parameters: R R Make sure that the CAPT ANGLE value is less than or equal to O deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2. R 2 Make sure that the FO ANGLE value is less than or equal to 0 R deg. plus or minus 0.4 deg. for the SYS 1 and SYS 2. R Make sure that the pedal angle value is less than or equal to R R O deg. Plus or minus O.1 deg. For the SYS 1 and SYS 2.

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TROUBLE SHOOTING MANUAL

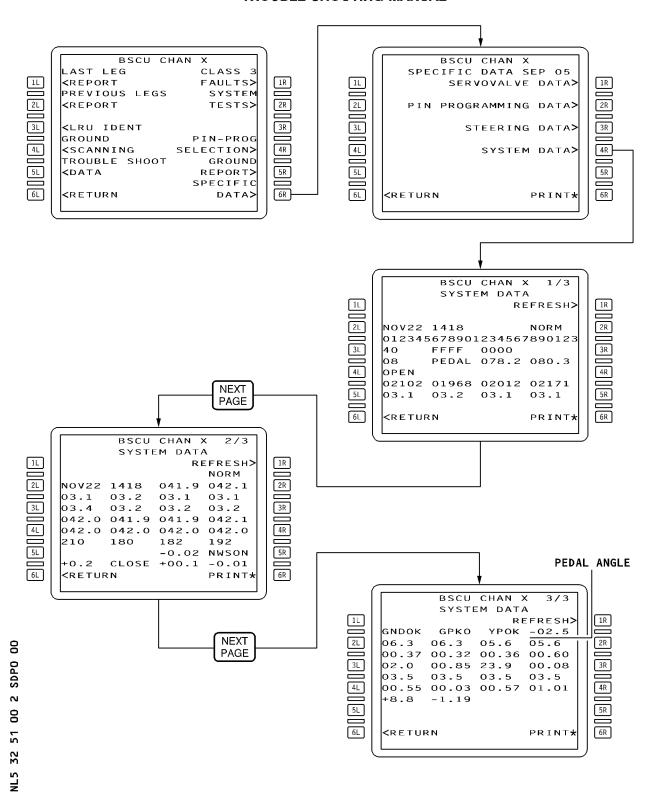
(Ref. Fig. 207/TASK 32-51-00-991-007) R Make sure that the STEERING ORDER value is O degree for the R SYS 1 and SYS 2. R 5 Make sure that the difference between the NWS ANGLE 3GC SYS 1 R R (value A) and NWS ANGLE 3GC SYS2 (value B) is less than or R equal to 0.8 degrees. R (c) If any of the above parameters is out of tolerances, do the R applicable steps: 1 If the CAPT ANGLE value is more than 0 deg. plus or minus 0.4 R deg. for the SYS 1 and/or SYS 2: R - Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. R AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-R 001). R - Do the steps (a) and (b) 1 again and make sure that the CAPT ANGLE value is correct for the SYS 1 and SYS 2, if not R R do step 6. $\underline{2}$ If the FO ANGLE value is more than 0 deg. plus or minus 0.4 R R deg. For the SYS 1 and/or SYS 2: - Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM R TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001). R - Do the steps (a) and (b) 2 again and make sure that the FO R ANGLE value is correct for the SYS 1 and SYS 2, if not do R R step 6. R 3 If the pedal angle value is more than 0 deg. plus or minus 0.1 deg. for the BSCU SYS 1 and/or the BSCU SYS 2: R R - Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is R isolated). - On the SYSTEM REPORT/TEST/L/G page, push the line key R adjacent to the BSCU1 indication. R - On the BSCU SYS 1 page, push the line key adjacent to the R R STEERING DATA indication. R - On the STEERING DATA page of the BSCU SYS 1, push the line R key adjacent to the REFRESH indication. - Record the value of the pedal angle value (value A1). R - Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is R R connected). - Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is R R isolated). R - On the STEERING DATA page of the BSCU SYS 1, push the line R key adjacent to the REFRESH indication. R - Record the value of the pedal angle value (value B1). - On the STEERING DATA page of the BSCU SYS 1, push the line R R key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page. R - On the SYSTEM REPORT/TEST/L/G page, push the line key R R adjacent to the BSCU2 indication.

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CFDIU Menu - BSCU CHAN 1(2) SYSTEM DATA - Pedal Angle Figure 207/TASK 32-51-00-991-007

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R R R R R R R R R R R R R R R R R R R	 On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication. Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected). Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated). On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication. Record the value of the pedal angle (value A2). Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected). Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated). On the STEERING DATA page of the BSCU SYS 2, push the line key adjacent to the REFRESH indication. Record the value of the pedal angle (value B2). on the MCDU, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page. If the values A1 and/or A2 only are more than 0 deg. plus or minus 0.1 deg.: Replace the ELAC-1 (2CE1) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001). If the values B1 and/or B2 only are more than 0 deg. plus or minus 0.1 deg.: Replace the ELAC-2 (2CE2) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001). If the values (A1 and B1) and/or (A2 and B2) are more than 0 deg. plus or minus 0.1 deg.: Do a check of the adjustment of the pedal position transducer unit XDCR UNIT-PEDAL POS, R (25CE2) (Ref. AMM TASK 27-21-00-820-003). Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2. Do steps (a) and (b) 3_ again and make sure that the pedal angle value is correct for SYS 1 and SYS 2, if not do step 6.
R R	If the STEER ORDER value is not correct for the BSCU SYS 1 and/or SYS 2, do step 6
R R R	If the difference between the NWS ANGLE 3GC SYS 1 (value A) and NWS ANGLE 3GC SYS 2(value B) is not correct, do the step 6
R R	Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R R R	Po the steps (a) thru (b) again and make sure that all the parameters are correct for the SYS 1 and the SYS 2, then do the step 8

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R R R R R R R R R		Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off) On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off) Refer to the Close-Up part (5.A) and do the relevant steps.
R R		the steering angle on the MCDU is correct, do a check of the vovalve.
R R R R	(a)	If the Fault Confirmation test was to be done only with the taxiway procedure, put the aircraft in the necessary configuration to let the nosewheels move freely to the left or the right:
R R		1 If the check is to be done with the nosewheels on ground, do these steps:
R		NOTE: You will need two 1.2 m (3.93 ft.) square steel plates.
R R R R R R		 Position a steel plate in front of the nosewheels. Apply a thick layer of COMMON GREASE (Material No. 04-004) to the upper surface of the steel plate. Put the other steel plate on the top of the greased steel plate. Move the aircraft and position the nosewheels on the greased steel plates (Ref. AMM TASK 09-10-00-584-002).
R R R		NOTE: The procedure that uses the steel plates cannot be accurate if the friction between the steel plates does not let the nosewheels move freely.
R R R R R R R		<pre>If the check is to be done with the nosewheels off ground, do these steps: - Lift the front of the aircraft until the nose wheels are clear of the ground (Ref. AMM TASK 07-11-00-581-003) Compress the NLG shock absorber with the nosewheel jack until the dimension H (Ref. Fig. 204/TASK 32-51-00-991-002) is less than 350 mm (13.7795 in.) (Ref. AMM TASK 07-12-00- 582-001) Make sure that there is a sufficient clearance between the jack and the nose wheels to operate the nose wheel steering</pre>
R		system.

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(b) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).

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R R R R R R	(c)	 On the MCDU, get the STEERING DATA page for the BSCU SYS 1: On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU indication. On the BSCU SYS 1 page, push the line key adjacent to the STEERING DATA indication. Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.
R R R R		NOTE : If the SELV ORDER parameter shows CLOSE get the STEERING DATA page for the BSCU SYS2 - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows OPEN.
R	(d)	Do a check of the servovalve:
R R		Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the left.
R R		$\underline{2}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
R R		Make sure that the nose wheels move back to the O deg. position.
R R R		When movement of the nose wheels stops, on the MCDU on the STEERING DATA page: Push the line key adjacent to the REFRESH indication. Record the servovalve current SSV CURRENT parameter (ISV1).
R R		Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the right.
R R		$\underline{6}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
R R		$\overline{2}$ Make sure that the nose wheels move back to the $\overline{0}$ degrees position.
R R R R		 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page: Push the line key adjacent to the REFRESH indication. Record the servovalve current SSV CURRENT parameter (ISV2).
R R R R R		 Do these checks: Make sure that 0.5 X (ISV1 + ISV2) is less than or equal to plus or minus 0.50 mA. Make sure that (ISV1 - ISV2) is less than or equal to plus or minus 0.50 mA. Make sure that ISV1 or ISV2 is less than or equal to plus or minus 0.50 mA.

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R R R		-	10 If the servovalve currents are not correct: - Replace the steering servovalve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
R			11 Do steps (1) to (9) again and do step (e).
R R R R		(e)	Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R			$\underline{1}$ Refer to the Close-Up part (5.A) and do the relevant steps.
R	(4)	If	the servovalve current is correct, do a check of the BSCU output:
R R		(a)	On the nose wheels deactivation electrical box $5GC$, set the lever to $TOWING$.
R R R		(b)	Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU SYS 1 is in command).
R R R R		(c)	On the MCDU on the STEERING DATA page of BSCU SYS 1: - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED. - Record the servovalve current SSV CURRENT parameter (ISV5).
R R		(d)	Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU SYS 2 is in command).
R R R R		(e)	 On the MCDU, get the STEERING DATA page for the BSCU SYS 2: On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication. On the BSCU SYS 2 page, push the line key adjacent to the STEERING DATA indication.
R R R R		(f)	On the MCDU on the STEERING DATA page: - Push the line key adjacent to the REFRESH indication and make sure that the SELV ORDER parameter shows CLOSED. - Record the servovalve current SSV CURRENT parameter (ISV6).
R R		(g)	On the nose wheels deactivation electrical box $5GC$, set the lever to normal.
R		(h)	Close the circuit breaker 2GG.
R R		(i)	Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92 mA.
R R R		(j)	If the value is not correct: - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
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(k) Do steps (a) thru (i) again and do step (l). R (l) Return the aircraft to service and make a record in the aircraft R log book to monitor the NWS durint the next taxi operation and to R assess the aircraft lateral deviation, if any, using the rudder R R trim input. 1 Refer to the Close-Up part (5.A) and do the relevant steps. R (5) If the BSCU output is correct, do a check of the NWS angle 3GC value R with the NLG centering cams as reference. (a) Jack up the front of the aircraft (Ref. AMM TASK 07-11-00-581-R 003). R NOTE: In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is R in the zero position). R (b) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-R 864-001). (c) On the MCDU on the STEERING DATA page of the BSCU SYS 1(SYS 2): R - Push the line key adjacent to the REFRESH indication, R - Record the NWS ANGLE 3GC value. R (d) Make sure that NWS ANGLE 3GC value is less than or equal to 0 R deg. plus or minus 0.5 deg. for the BSCU SYS 1 and BSCU SYS 2. R R (e) If the NWS angle is not correct for the BSCU SYS 1 and/or BSCU **SYS 2:** R R - Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001). R If the voltage is out of the specified limits, do the R adjustment of the nose wheel steering "zero" position with the R R NLG centering cams as reference (Ref. AMM TASK 32-51-00-820-002). (f) If an adjustement of the NWS "zero" position with the centering R cams as reference was done, return the aircraft to service and R R make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral R R deviation, if any, using the rudder trim input. R 1 Refer to the Close-Up part (5.A) and do the relevant steps

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to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input. 1 Refer to the Close-Up part (5.A) and do the relevant steps. (7) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position: (a) With the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference in the tool is available: - Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001). If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003) and do the step (c). NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool	R R R	(6)	If the NWS ANGLE 3GC value is correct or if the voltage is in the specified limits, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
(7) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position: R (a) With the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available: - Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001). R If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00 820-003) and do the step (c). R NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure. R (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: - Do the taxi check procedure to get an accurate rudder trim figure. R 1 Align the aircraft on the centerline. R 2 Make sure that the engines operate at the same power level. R 2 Release the parking brake. 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. R When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts.	R R		(a) If the NLG torque link plays were adjusted, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
R nose wheel "zero" position: R (a) With the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference in the tool is available: P oa check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001). R If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00 820-003) and do the step (c). R MOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure. R (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: Do the taxi check procedure to get an accurate rudder trim figure. R 1 Align the aircraft on the centerline. R 2 Make sure that the engines operate at the same power level. R 2 Release the parking brake. 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts.	R		1 Refer to the Close-Up part (5.A) and do the relevant steps.
the tool is available: Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001). If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00 820-003) and do the step (c). R MOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure. R (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: Do the taxi check procedure to get an accurate rudder trim figure. R 1 Align the aircraft on the centerline. R 2 Make sure that the engines operate at the same power level. R 2 Make sure that the engines operate at the same power level. R 3 Release the parking brake. 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts.		(7)	
tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00 820-003) and do the step (c). R NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure. R (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: Do the taxi check procedure to get an accurate rudder trim figure. R 1 Align the aircraft on the centerline. R 2 Make sure that the engines operate at the same power level. R 3 Release the parking brake. 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts.	R R		- Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001).
taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure. R (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: - Do the taxi check procedure to get an accurate rudder trim figure. R 1 Align the aircraft on the centerline. R 2 Make sure that the engines operate at the same power level. R 3 Release the parking brake. R 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts. 5 Align the aircraft again on the centerline with the rudder	R R		tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-
TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: Do the taxi check procedure to get an accurate rudder trim figure. Align the aircraft on the centerline. Make sure that the engines operate at the same power level. Racelease the parking brake. Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. NOTE: The speed must be between 10 and 15 kts. Align the aircraft again on the centerline with the rudder	R R R		taxi other a mechanical offset of the nose wheels. Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test
R 2 Make sure that the engines operate at the same power level. R 3 Release the parking brake. A Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. B When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts. A light the aircraft again on the centerline with the rudder	R R R		TOOL is not available or if the nose wheels offset as shown on the tool display is within tolerance: - Do the taxi check procedure to get an accurate rudder trim
R 3 Release the parking brake. A Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. B When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. B NOTE: The speed must be between 10 and 15 kts. A light the aircraft again on the centerline with the rudder	R		$\underline{1}$ Align the aircraft on the centerline.
R 4 Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline. R When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts. Align the aircraft again on the centerline with the rudder	R		$\underline{2}$ Make sure that the engines operate at the same power level.
R handwheels along the centerline. R When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation. R NOTE: The speed must be between 10 and 15 kts. R 5 Align the aircraft again on the centerline with the rudder	R		3 Release the parking brake.
R <u>5</u> Align the aircraft again on the centerline with the rudder	R R R		handwheels along the centerline. When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to
	R		NOTE: The speed must be between 10 and 15 kts.

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R	<u>6</u> G	Give a rudder trim input opposite the aircraft deviation.
R R	<u>N</u>	O.5 degree by 0.5 degree to get a fine adjustment.
R R	_	o again the procedure and make an estimate of the new deviation.
R R R	_ p	Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
R R R	_ d	Oo the same procedure on the same taxiway in the opposite direction. Then record the trim value X2.
R R R	<u>N</u>	NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.
R R R R R R	m x E x x x	Calculate the average X of the two values X1 and X2 that you measured: (= (X1 + X2)/2 Examples: (1 = +3.5 degree (L), X2 = +4.1 degree (L) (= (+3.5 + 4.1)/2 = +3.8 degree (L) (1 = +6 degree (L), X2 = -2 degree (R) (= (+6 - 2)/2 = +2 degree (L)
R		oo the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-001).
R R R	log asse	urn the aircraft to service and make a record in the aircraft book to monitor the NWS during the next taxi operation and to ess the aircraft lateral deviation, if any, using the rudder input.
R	<u>1</u> R	Refer to the Close-Up part (5.A) and do the relevant steps.
R R R	- If the	fault continues: e adjustment of the NWS Zero Position was done with the MENT TOOL-NOSE WHEEL (JT2000AIRBUS), do step (7)(b).
R R R	trim ang Steering	fault continues after the gearbox was adjusted with the rudder gle as reference, replace the gearbox (3GC) Nose Wheel g gearbox (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 9-400-001).

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R **ON A/C 256-275, 451-475, 553-553, 555-555, 564-599,

- R Post SB 32-1305 For A/C 553-553,555-555,564-599,
- R Post SB 32-1335 For A/C 553-553,555-555,564-599,

E. Procedure

R

(1) Depressurize the green hydraulic system (Ref. AMM TASK 29-10-00-864-001).

NOTE: Use the results table to help you record the different values thru the procedure that follows. (Ref. Fig. 202A/TASK 32-51-00-991-006-A)

- (2) Do a check of the steering angle on the MCDU.
 - (a) On the MCDU, get the STEERING DATA for the BSCU CHAN 1 and BSCU CHAN 2:

(Ref. Fig. 203A/TASK 32-51-00-991-005-A)

- On the MCDU, get the SYSTEM REPORT/TEST/L/G page (Ref. AMM TASK 31-32-00-860-009).
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
- Make sure that the N/WS handwheels and the rudder pedals are in the neutral position.
- On the BSCU CHAN 1 page, push the line key adjacent to the SPECIFIC DATA indication.
- On the BSCU CHAN 1/SPECIFIC DATA page, push the line key adjacent to the STEERING DATA indication.
- Push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU CHAN 1.
- Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/ TEST/L/G page.
- On the SYSTEM/REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
- On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to the STEERING DATA indication.
- On the MCDU on the STEERING DATA page of the BSCU CHAN 2, push the line key adjacent to the REFRESH indication.
- Print the STEERING DATA page of the BSCU CHAN 2.
- Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- (b) On the MCDU, push the SYSTEM DATA page 3/3 for the BSCU CHAN 1 and CHAN 2:

(Ref. Fig. 207/TASK 32-51-00-991-007)

- Make sure that the rudder pedals are in the neutral position.
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to BSCU1 indication.
- On the BSCU CHAN 1 page, push the line key adjacent to SPECIFIC DATA indication.

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- On the BSCU CHAN 1/SPECIFIC DATA page, push the line key adjacent to SYSTEM DATA page 3/3 indication.
- On the MCDU, push the next page function key twice to get the BSCU CHAN 1/ SYSTEM DATA page 3/3.
- Push the line key adjacent to the REFRESH indication.
- Print the SYSTEM DATA page 3/3 of the BSCU CHAN 1.
- Push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to BSCU2 indication.
- On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to SYSTEM DATA indication.
- On the MCDU, push the next page function key twice to get the BSCU CHAN 2/ SYSTEM DATA page 3/3.
- Push the line key adjacent to the REFRESH indication.
- Print the SYSTEM DATA page 3/3 of the BSCU CHAN 2.
- Put the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- (c) Do a check of CAPT, FO, rudder pedal, steering command angle and BSCU RVDT input: SPOTCAP, SPOTFO, Pedal angle, ANGCSG and RVDTCOM parameters:
 - 1 Make sure that the SPOTCAP value is less than or equal to 0 deg. plus or minus 0.4 deg. for the CHAN 1 and CHAN 2.
 - 2 Make sure that the SPOTFO value is less than or equal to 0 deg. plus or minus 0.4 deg. for the CHAN 1 and CHAN 2.
 - 3 Make sure that the pedal angle value is less than or equal to O deg. Plus or minus O.1 deg. For the CHAN 1 and CHAN 2. (Ref. Fig. 207/TASK 32-51-00-991-007)
 - 4 Make sure that the ANGCSG value is 0 degree for the CHAN 1 and CHAN 2.
 - 5 Make sure that the difference between the RVDTCOM CHAN 1 (value A) and RVDTCOM CHAN 2 (value B) is less than or equal to 0.8 degrees.
- (d) If any of the above parameters is out of tolerances, do the applicable steps:
 - If the SPOTCAP value is more than 0 deg. Plus or minus 0.4 deg. for the CHAN 1 and/or CHAN 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (c) 1 again and make sure that the SPOTCAP value is correct for the CHAN 1 and CHAN 2, if not do step 6.

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- 2 If the SPOTFO value is more than 0 deg. Plus or minus 0.4 deg. For the CHAN 1 and/or CHAN 2:
 - Replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-11-000-001) and (Ref. AMM TASK 32-51-11-400-001).
 - Do the steps (a) and (c) 2_ again and make sure that the SPOTFO value is correct for the CHAN 1 and CHAN 2, if not do step 6.
- 3 If the pedal angle value is more than 0 deg. plus or minus 0.1 deg. for the BSCU CHAN 1 and/or the BSCU CHAN 2:
 - Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU CHAN 1 page, push the line key adjacent to the SPECIFIC DATA indication.
 - On the BSCU CHAN 1/SPECIFIC DATA page, push the line key adjacent to SYSTEM DATA indication.
 - On the MCDU, push the next page function key twice to get the BSCU CHAN 1/SYSTEM DATA page 3/3.
 - On the SYSTEM DATA page 3/3 of the BSCU CHAN 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value A1).
 - Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
 - Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).
 - On the SYSTEM DATA page of the BSCU CHAN 1, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle value (value B1).
 - On the SYSTEM DATA page of the BSCU CHAN 1, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
 - On the BSCU CHAN 2 page, push the line key adjacent to the SPECIFIC DATA indication.
 - Close the circuit breakers 15CE1 and 16CE1 (the ELAC1 is connected).
 - Open the circuit breakers 15CE2 and 16CE2 (the ELAC2 is isolated).
 - On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to SYSTEM DATA indication.
 - On the MCDU, push the next page function key twice to get the BSCU CHAN 2/SYSTEM DATA page 3/3.
 - On the SYSTEM DATA page 3/3 of the BSCU CHAN 2, push the line key adjacent to the REFRESH indication.
 - Record the value of the pedal angle (value A2).
 - Close the circuit breakers 15CE2 and 16CE2 (the ELAC2 is connected).
 - Open the circuit breakers 15CE1 and 16CE1 (the ELAC1 is isolated).

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- On the SYSTEM DATA page of the BSCU CHAN 2, push the line key adjacent to the REFRESH indication.
- Record the value of the pedal angle (value B2).
- on the MCDU, push the line key adjacent to the RETURN indication to get the SYSTEM REPORT/TEST/L/G page.
- If the values A1 and/or A2 only are more than 0 deg. plus or minus 0.1 deg.:
 - Replace the ELAC-1 (2CE1) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values B1 and/or B2 only are more than 0 deg. plus or minus 0.1 deg.:
 - . Replace the ELAC-2 (2CE2) (Ref. AMM TASK 27-93-34-000-001) and (Ref. AMM TASK 27-93-34-400-001).
- If the values (A1 and B1) and/Or (A2 and B2) are more than 0 deg. plus or minus 0.1 deg.:
 - . Do a check of the adjustment of the pedal position transducer unit (25CE1, 25CE2) (Ref. AMM TASK 27-21-00-820-003).
- Close the circuit breakers 15CE1, 16CE1, 15CE2 and 16CE2.
- Do steps (b) and (c) 3_ again and make sure that the pedal angle value is correct for CHAN 1 and CHAN 2, if not do step 6.
- 4 If the ANGCSG value is not correct for the BSCU CHAN 1 and/or CHAN 2, do step 6.
- 5 If the difference between the RVDTCOM CHAN 1 (value A) and RVDTCOM CHAN 2 (value B) is not correct, do the step 6.
- Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
- 7 Do the steps (a) thru (c) again and make sure that all the parameters are correct for the CHAN 1 and the CHAN 2, then do the step 8.
- Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - On the overhead panel, on the FLT CTL panel 23VU, make sure that the ELAC1 pushbutton switch is pushed (FAULT and OFF legends off).
 - On the overhead panel, on the FLT CTL panel 24VU, make sure that the ELAC2 pushbutton switch is pushed (FAULT and OFF legends off).
 - Refer to the Close-Up part (5.A) and do the relevant steps.

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- (3) If the steering angle on the MCDU is correct, do a check of the servovalve.
 - (a) If the Fault Confirmation test was to be done only with the taxiway procedure, put the aircraft in the necessary configuration to let the nosewheels move freely to the left or the right:
 - If the check is to be done with the nosewheels on ground, do these steps:

NOTE: You will need two 1.2 m (3.93 ft.) square steel plates.

- Position a steel plate in front of the nosewheels.
- Apply a thick layer of COMMON GREASE (Material No. 04-004) to the upper surface of the steel plate.
- Put the other steel plate on the top of the greased steel plate.
- Move the aircraft and position the nosewheels on the greased steel plates (Ref. AMM TASK 09-10-00-584-002).

NOTE: The procedure that uses the steel plates cannot be accurate if the friction between the steel plates does not let the nosewheels move freely.

- 2 If the check is to be done with the nosewheels off ground, do these steps:
 - Lift the front of the aircraft until the nose wheels are clear of the ground (Ref. AMM TASK 07-11-00-581-003).
 - Compress the NLG shock absorber with the nosewheel jack until the dimension H (Ref. Fig. 204/TASK 32-51-00-991-002) is less than 350 mm (13.7795 in.) (Ref. AMM TASK 07-12-00-582-001).
 - Make sure that there is a sufficient clearance between the jack and the nose wheels to operate the nose wheel steering system.
- (b) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001).
- (c) On the MCDU, get the STEERING DATA page for the BSCU CHAN 1:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU1 indication.
 - On the BSCU CHAN 1 page, push the line key adjacent to the SPECIFIC DATA indication.
 - On the BSCU CHAN 1/SPECIFIC DATA page, push the line key adjacent to the STEERING DATA indication.
 - Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows OPEN.

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NOTE : If the STRSELV parameter shows CLOSE get the STEERING DATA page for the BSCU CHAN 2.

- Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows OPEN.
- (d) Do a check of the servovalve:
 - Push and hold the Captain left rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the left.
 - $\underline{2}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - <u>3</u> Make sure that the nose wheels move back to the O deg. position.
 - 4 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current ISTRSV parameter (ISV1).
 - <u>5</u> Push and hold the Captain right rudder-pedal fully forward and make sure that the nose wheels move 6 deg. to the right.
 - $\underline{6}$ Quickly release the rudder-pedal to the neutral position (+0.5 to -0.5 deg.).
 - Make sure that the nose wheels move back to the O deg. position.
 - 8 When movement of the nose wheels stops, on the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication.
 - Record the servovalve current ISTRSV parameter (ISV2).
 - 9 Do these checks:
 - Make sure that 0.5 X (ISV1 + ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that (ISV1 ISV2) is less than or equal to plus or minus 0.50 mA.
 - Make sure that ISV1 or ISV2 is less than or equal to plus or minus 0.50 mA.
 - 10 If the servovalve currents are not correct:
 - Replace the steering servovalve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
 - 11 Do steps (1) to (9) again and do step (e).

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- (e) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (4) If the servovalve current is correct, do a check of the BSCU output:
 - (a) On the nose wheels deactivation electrical box 5GC, set the lever to TOWING.
 - (b) Open the circuit breakers 3GG and 4GG and make sure that the circuit breakers 1GG and 2GG are closed (the BSCU CHAN 1 is in command).
 - (c) On the MCDU on the STEERING DATA page for the BSCU CHAN 1:
 - Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows CLOSED.
 - Record the servovalve current ISTRSV parameter (ISV5).
 - (d) Open the circuit breaker 2GG and close the circuit breakers 3GG and 4GG (the BSCU CHAN 2 is in command).
 - (e) On the MCDU, get the STEERING DATA page for the BSCU CHAN 2:
 - On the SYSTEM REPORT/TEST/L/G page, push the line key adjacent to the BSCU2 indication.
 - On the BSCU CHAN 2 page, push the line key adjacent to the SPECIFIC DATA indication.
 - On the BSCU CHAN 2/SPECIFIC DATA page, push the line key adjacent to the STEERING DATA indication.
 - (f) On the MCDU on the STEERING DATA page:
 - Push the line key adjacent to the REFRESH indication and make sure that the STRSELV parameter shows CLOSED.
 - Record the servovalve current ISTRSV parameter (ISV6).
 - (g) On the nose wheels deactivation electrical box 5GC, set the lever to normal.
 - (h) Close the circuit breaker 2GG.
 - (i) Make sure that the value of (Isv5-Isv6) is less than or equal to plus or minus 1.92 mA.
 - (i) If the value is not correct:
 - Replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (k) Do steps (a) thru (i) again and do step (l).

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- (l) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS durint the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (5) If the BSCU output is correct, do a check of the NWS angle 3GC value with the NLG centering cams as reference.
 - (a) Jack up the front of the aircraft (Ref. AMM TASK 07-11-00-581-003).
 - NOTE : In the fully extended position of the shock absorber, the NLG is automatically centered (the nose wheel steering is in the zero position).
 - (b) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
 - (c) On the MCDU on the STEERING DATA page of the BSCU CHAN 1(CHAN 2):
 - Push the line key adjacent to the REFRESH indication,
 - Record the RVDTCOM value.
 - (d) Make sure that RVDTCOM value is less than or equal to 0 deg. plus or minus 0.5 deg. for the BSCU CHAN 1 and BSCU CHAN 2.
 - (e) If the NWS angle is not correct for the BSCU CHAN 1 and/or BSCU CHAN 2:
 - Do a check of the voltage at the nose wheel steering feedback sensor 3GC (Ref. AMM TASK 32-51-19-220-001).
 - If the voltage is out of the specified limits, do the adjustment of the nose wheel steering "zero" position with the NLG centering cams as reference (Ref. AMM TASK 32-51-00-820-002).
 - (f) If an adjustement of the NWS "zero" position with the centering cams as reference was done, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps

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- (6) If the NWS angle 3GC value is correct or if the voltage is in the specified limits, do an inspection/check of the NLG torque link plays (Ref. AMM TASK 32-21-00-200-003).
 - (a) If the NLG torque link plays were adjusted, return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (7) If the NLG torque link plays are correct, do the adjustment of the nose wheel "zero" position:
 - (a) with the TOOL-NOSE WHEEL ALIGNMENT (JT2000AIRBUS) as reference if the tool is available:
 - Do a check of the NWS "zero" position (Ref. AMM TASK 32-51-00-220-001).

If the nose wheels offset as shown on the tool display is out tolerance (more than plus or minus 0.5 degree), do the adjustment of the NWS "zero" position. (Ref. AMM TASK 32-51-00-820-003) and do the step (c).

- NOTE: There are possible causes of undemanded steering during taxi other a mechanical offset of the nose wheels.

 Thus if the NWS angle is correct as shown on the tool display, then it will be necessary to do the tawiway test to get an accurate rudder trim figure.
- (b) With the rudder trim figure as reference if the LASER ALIGNMENT TOOL is notavailable or if the nose wheels offset as shown on the tool display is within tolerance:
 - Do the taxi check procedure to get an accurate rudder trim figure.
 - 1 Align the aircraft on the centerline.
 - 2 Make sure that the engines operate at the same power level.
 - 3 Release the parking brake.
 - Let the aircraft roll with the rudder pedals or the N/WS handwheels along the centerline.

 When the aircraft is aligned, release the rudder pedals and the N/WS handwheels then continue the taxi without input to make an estimate of the deviation.

NOTE: The speed must be between 10 and 15 kts.

5 Align the aircraft again on the centerline with the rudder pedals or the N/WS handwheels.

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6 Give a rudder trim input opposite the aircraft deviation.

NOTE: Give the rudder trim inputs 1 degree by 1 degree, then 0.5 degree by 0.5 degree to get a fine adjustment.

- 7 Do again the procedure and make an estimate of the new deviation.
- 8 Align the aircraft again on the centerline and do again this procedure until the aircraft goes straight. Then record the rudder trim value X1.
- 9 Do the same procedure on the same taxiway in the opposite direction.

Then record the trim value X2.

NOTE: The procedure is done in each direction to make sure that the effects of cross-winds and/or runway cambers are not included.

10 Calculate the average X of the two values X1 and X2 that you measured:

X = (X1 + X2)/2

Examples:

X1 = +3.5 degree (L), X2 = +4.1 degree (L)

X = (+3.5 + 4.1)/2 = +3.8 degree (L)

X1 = +6 degree (L), X2 = -2 degree (R)

X = (+6 - 2)/2 = +2 degree (L)

- 11 Do the adjustment of the NWS "zero" position (Ref. AMM TASK 32-51-00-820-001).
- (c) Return the aircraft to service and make a record in the aircraft log book to monitor the NWS during the next taxi operation and to assess the aircraft lateral deviation, if any, using the rudder trim input.
 - 1 Refer to the Close-Up part (5.A) and do the relevant steps.
- (8) If the fault continues:
 - If the adjustment of the NWS Zero Position was done with the ALIGNMENT TOOL-NOSE WHEEL (JT2000AIRBUS), do step (7)(b).
- (9) If the fault continues after the gearbox was adjusted with the rudder trim angle as reference, replace the gearbox (3GC) Nose Wheel Steering gearbox (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).

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5. Close-up

- A. Put the aircraft back to its initial configuration.
 - (1) Close the circuit breakers 2WW, 3WW, 2EN1 and 2EN2.
 - (2) On the MCDU, push the line key adjacent to the RETURN indication until the CFDS menu page comes into view.
 - (3) Do the ADIRS stop procedure (Ref. AMM TASK 34-10-00-860-005). (Ref. AMM TASK 29-10-00-864-001).
 - (4) Lower the aircraft on its wheels (Ref. AMM TASK 07-12-00-582-001).
 - (5) If the nose wheels are on greased plates, move the aircraft until the nose wheels are off the greased plates. Remove the greased plates (Ref. AMM TASK 09-10-00-584-002).
 - (6) If the NOSE WHEEL ALIGNMENT TOOL is installed, remove it.
 - (7) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).
 - (8) Make sure that the work area is clean and clear of tool(s) and other items.
- B. After the subsequent flight, make sure that the fault does not continue.

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TASK 32-51-00-810-824

Hydraulic or Mechanical Failure of the Nose Wheel Steering System

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- rotating joint
- hydraulic pipe
- steering cylinder

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-21-00-200-002	General Visual Inspection of the Nose Landing Gear
AMM	32-51-00-720-003	Functional Test of the Nose Wheel Steering with the Handwheel
AMM	32-51-15-000-001	Removal of the Swivel Selector Valve
AMM	32-51-15-400-001	Installation of the Swivel Selector Valve
AMM	32-51-42-000-001	Removal of the Nose Wheel Steering Cylinder
AMM	32-51-42-400-001	Installation of the Nose Wheel Steering Cylinder
AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>

3. Fault Confirmation

- A. Test
 - (1) Not applicable, the fault is evident.

4. Fault Isolation

A. If the nose wheel is free castor:

 ${\hbox{{\tt NOTE}}}$: Before you start the procedure, make sure that the ground towing lever on the electrical box (5GC) is not in the towing position.

- do a check of the steering hydraulic system for leakage on:
 - the rotating joint
 - the N/W steering servo control (6GC)
 - . the hydraulic pipes
 - . the nose wheel steering cylinders.

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- (1) If there are leaks:
 - replace the defective component:
 - . the rotating joint (Ref. AMM TASK 32-51-15-000-001) (Ref. AMM TASK 32-51-15-400-001)
 - . the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) (Ref. AMM TASK 32-51-51-400-001)
 - the hydraulic pipe
 - . the steering cylinder (Ref. AMM TASK 32-51-42-000-001) (Ref. AMM TASK 32-51-42-400-001).
- (2) If there are no leaks:
 - do an inspection/check of the torque links assembly (Ref. AMM TASK 32-21-00-200-002).
- B. Do the functional test of the steering of the nose wheels with the handwheel (Ref. AMM TASK 32-51-00-720-003).

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TASK 32-51-00-810-825

Jerky Steering

1. Possible Causes

- XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC)
- XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC)
- SERVO CTL-N/W STEERING (6GC)
- adjustment of the nose wheel steering "zero" position
- NLG tires

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-51-00-820-002	Adjustment of the N/WS Zero Position with the Adjusting Tool F26630200 for A/C with N/WS Sensor (3GC, 4GC) P/N C24763000, NLG Centering Cams as
AMM	32-51-11-000-001	Reference Removal of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)
AMM	32-51-11-400-001	<pre>Installation of the Transmitter Unit - Nose Wheel Steering Handwheel (1GC,2GC)</pre>
AMM	32-51-19-220-001	Check of the Voltage at the Nose Wheel Steering Feedback Sensor (3GC,4GC)
AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>

3. Fault Confirmation

A. Test Not applicable.

4. Fault Isolation

- A. If jerky steering occurs:
 - Do a check of the voltage at the nose wheel steering feedback sensor
 3GC (Ref. AMM TASK 32-51-19-220-001)
 - (1) If voltage is out of the specified limits:
 - do the adjustment of the nose wheel steering "zero" position (Ref. AMM TASK 32-51-00-820-002)

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- (2) If voltage is correct:
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, CAPT (1GC) (Ref. AMM TASK 32-51-11-000-001) (Ref. AMM TASK 32-51-11-400-001)
 - (a) If the fault continues
 - replace the XMTR UNIT-N/W STRG HANDWHEEL, F/O (2GC) (Ref. AMM TASK 32-51-51-000-001) (Ref. AMM TASK 32-51-51-400-001).
 - (b) If the fault continues:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-11-000-001) (Ref. AMM TASK 32-51-51-400-001)
 - (c) If the fault continues:
 - replace the NLG tires

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TASK 32-51-00-810-826

R Failure of the Nose Wheel Steering Servo-Control or Incorrect Ajustment of the R Nose Wheel Steering Gearbox

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- BSCU (10GG)
- SAFETY VALVE-NLG DOOR CLOSING (2629GM)
- LGCIU-1 (5GA1)
- LGCIU-2 (5GA2)
- SAFETY VALVE-L/G SYS ISOLATION (49GA)
- SEL VALVE-L/G DOORS (41GA)
- steering servo valve
- wiring
- hydraulic control relay
- electro-distributor valve

2. Job Set-up Information

A. Referenced Information

	REFE	RENCE	DESIGNATION
	AMM	12-14-32-614-004	Check NLG Shock Absorber Charge Pressure
	AMM	32-22-00-010-001	Nose Gear Doors - Ground Doors Opening
	AMM	32-22-00-410-001	Nose Gear Doors - Ground Doors Closing
	AMM	32-31-17-000-001	Removal of the Landing Gear Safety-Valve
	AMM	32-31-17-400-001	Installation of the Landing Gear Safety-Valve
	AMM	32-31-19-000-001	Removal of the Safety Valves 2629GM/2630GM
	AMM	32-31-19-400-001	Installation of the Safety Valves 2629GM/2630GM
R R	AMM	32-31-34-000-001	Removal of the Landing-Gear (L/G) Door Selector Valve 41GA
R R	AMM	32-31-34-400-001	Installation of the Landing-Gear (L/G) Door Selector Valve 41GA
	AMM	32-31-71-000-001	Removal of the LGCIU (5GA1, 5GA2)
	AMM	32-31-71-400-001	Installation of the LGCIU (5GA1, 5GA2)
	AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
	AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
	AMM	32-51-00-720-004	Functional Test of the Nose Wheel Steering with the Pedals
	AMM	32-51-19-220-001	Check of the Voltage at the Nose Wheel Steering Feedback Sensor (3GC,4GC)
	AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
	AMM	32-51-51-000-002	Removal of the Nose Wheel Steering Servo-Valve

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EFF:

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REFERENCE		DESIGNATION
AMM	32-51-51-000-003	Removal of the Nose Wheel Steering Electro-Distributor
AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>
AMM	32-51-51-400-002	Installation of the Nose Wheel Steering Servo-Valve
AMM	32-51-51-400-003	Installation of the Nose Wheel Steering Electro-Distributor
ASM	32-31/05	
ASM	32-31/07	
ASM	32-51/01	

3. Fault Confirmation

A. Test

(1) Do the functional test of the steering of the nose wheels with the pedals (Ref. AMM TASK 32-51-00-720-004).

4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message STEERING ELECTRO HYDRAULIC MODULE (6GC):
 - do a check for water in the electrical connector of the N/W steering servo control (6GC) (Ref. ASM 32-51/01).
 - (1) If there is water:
 - examine the electrical connector for corrosion.
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control (6GC) and connect it.
 - (2) If there is no water:
 - remove the steering servo valve (Ref. AMM TASK 32-51-51-000-002)
 - do a check for water in the two electrical connectors of the N/W steering servo control.

EFF: ALL 32-51-00

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- (a) If there is water:
 - examine the electrical connectors for corrosion.
 - 1 If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - 2 If there is no corrosion:
 - dry the two electrical connectors and install the steering servo valve (Ref. AMM TASK 32-51-51-400-002).
- (b) If there is no water:
 - install the steering servo valve (Ref. AMM TASK 32-51-51-400-001).
- B. If the fault continues, read the TROUBLE SHOOTING DATA of the BSCU (Ref. 32-42-00, P.Block 301):
 - if the trouble shooting data gives the fault code 4E: refer to paragraph C.
 - if the trouble shooting data gives the fault code **53**: refer to paragraph **D**.
 - if the trouble shooting data gives the fault code **58**: refer to paragraph **E**.
- R NOTE: If code XXX is shown after a free fall extension, no maintenance action is necessary.
 - C. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault code 4E:
 - replace the steering servo valve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring between the BSCU (10GG) pins AB/12E, 12F, 13E, 13F, 14E, 14F and the N/W steering servo control (6GC) pins A/G,H,E,F,C,D (Ref. ASM 32-51/01).
 - (2) If the fault continues:
 - check the voltage at the sensors **3GC** and **4GC** (Ref. AMM TASK **32-51-** 19-220-001).
 - (3) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber.
 (Ref. AMM TASK 12-14-32-614-004)

EFF: 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,

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- D. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault
 - do the door ground opening/closing (Ref. AMM TASK 32-22-00-010-001) and (Ref. AMM TASK 32-22-00-410-001).
 - (1) If you can set the door ground opening control lever to the closed position:
 - replace the steering servo valve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002)
 - (2) If you cannot set the door ground-opening control lever to the closed position:
 - do a LGCIU CB(s) Reset.
 - (a) If the fault continues:
 - replace the SAFETY VALVE-NLG DOOR CLOSING (2629GM) (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-400-001).
 - (b) If the fault continues:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (c) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (d) If the fault continues:
 - replace the hydraulic control relay 48GA.
 - (e) If the fault continues:
 - replace the SAFETY VALVE-L/G SYS ISOLATION (49GA) (Ref. AMM TASK 32-31-17-000-001) and (Ref. AMM TASK 32-31-17-400-001).
 - (f) If the fault continues:
 - replace the SEL VALVE-L/G DOORS (41GA) (Ref. AMM TASK 32-31-34-000-001) and (Ref. AMM TASK 32-31-34-400-001).
 - (q) If the fault continues:
 - do a check and repair the:
 - . wiring from the landing gear system isolation safety valve (49GA) pin A/B to the hydraulic control relay (48GA) pin A/2.
 - . wiring from the landing gear doors selector valve (41GA) pins A/B, F to the LGCIU1 pins AA/1A, 1B.
 - wiring from the hydraulic control relay (48GA) pin A/X, to the ground service bus changeover relay (53GA) pin B2.
 - . wiring from the hydraulic control relay (48GA) pin A/A to the first terminal block.
 - wiring from the hydraulic control relay (48GA) pin A/B to the first terminal block.

201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, 551-599, 701-749,

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. wiring from the hydraulic control relay (48GA) pin A/Z to the ADIRU1 (1FP1) pin AA/13H, to the ADIRU3 (1FP3) pin AA/13H, to the LGCIU1 (5GA1) pin AA/10K (Ref. ASM 32-31/05) (Ref. ASM 32-31/07).

- (3) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
- (4) If the fault continues:
 - check the voltage at sensors 3GC and 4GC (Ref. AMM TASK 32-51-19-220-001)
- (5) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber. (Ref. AMM TASK 12-14-32-614-004)
- E. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault code 58:
 - replace the SAFETY VALVE-NLG DOOR CLOSING (2629GM) (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-400-001) .
 - (1) If the fault continues:
 - replace the electro-distributor valve (Ref. AMM TASK 32-51-51-000-003) and (Ref. AMM TASK 32-51-51-400-003).
 - (2) If the fault continues:
 - check the voltage at sensors 3GC and 4GC (Ref. AMM TASK 32-51-19-220-001).
 - (3) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber. (Ref. AMM TASK 12-14-32-614-004)
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message STEERING ELECTRO-HYD MODULE(6GC):
 - do a check for water in the electrical connector of the N/W steering servo control (6GC) (Ref. ASM 32-51/01).
 - (1) If there is water:
 - examine the electrical connector for corrosion.
 - (a) If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).

EFF: ALL

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- (b) If there is no corrosion:
 - dry the electrical connector of the N/W steering servo control (6GC) and connect it.
- (2) If there is no water:
 - remove the steering servo valve (Ref. AMM TASK 32-51-51-000-002)
 - do a check for water in the two electrical connectors of the N/W steering servo control.
 - (a) If there is water:
 - examine the electrical connectors for corrosion.
 - 1 If there is corrosion:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - 2 If there is no corrosion:
 - dry the two electrical connectors and install the steering servo valve (Ref. AMM TASK 32-51-51-400-002).
 - (b) If there is no water:
 - install the steering servo valve (Ref. AMM TASK 32-51-51-400-001).
- B. If the fault continues, read the TROUBLE SHOOTING DATA of the BSCU (Ref. 32-42-00, P.Block 301):
 - if the trouble shooting data gives the fault code **745**: refer to paragraph C.
 - if the trouble shooting data gives the fault code 671: refer to paragraph D.
 - if the trouble shooting data gives the fault code **654**: refer to paragraph E.
- <u>NOTE</u>: If code XXX is shown after a free fall extension, no maintenance action is necessary
 - C. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault code 745:
 - replace the steering servo valve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002).
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring between the BSCU (10GG) pins AB/12E, 12F, 13E, 13F, 14E, 14F and the N/W steering servo control (6GC) pins A/G,H,E,F,C,D (Ref. ASM 32-51/01).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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R

R

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- (2) If the fault continues:
 - check the voltage at the sensors **3GC** and **4GC** (Ref. AMM TASK **3**2-51-19-220-001).
- (3) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber. (Ref. AMM TASK 12-14-32-614-004)
- D. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault code 671:
 - do the door ground opening/closing (Ref. AMM TASK 32-22-00-010-001) and (Ref. AMM TASK 32-22-00-410-001).
 - (1) If you can set the door ground opening control lever to the closed position:
 - replace the steering servo valve (Ref. AMM TASK 32-51-51-000-002) and (Ref. AMM TASK 32-51-51-400-002)
 - (2) If you cannot set the door ground-opening control lever to the closed position:
 - do a LGCIU CB(s) Reset.
 - (a) If the fault continues:
 - replace the SAFETY VALVE-NLG DOOR CLOSING (2629GM) (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-400-001).
 - (b) If the fault continue:
 - replace the LGCIU-1 (5GA1) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (c) If the fault continues:
 - replace the LGCIU-2 (5GA2) (Ref. AMM TASK 32-31-71-000-001) and (Ref. AMM TASK 32-31-71-400-001).
 - (d) If the fault continues:
 - replace the hydraulic control relay 48GA.
 - (e) If the fault continues:
 - replace the SAFETY VALVE-L/G SYS ISOLATION (49GA) (Ref. AMM TASK 32-31-17-000-001) and (Ref. AMM TASK 32-31-17-400-001).
 - (f) If the fault continues:
 - replace the SEL VALVE-L/G DOORS (41GA) (Ref. AMM TASK 32-31-34-000-001) and (Ref. AMM TASK 32-31-34-400-001).
 - (q) If the fault continues:
 - do a check and repair the:
 - wiring from the landing gear system isolation safety valve (49GA) pin A/B to the hydraulic control relay (48GA) pin A/2. wiring from the landing gear doors selector valve (41GA) pins A/B, F to the LGCIU1 pins AA/1A, 1B.

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- wiring from the hydraulic control relay (48GA) pin A/X, to the ground service bus changeover relay (53GA) pin B2.
- . wiring from the hydraulic control relay (48GA) pin A/A to the first terminal block.
- wiring from the hydraulic control relay (48GA) pin A/B to the first terminal block.
- wiring from the hydraulic control relay (48GA) pin A/Z to the ADIRU1 (1FP1) pin AA/13H, to the ADIRU3 (1FP3) pin AA/13H, to the LGCIU1 (5GA1) pin AA/10K (Ref. ASM 32-31/05) (Ref. ASM 32-31/07).
- (3) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
- (4) If the fault continues:
 - check the voltage at sensors 3GC and 4GC (Ref. AMM TASK 32-51-19-220-001)
- (5) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber.
 (Ref. AMM TASK 12-14-32-614-004)
- E. If the fault continues and if the TROUBLE SHOOTING DATA gives the fault code 654:
 - replace the SAFETY VALVE-NLG DOOR CLOSING (2629GM) (Ref. AMM TASK 32-31-19-000-001) and (Ref. AMM TASK 32-31-19-400-001).
 - (1) If the fault continues:
 - replace the electro-distributor valve (Ref. AMM TASK 32-51-51-000-003) and (Ref. AMM TASK 32-51-51-400-003).
 - (2) If the fault continues:
 - check the voltage at sensors **3GC** and **4GC** (Ref. AMM TASK **32-51-19-** 220-001).
 - (3) If the fault continues:
 - do the check of the charge pressure of the NLG shock absorber.
 (Ref. AMM TASK 12-14-32-614-004)

**ON A/C ALL

F. Test

Do the test given in Para. 3.A.

EFF: ALL

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-830

Loss of the IR OUTPUT BUS 3 Signal from the ADIRU2 (Identified by the BSCU SYS 2)

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/12B, 12C to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
АММ	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)
AMM	32-42-34-400-001	(10GG) Installation of the Braking/Steering Control Unit
Anın	J2 42 J4 400 001	(BSCU) (10GG)
AMM ASM	32-46-00-740-001 32-42/02	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM IRS2:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12B, 12C to the first terminal block (Ref. ASM 32-42/02).

EFF: ALL 32-51-00

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R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the test gives the maintenance message BSCU: NO DATA FROM ADIRU2 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12B,
 12C to the first terminal block (Ref. ASM 32-42/02).

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599, R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

- A. If the test gives the maintenance message ADIRU2(1FP2)/BSCU(10GG): - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12B,
 12C to the first terminal block (Ref. ASM 32-42/02).

**ON A/C ALL

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

EFF: ALL 32-51-00

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-831

Loss of the IR OUTPUT BUS 3 Signal from the ADIRU2 (Identified by the BSCU SYS 1)

- 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG) pins AA/12J, 12H to the first terminal block
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
АММ	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU)
AMM	32-42-34-400-001	(10GG) Installation of the Braking/Steering Control Unit
Anın	J2 42 J4 400 001	(BSCU) (10GG)
AMM ASM	32-46-00-740-001 32-42/02	BITE Test of the BSCU

- 3. Fault Confirmation
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).
- 4. Fault Isolation
- R **ON A/C 201-225, 227-227, 229-253, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,
 - A. If the test gives the maintenance message BSCU: NO DATA FROM IRS2:
 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12J, 12H to the first terminal block (Ref. ASM 32-42/02).

EFF: ALL 32-51-00

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R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-253, R 276-299,426-450,476-499,503-549,551-551,554-554, R 557-563,701-749,

- A. If the test gives the maintenance message BSCU: NO DATA FROM ADIRU2 replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12J,
 12H to the first terminal block (Ref. ASM 32-42/02).

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599, R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,

- A. If the test gives the maintenance message ADIRU2(1FP2)/BSCU(10GG):
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) pins AA/12J,
 12H to the first terminal block (Ref. ASM 32-42/02).

**ON A/C ALL

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

EFF: ALL 32-51-00

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-832

Loss of the ADIRU Buses to the BSCU

- 1. Possible Causes
 - BSCU (10GG)
 - wiring
- 2. Job Set-up Information
 - A. Referenced Information

REFERENCE	DESIGNATION
AMM 32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM 32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
ASM 32-42/02	

- 3. Fault Confirmation
 - A. Test Not applicable
- 4. Fault Isolation

R **ON A/C 201-225, 227-227, 229-255, 276-299, 426-450, 476-499, 503-549, R 551-599, 701-749,

- A. If the test gives the maintenance message:
 - BSCU: ADIRU 1, 2, 3
 - do a check and repair as necessary the wiring
 - * BSCU pins AA /11J, 11H to the first terminal block
 - * BSCU pins AA /10J, 10H to the first terminal block
 - * BSCU pins AA /12J, 12H to the first terminal block
 - * BSCU pins AA /12B, 12C to the first terminal block (Ref. ASM 32-42/02).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: ALL 32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message:
 - ADIRU 1+2+3(1FP1+2+3)/BSCU(10GG)
 - do a check and repair as necessary the wiring
 - * BSCU pins AA /11J, 11H to the first terminal block
 - * BSCU pins AA /10J, 10H to the first terminal block
 - * BSCU pins AA /12J, 12H to the first terminal block
 - * BSCU pins AA /12B, 12C to the first terminal block (Ref. ASM 32-42/02).
 - (1) If the fault continues:
 - replace the BSCU (10GG), (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

32-51-00

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TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-51-00-810-833

Nose Wheel Steering Activation Inoperative

1. Possible Causes

- ELEC BOX-N/W STEERING, DEACTIVATION (5GC)
- BSCU (10GG)
- DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM)
- DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM)
- DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM)
- DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM)
- wiring
- N/W steering deactivation relay (1806GL)
- C/B-HYDRAULIC/SOL VALVES/G/Y/PTU (1801GL)
- diode module (2VD)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-42-68-000-003	Removal of the MLG Tachometer-Drive
AMM	32-42-68-400-003	Installation of the MLG Tachometer-Drive
AMM	32-51-00-720-005	Functional Test of the Nose Wheel Steering Deactivation Electrical-Box
AMM	32-51-12-000-001	Removal of the Nose Wheel Steering Deactivation Electrical Box
AMM	32-51-12-400-001	Installation of the Nose Wheel Steering Deactivation Electrical Box
ASM	29-23/01	
ASM	29-31/01	
ASM	32-51/01	
TSM	32-42-00 P.Block 3	01 NORMAL BRAKING

3. Fault Confirmation

A. Test

(1) Not applicable, you cannot confirm this fault on the ground.

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4. Fault Isolation

- A. Do the functional test of the nosewheel steering deactivation electrical-box (Ref. AMM TASK 32-51-00-720-005).
 - (1) If during the test, the N/W STRG DISC memo indication stays in view on the upper ECAM DU after you put the towing lever in the normal position:
 - replace the ELEC BOX-N/W STEERING, DEACTIVATION (5GC) (Ref. AMM TASK 32-51-12-000-001) and (Ref. AMM TASK 32-51-12-400-001).
 - (a) If the fault continues:
 - do a check and repair the wiring between (Ref. ASM 32-51/01):
 - . the BSCU (10GG) pin AB/8D and the nosewheel steering deactivation electrical-box (5GC) pin A/D
 - . the nosewheel steering deactivation electrical-box (5GC) pin A/C and the ground.
 - 1 If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - a If the fault continues:
 - continue the trouble shooting at step 4.A.(1)(b).
 - (b) If the fault continues:
 - replace the N/W steering deactivation relay (1806GL) (Ref. ASM 29-23/01).
 - 1 If the fault continues:
 - do a check for 28VDC at pin A/X1 of the relay 1806GL.
 - a If there is no 28VDC:
 - do a check for 28VDC at pin 2 of the circuit breaker 1801GL.
 - * If there is no 28VDC:
 - replace the C/B-HYDRAULIC/SOL VALVES/G/Y/PTU (1801GL) (Ref. ASM 29-31/01).
 - * If there is 28VDC:
 - do a check and repair the wiring between the circuit breaker 1801GL and the relay 1806GL pin A/X1 (Ref. ASM 29-31/01).
 - b If there is 28VDC:
 - do a check of the diode module 2VD pins 23 and 8.
 - * If the diode module 2VD is not OK:
 - replace the diode module (2VD).
 - * If the diode module 2VD is OK:

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- do a check and repair the wiring between (Ref. ASM 29-23/01):
 - . the relay 1806GL pin A/X2 and the diode module 2VD pin
 - the diode module 2VD pin 8 and the nosewheel steering deactivation electrical-box (5GC) pin A/D.
- (2) If the test is successful, read the TROUBLE SHOOTING DATA of the BSCU on the MCDU (Ref. TSM 32-42-00 P.Block 301).
 - (a) If the TROUBLE SHOOTING DATA of the BSCU gives the failure code 810, 812 or 813:
 - do a check of the wheel 1 speed, wheel 2 speed, wheel 3 speed and wheel 4 speed values on the TROUBLE SHOOTING DATA.
 - $\underline{1}$ If you find one or more wheel speed values more than 0 kt:
 - do a check of the tachometer drive assembly of the related wheel and of the related debris guard for damage.
 - a If you find damage:
 - replace the related DRIVE ASSY-TACHOMETER, WHEEL 1 (2681GM) and/or DRIVE ASSY-TACHOMETER, WHEEL 2 (2680GM) and/or DRIVE ASSY-TACHOMETER, WHEEL 3 (2679GM) and/or DRIVE ASSY-TACHOMETER, WHEEL 4 (2678GM) (Ref. AMM TASK 32-42-68-000-003) and (Ref. AMM TASK 32-42-68-400-003).

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TASK 32-51-00-810-834

Failure of the Nose Wheel Steering Servo-Control (6GC)

- 1. Possible Causes
 - SERVO CTL-N/W STEERING (6GC)
 - BSCU (10GG)
- 2. Job Set-up Information
 - A. Consumable Materials

REFERENCE	DESIGNATION
Material No. 04-004	USA MIL-PRF-23827 TYPE I
	SYNTH.ESTER BASED GREASE HIGH PRESSURE
	(Ref. 20-31-00)

B. Referenced Information

REFERENCE		DESIGNATION
AMM	09-10-00-584-002	Towing with the Nose Gear from the Front
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the External Power
AMM	24-41-00-862-002	<pre>De-energize the Aircraft Electrical Circuits Supplied from the External Power</pre>
AMM	29-10-00-863-001	Pressurize the Green Hydraulic System
AMM	29-10-00-864-001	Depressurize the Green Hydraulic System
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>

3. Fault Confirmation

- A. Test
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001)

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(3) On the nose gear leg, on the N/W steering deactivation electrical box:make sure that the towing lever is in the TOWING position (disengaged position)

NOTE : : Two square steel plates are necessary.

- (4) Put one of the steel plates in position in front of the nose wheels.
- (5) Apply a thick layer of COMMON GREASE (Material No. 04-004) to the top of the greased steel plate.
- (6) Put the other steel plate on the top of the greased steel plate.
- (7) Move the aircraft and put the nose wheels on the steel plates (Ref. AMM TASK 09-10-00-584-002).

NOTE:: Do not disconnect the tow bar from the aircraft.

(8) With the tow bar, try to steer the nose wheels.

4. Fault Isolation

- A. If the steering is not possible during the test:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) (Ref. AMM TASK 32-51-51-400-001)
 - (1) If the fault continues:
 - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) (Ref. AMM TASK 32-42-34-400-001)
- B. Do the test given in Para. 3. A.

Close-up

- A. Put the aircraft back to its initial configuration.
 - (1) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
 - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).
 - (3) Move the aircraft and remove the greased plates (Ref. AMM TASK 09-10-00-584-002)
 - (4) Make sure that the work area is clean and clear of tool(s) and other items.

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TASK 32-51-00-810-835

- R Loss of the Steering Control at Landing with the Wheels Turned 90 Degrees
 - 1. Possible Causes

No specific

- SERVO CTL-N/W STEERING (6GC)
- Nose Wheel Steering electro-distributor
- 2. Job Set-up Information
 - A. Fixtures, Tools, Test and Support Equipment

REFERENCE QTY DESIGNATION

B. Consumable Materials

REFERENCE **DESIGNATION**

Material No. 04-004 USA MIL-PRF-23827 TYPE I

SYNTH.ESTER BASED GREASE HIGH PRESSURE

square steel plates 1.2 m (3 ft. 11 in.)

(Ref. 20-31-00)

C. Referenced Information

REFERENCE		DESIGNATION
AMM	09-10-00-584-002	Towing with the Nose Gear from the Front
AMM	24-41-00-861-002	Energize the Aircraft Electrical Circuits from the
		External Power
AMM	24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied
		from the External Power
AMM	29-10-00-863-001	Pressurize the Green Hydraulic System
AMM	29-10-00-864-001	Depressurize the Green Hydraulic System
AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control
		(6GC)
AMM	32-51-51-000-003	Removal of the Nose Wheel Steering
		Electro-Distributor
AMM	32-51-51-400-001	Installation of the Nose Wheel Steering Servo-Control
		(6GC)
AMM	32-51-51-400-003	Installation of the Nose Wheel Steering

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Electro-Distributor

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3. Fault Confirmation

- A. Aircraft Maintenance Configuration
 - (1) Energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-861-002)
 - (2) Pressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-863-001)
 - (3) On the nose gear leg on the N/W steering deactivation electrical box: - make sure that the towing lever is in the TOWING position (disengaged position)

NOTE: Two square steel plates are necessary.

- (4) Put one of the steel plates in position in front of the nose wheels.
- (5) Apply a thick layer of COMMON GREASE (Material No. 04-004) to the top surface of the steel plate.
- (6) Put the other steel plate on the top of the greased steel plate.
- (7) Move the aircraft and put the nose wheels on the steel plates (Ref. AMM TASK 09-10-00-584-002)

NOTE: Do not disconnect the tow bar from the aircraft.

- B. Do this test.
 - (1) With the tow bar, try to steer the nose wheels.

4. Fault Isolation

- A. If steering is not possible during the test:
 - replace the Nose Wheel Steering electro-distributor (Ref. AMM TASK 32-51-51-000-003) (Ref. AMM TASK 32-51-51-400-003).
 - (1) If fault continues:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) (Ref. AMM TASK 32-51-51-400-001).
- B. Do the test given in Para. 3.A.

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5. Close-up

- A. Put the aircraft back to its initial configuration.
 - (1) Depressurize the Green hydraulic system (Ref. AMM TASK 29-10-00-864-001).
 - (2) De-energize the aircraft electrical circuits (Ref. AMM TASK 24-41-00-862-002).
 - (3) Move the aircraft and remove the greased plates (Ref. AMM TASK 09-10-00-584-002).
 - (4) Make sure that the work area is clean and clear of tool(s) and other items.

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TROUBLE SHOOTING MANUAL

TASK 32-51-00-810-836

Sudden Steering Swerve

1. Possible Causes

- SERVO CTL-N/W STEERING (6GC)
- SENSOR-N/W STRG FDBK,CTL CHAN (3GC)
- SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
- BSCU (10GG)
- wiring from the BSCU (10GG) to the feedback sensor (3GC)
- wiring from the BSCU (10GG) to the N/W steering servo control (6GC)
- wiring from the BSCU (10GG) to the feedback sensor (4GC)

2. Job Set-up Information

A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000
AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000
AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
AMM	32-51-51-400-001	<pre>Installation of the Nose Wheel Steering Servo-Control (6GC)</pre>
ASM	32-51/01	

3. Fault Confirmation

A. Test Not applicable.

4. Fault Isolation

- A. If steering swerve occurs:
 - do a check for water (or moisture) in the electrical connectors of:
 - the N/W steering servo control (6GC)
 - . the N/W steering feedback sensor (control channel) (3GC)
 - . the N/W steering feedback sensor (monitoring channel) (4GC)

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- (1) If there is water:
 - examine the electrical connectors for corrosion
 - (a) If there is corrosion, replace the damaged component(s):
 - SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001)
 - SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001)
 - (b) If there is no corrosion:
 - for the connectors of the steering feedback sensors (3GC) and
 (4GC):
 - . dry the electrical connectors and connect them.
 - for the connector of the steering servo control (6GC):
 - dry the electrical connector
 - make sure that the heat-shrink sleeve of the electrical connector is in the correct condition
 - . connect the electrical connector to the steering servo control (6GC) and fold back the end of the heat-shrink sleeve on the connector.
- (2) If there is no water:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC): pins AB/15E, 15F, 8E, 8F, 9E, 9F to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
 - (a) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the N/W steering servo control (6GC): pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G,H, E, F, C, D (Ref. ASM 32-51/01).
 - (b) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC): pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A,B, C, D, E, F (Ref. ASM 32-51/01).
 - (c) If the fault continues:
 - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
 - (d) If the fault continues:
 - replace the BSCU (10GG) , (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001)

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EFF: ALL

TROUBLE SHOOTING MANUAL

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-51-00-810-839

- R Loss of the Signal from the ELAC 1 to the BSCU (Identified by the SYS 1)
 - 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG), pins AA/15J, 15H, 6J, 6B to the first terminal block
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU

- 3. Fault Confirmation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BSCU :ELAC 1(2CE1)/BSCU(10GG): - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/15J, 15H, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).
 - B. Do the test given in Para. 3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-51-00-810-840

- R Loss of the Signal from the ELAC 1 to the BSCU (Identified by the SYS 2)
 - 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG), pins AA/15B, 15C, 6J, 6B to the first terminal block
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU	

- 3. Fault Confirmation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

| EFF : 205-205, 232-232, 245-245, 256-275, | 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BSCU :ELAC 1(2CE1)/BSCU(10GG): replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/15B, 15C, 6J, 6B to the first terminal block (Ref. ASM 32-51/01).
 - B. Do the test given in Para. 3.A.

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R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-51-00-810-841

- R Loss of the Signal from the ELAC 2 to the BSCU (Identified by the SYS 1)
 - 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG), pins AA/14H, 14J, 7B, 7J to the first terminal block
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION	
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)	
AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>	
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU	

- 3. Fault Confirmation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

32-51-00

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message BSCU :ELAC 2(2CE2)/BSCU(10GG): - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/14H, 14J, 7B, 7J to the first terminal block (Ref. ASM 32-51/01).
 - B. Do the test given in Para. 3.A.

TROUBLE SHOOTING MANUAL

R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,

TASK 32-51-00-810-842

- R Loss of the Signal from the ELAC 2 to the BSCU (Identified by the SYS 2)
 - 1. Possible Causes
 - BSCU (10GG)
 - wiring from the BSCU (10GG), pins AA/14B, 14C, 7B, 7J to the first terminal block
 - 2. Job Set-up Information
 - A. Referenced Information

REFERENCE		DESIGNATION
AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
AMM	32-42-34-400-001	Installation of the Braking/Steering Control Unit (BSCU) (10GG)
AMM ASM	32-46-00-740-001 32-51/01	BITE Test of the BSCU

- 3. Fault Confirmation
- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. Test
 - (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

EFF: 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, 564-599,

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- R **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555, R 564-599,
 - 4. Fault Isolation
- **ON A/C 205-205, 232-232, 245-245, 256-275, 451-475, 553-553, 555-555,
- R 564-599,
- R Post SB 32-1335 For A/C 205-205,232-232,245-245,553-553,555-555,564-599,
 - A. If the test gives the maintenance message ELAC 2(2CE2)/BSCU(10GG): - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
 - (1) If the fault continues:
 - do a check and repair the wiring from the BSCU (10GG), pins AA/14B, 14C, 7B, 7J to the first terminal block (Ref. ASM 32-51/01).
 - B. Do the test given in Para. 3.A.

TROUBLE SHOOTING MANUAL

**ON A/C ALL

TASK 32-51-00-810-843

Loss of the Nose Wheel Steering due to a Failure of the Proximity Sensors of the Landing Gears

1. Possible Causes

- PROX SNSR-R L/G DNLK, SYS 1 (14GA)
- PROX SNSR-R L/G DNLK, SYS 2 (16GA)
- PROX SNSR-L L/G DNLK, SYS 1 (15GA)
- PROX SNSR-L L/G DNLK, SYS 2 (17GA)
- PROX SNSR-NLG DNLK, SYS 1 (18GA)
- PROX SNSR-NLG DNLK, SYS 2 (19GA)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
32-31-00-810-822 32-31-00-810-823 32-31-00-810-824 AMM 32-46-00-740-001 AMM 32-69-00-740-001	RLG Downlock Proximity Sensor Fault (14GA, 16GA) LLG Downlock Proximity Sensor Fault (15GA, 17GA) NLG Downlock Proximity Sensor Fault (18GA, 19GA) BITE Test of the BSCU BITE Check Landing Gear Control Interface Unit (LGCIU) using MCDU to Ensure that Continuous BITE is
	Operative

3. Fault Confirmation

- A. Test
 - (1) Do a BITE test of the LGCIU 1 (2) (Ref. AMM TASK 32-69-00-740-001).

4. Fault Isolation

- A. If the BITE test of the LGCIU 1 (2) gives a maintenance message related to the landing gear proximity-sensors:
 - (1) Do the trouble shooting procedures below:
 - (Ref. TASK 32-31-00-810-822) for a maintenance message related to PROX SNSR-R L/G DNLK, SYS 1 (14GA) or PROX SNSR-R L/G DNLK, SYS 2 (16GA).
 - (Ref. TASK 32-31-00-810-823) for a maintenance message related to PROX SNSR-L L/G DNLK, SYS 1 (15GA) or PROX SNSR-L L/G DNLK, SYS 2 (17GA).

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- (Ref. TASK 32-31-00-810-824) for a maintenance message related to PROX SNSR-NLG DNLK, SYS 1 (18GA) or PROX SNSR-NLG DNLK, SYS 2 (19GA).
- (2) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001).

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R TASK 32-51-00-810-844

R Failure of the Nose Wheel Steering Servo-Control or Incorrect Ajustment of the R Nose Wheel Steering Gearbox

R 1. Possible Causes

- R SERVO CTL-N/W STEERING (6GC)
- R SENSOR-N/W STRG FDBK,CTL CHAN (3GC)
- R SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC)
- R BSCU (10GG)

R

- wiring from the BSCU (10GG) to the nose wheel steering servo-control (6GC)
- R wiring from the BSCU (10GG) to the feedback sensor (3GC)
- R wiring from the BSCU (10GG) to the feedback sensor (4GC)

R 2. Job Set-up Information

A. Referenced Information

R R	REFE	RENCE	DESIGNATION
R R	AMM	32-42-34-000-001	Removal of the Braking/Steering Control Unit (BSCU) (10GG)
R R	AMM	32-42-34-400-001	<pre>Installation of the Braking/Steering Control Unit (BSCU) (10GG)</pre>
R	AMM	32-46-00-740-001	BITE Test of the BSCU
R R	AMM	32-51-19-000-001	Removal of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000
R R	AMM	32-51-19-400-001	Installation of the Nose Wheel Steering Feedback Sensor (3GC, 4GC) P/N C24763000
R R	AMM	32-51-51-000-001	Removal of the Nose Wheel Steering Servo-Control (6GC)
R	AMM	32-51-51-000-002	Removal of the Nose Wheel Steering Servo-Valve
R R	AMM	32-51-51-400-001	Installation of the Nose Wheel Steering Servo-Control (6GC)
R R		32-51-51-400-002 32-51/01	Installation of the Nose Wheel Steering Servo-Valve

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R 3. Fault Confirmation R **ON A/C ALL Post SB 32-1335 For A/C 205-205,232-232,245-245,451-475,553-553,555-555, R 564-599, R Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299, R 426-450,476-499,503-549,551-551,554-554,557-563, 701-749, R R A. Test (1) Do the BITE test of the BSCU (Ref. AMM TASK 32-46-00-740-001). R **ON A/C ALL R 4. Fault Isolation **ON A/C 201-204, 206-225, 227-227, 229-231, 233-244, 247-299, 426-450, 476-499, 503-549, 551-551, 554-554, 557-563, 701-749, Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299, 426-450,476-499,503-549,551-551,554-554,557-563, R R 701-749, A. Read the CLASS 3 FAULT report and if the STEERING ELECTRO HYDRAULIC R MODULE 6GC maintenance message is shown: R - do a check for water in the electrical connector of the nose wheel R steering servo-control (6GC) (Ref. ASM 32-51/01). R (1) If there is water: R - examine the electrical connector for corrosion. R (a) If there is corrosion: R - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-R 51-000-001) and (Ref. AMM TASK 32-51-51-400-001). R (b) If there is no corrosion: R - dry the electrical connector of the nose wheel steering R servo-control (6GC) and connect it. R R (2) If there is no water: - remove the nose wheel steering servo-valve (Ref. AMM TASK 32-51-51-R R 000-002) - do a check for water in the two electrical connectors of the nose R R wheel steering servo-control.

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R R	(a) If there is water:examine the electrical connectors for corrosion.
R R R	1 If there is corrosion: - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001).
R R R	2 If there is no corrosion: dry the two electrical connectors and install the nose wheel steering servo-valve (Ref. AMM TASK 32-51-51-400-002).
R R R	(b) If there is no water:install the nose wheel steering servo-valve (Ref. AMM TASK 32-51-51-400-001).
R R	1 If the fault continues:Continue the trouble shooting at step 4.A.(3).
R R R	(3) If the fault continues: - replace the SENSOR-N/W STRG FDBK,CTL CHAN (3GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
R R R	(a) If the fault continues: - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref. AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
R R R	1 If the fault continues: - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and (Ref. AMM TASK 32-42-34-400-001).
R R R R	 a If the fault continues: do a check and repair the wiring from the BSCU (10GG) to the nose wheel steering servo-control (6GC) pins AB/12E, 12F, 13E, 13F, 14E, 14F to pins A/G, H, E, F, C, D (Ref. ASM 32-51/01).
R R R	 b If the fault continues: do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9F, 9E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
R R R	 <u>c</u> If the fault continues: do a check and repair the wiring from the BSCU (10GG) to the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F, 11F, 11E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).

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R **ON A/C 205-205, 232-232, 245-245, 451-475, 553-553, 555-555, 564-599, Post SB 32-1335 For A/C 205-205,232-232,245-245,451-475,553-553,555-555, R 564-599, R A. Read the CLASS 3 FAULT report and if the STEERING ELECTRO-HYD MODULE R (6GC) maintenance message is shown: - do a check for water in the electrical connector of the nose wheel R R steering servo-control (6GC) (Ref. ASM 32-51/01). R (1) If there is water: - examine the electrical connector for corrosion. R (a) If there is corrosion: R - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-51-R 51-000-001) and (Ref. AMM TASK 32-51-51-400-001). R R (b) If there is no corrosion: - dry the electrical connector of the nose wheel steering R servo-control (6GC) and connect it. R (2) If there is no water: R - remove the nose wheel steering servo-valve (Ref. AMM TASK 32-51-51-R R 000-002) - do a check for water in the two electrical connectors of the nose R wheel steering servo-control. R (a) If there is water: R - examine the electrical connectors for corrosion. R If there is corrosion: R - replace the SERVO CTL-N/W STEERING (6GC) (Ref. AMM TASK 32-R 51-51-000-001) and (Ref. AMM TASK 32-51-51-400-001). R If there is no corrosion: R - dry the two electrical connectors and install the nose wheel R R steering servo-valve (Ref. AMM TASK 32-51-51-400-002). R (b) If there is no water: - install the nose wheel steering servo-valve (Ref. AMM TASK 32-R 51-51-400-001). R 1 If the fault continues: R R - Continue the trouble shooting at step 4.A.(3).

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(3) If the fault continues:
R
R
             - replace the SENSOR-N/W STRG FDBK, CTL CHAN (3GC) (Ref. AMM TASK 32-
               51-19-000-001) and (Ref. AMM TASK 32-51-19-400-001).
R
             (a) If the fault continues:
R
                 - replace the SENSOR-N/W STRG FDBK, MONITORING CHAN (4GC) (Ref.
R
R
                   AMM TASK 32-51-19-000-001) and (Ref. AMM TASK 32-51-19-400-
R
                   001).
R
                   If the fault continues:
                    - replace the BSCU (10GG) (Ref. AMM TASK 32-42-34-000-001) and
R
R
                      (Ref. AMM TASK 32-42-34-400-001).
                      If the fault continues:
R
                       - do a check and repair the wiring from the BSCU (10GG) to
R
                         the nose wheel steering servo-control (6GC) pins AB/12E,
R
R
                         12F, 13E, 13F, 14E, 14F to pins A/G, H, E, F, C, D (Ref.
                         ASM 32-51/01).
R
                    b If the fault continues:
R
R
                       - do a check and repair the wiring from the BSCU (10GG) to
                         the feedback sensor (3GC) pins AB/15E, 15F, 8E, 8F, 9F,
R
                         9E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
R
                    c If the fault continues:
R
                       - do a check and repair the wiring from the BSCU (10GG) to
R
R
                         the feedback sensor (4GC) pins AB/14E, 14F, 10E, 10F,
                         11F, 11E to pins A/A, B, C, D, E, F (Ref. ASM 32-51/01).
R
  **ON A/C ALL
R
R
  Post SB 32-1335 For A/C 205-205,232-232,245-245,451-475,553-553,555-555,
                            564-599,
  Post SB 32-1336 For A/C 201-204,206-225,227-227,229-231,233-244,247-299,
R
R
                            426-450,476-499,503-549,551-551,554-554,557-563,
                            701-749,
R
      B. Test
R
R
         (1) Do the test given in Para. 3.A.
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