



## FAULT ISOLATION MANUAL

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### TASK 24-30-00-810-805

#### MAIN BATTERY (Caution) – Fault Isolation

##### 1. General

- A. This fault isolation procedure is for when the MAIN BATTERY caution light on the Caution and Warning Panel (CAWP) is on.
- B. The MAIN BATTERY caution light comes on when the main battery is not connected to right main feeder bus.
- C. The Electrical Power Control Unit (EPCU) Continuous Built-In Test (CBIT) can show the fault code 33, K8 drive fail.

**NOTE:** The Central Diagnostic System (CDS) does not show any related status messages.

- D. Refer to the Fault Tree for the overview of the task ( Refer to Figure 205).

##### 2. Job Set-Up Information

Subtask 24-30-00-946-016

##### A. Reference Information

REFERENCE	DESIGNATION
AMM 20-30-11-760-801	Electrical Test of the Aircraft Wiring
AMM 24-00-00-910-801	Electrical/Electronic Safety Precautions
AMM 24-31-31-000-801	Removal of the DC Contactor Box Contactors
AMM 24-31-31-400-801	Installation of the DC Contactor Box Contactors
AMM 24-32-00-710-801	Operational Test of the Battery System
AMM 31-51-01-000-801	Removal of the Caution and Warning Panel
AMM 31-51-01-400-801	Installation of the Caution and Warning Panel
FIM 24-31-11-810-805	33, EPCU, K8 Relay Drive Failed (Status) – Fault Isolation
WM 24-31-00	DC Power Generation System
WM 24-32-00	Battery System

##### 3. Job Set-Up

Subtask 24-30-00-910-017

- A. Obey all the electrical/electronic safety precautions (Refer to AMM 24-00-00-910-801).



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Subtask 24-30-00-810-064

- B. Before you carry out the Fault Isolation procedure inspect all the related connectors and contactors for the recessed pins, signs of pitting or arcing, corrosion, discoloration (heat damage), fluid contamination or presence of foreign material and physical damage. If damage is found, repair the damage.

### 4. Fault Confirmation

Subtask 24-30-00-810-026

- A. Confirm the fault as follows:

- (1) Do an operational test of the of the main battery system (Refer to AMM 24-32-00-710-801).
- (2) If the right main feeder bus powers the main battery and the MAIN BATTERY caution light does not come on, no maintenance procedure is necessary. Do the Close Out.
- (3) If the right main feeder bus does not power the main battery, refer to FIM 24-31-11-810-805 for the Fault Isolation. Do the Close Out.
- (4) If the right main feeder bus powers the main battery and the MAIN BATTERY caution light comes on, do the Fault Isolation.

### 5. Fault Isolation

Subtask 24-30-00-810-027

**NOTE:** When you do a check for the ground faults, you must do the check with the airframe ground and the connector backshell shield ground points.

**NOTE:** Check the single, double and triple shielded wires for the short to aircraft ground, pin to pin and connector backshell shield ground points.

- A. Remove the electrical connector from the contactor K8.
- B. If the MAIN BATTERY caution light goes off, remove and replace the contactor K8 (Refer to AMM 24-31-31-000-801 and AMM 24-31-31-400-801). Do the Close Out.
- C. If the MAIN BATTERY caution light does not go off, do the steps that follow:
- (1) Check the wiring for the ground faults and isolation resistance between the 3312-P3 pin 19 on the CAWP and aircraft ground (Refer to WM 24-31-00, WM 24-32-00 and AMM 20-30-11-760-801).
  - (2) If the wiring is unserviceable, repair the wiring. Do the Close Out.
  - (3) If the fault still continues, remove and replace the CAWP (Refer to AMM 31-51-01-000-801 and AMM 31-51-01-400-801). Do the Close Out.



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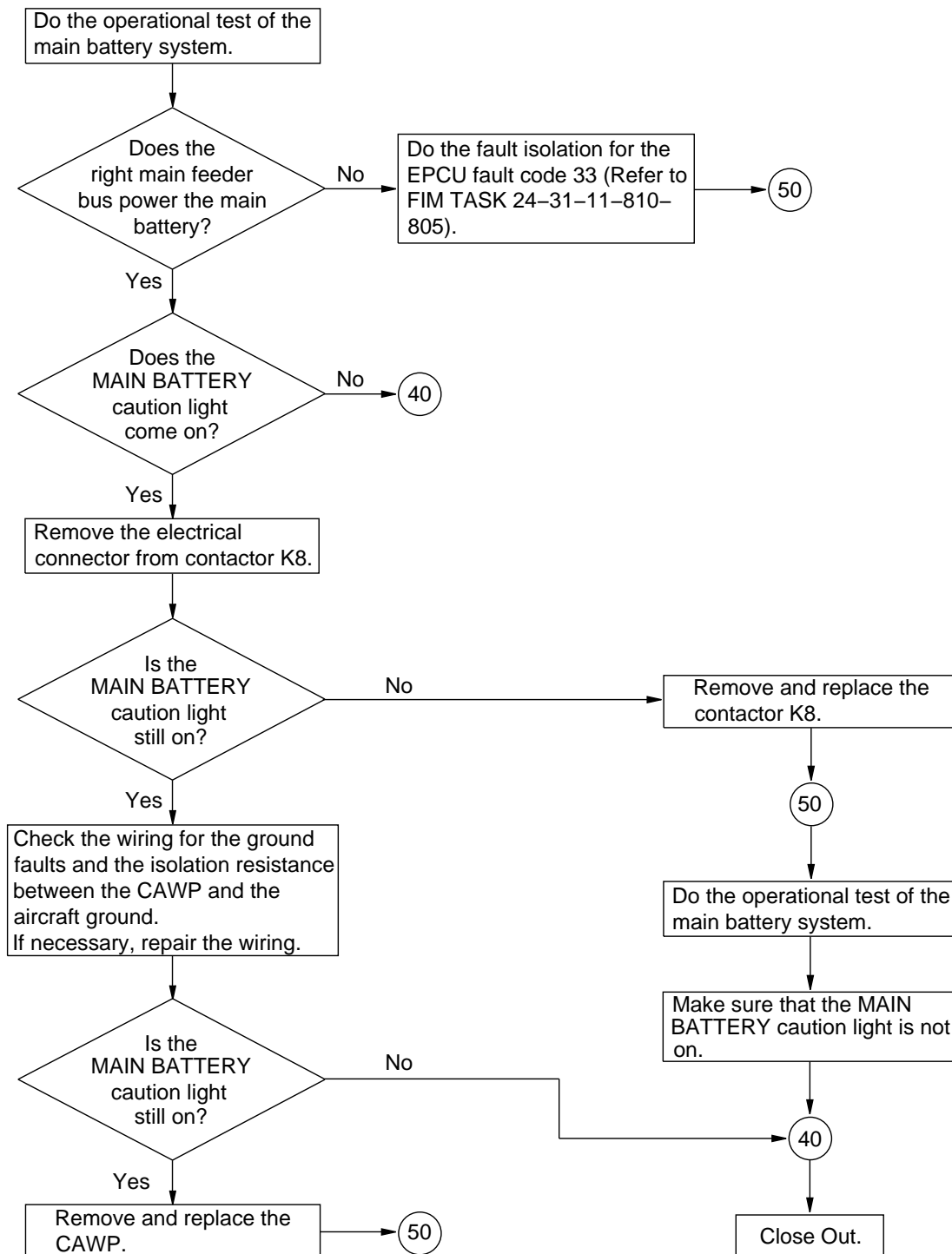
### 6. Close Out

Subtask 24-30-00-941-015

- A. Do an operational test of the main battery system (Refer to AMM 24-32-00-710-801).
- B. Make sure that the MAIN BATTERY caution light on the CAWP is not on.
- C. Remove all the tools, equipment and unwanted materials from the work area.



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cg1715a01.dg, ps/ps, may07/2014

MAIN BATTERY (Caution) – Fault Isolation  
Figure 205