



FAULT ISOLATION MANUAL

**ON A/C ALL

TASK 24-30-00-810-806

MAIN BAT HOT (Warning) – Fault Isolation

1. General

- A. This fault isolation procedure is for when the MAIN BAT HOT warning light on the Caution and Warning Panel (CAWP) is on.
- B. The MAIN BAT HOT warning light comes on when the main battery temperature is more than 71 °C (160 °F).

NOTE: The Electronic Instrument System (EIS) electrical systems page MAIN BATT digital temperature indication changes to red when the Electrical Power Control Unit (EPCU) senses that the main battery temperature is more than 65 °C (149 °F).

NOTE: The MAIN BAT HOT warning light on the CAWP is the primary temperature indication.

- C. The Central Diagnostic System (CDS) and the EPCU do not show any related fault review status messages.
- D. Refer to the Fault Tree for the overview of the task.

Refer to Figure 206

2. Job Set-Up Information

Subtask 24-30-00-946-017

A. Reference Information

REFERENCE	DESIGNATION
AMM20-30-11-760-801	Electrical Test of the Aircraft Wiring
AMM24-00-00-910-801	Electrical/Electronic Safety Precautions
AMM24-32-00-710-801	Operational Test of the Battery System
AMM24-32-01-000-801	Removal of the Main Battery
AMM24-32-01-400-801	Installation of the Main Battery
AMM31-51-01-000-801	Removal of the Caution and Warning Panel
AMM31-51-01-400-801	Installation of the Caution and Warning Panel
WM24-31-00	DC Power Generation System
WM24-32-00	Battery System



FAULT ISOLATION MANUAL

3. Job Set-Up

Subtask 24-30-00-910-020

WARNING: OBEY ALL THE SAFETY PRECAUTIONS WHEN YOU DO MAINTENANCE ON OR NEAR ELECTRICAL/ELECTRONIC EQUIPMENT. IF YOU DO NOT DO THIS, YOU CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

- A. Obey all the electrical/electronic safety precautions (Refer to AMM24-00-00-910-801).

Subtask 24-30-00-810-070

- 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 24-30-00-810-028

- A. Confirm the fault as follows:

- (1) Record the main battery temperature from the electrical systems page of the Multi Function Display (MFD).
- (2) If the pilot had previously reported the main battery temperature more than 71 °C (160 °F), refer to Subtask FIM24-30-00-810-029.
- (3) If the pilot had not previously reported the main battery temperature more than 71 °C (160 °F), refer to Subtask FIM24-30-00-810-077.

5. Fault Isolation

Subtask 24-30-00-810-029

- A. Remove and replace the main battery (Refer to AMM24-32-01-000-801 and AMM24-32-01-400-801). Do the Close Out.

Subtask 24-30-00-810-077

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.

- B. Remove the thermocouple connector from the main battery.
- C. If the MAIN BAT HOT warning light goes off, do the steps that follow:
- (1) Remove and replace the main battery (Refer to AMM24-32-01-000-801 and AMM24-32-01-400-801).
 - (2) Install the thermocouple connector to the main battery. Do the Close Out.



FAULT ISOLATION MANUAL

- D. Check the wiring for the ground faults and the isolation resistance between the CAWP 3312-P2 (pin 23) and the aircraft ground (Refer to WM24-31-00, WM24-32-00 and AMM20-30-11-760-801). Do the Close Out.
- E. If the wiring is unserviceable, repair the wiring. Do the Close Out.
- F. Install the thermocouple connector to the main battery.
- G. If the fault still continues, remove and replace the CAWP (Refer to AMM31-51-01-000-801 and AMM31-51-01-400-801). Do the Close Out.

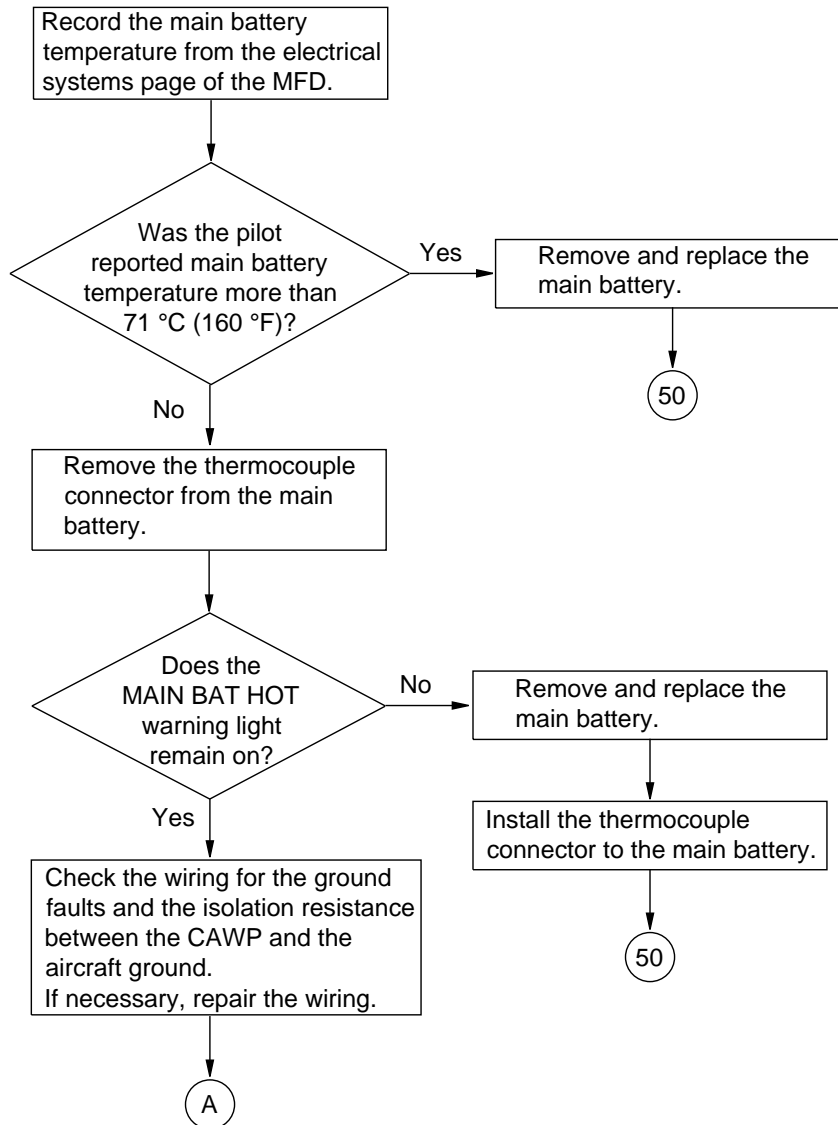
6. Close Out

Subtask 24-30-00-941-016

- A. Do an operational test of the main battery system (Refer to AMM24-32-00-710-801).
- B. Make sure that the MAIN BAT HOT warning light on the CAWP is not on.
- C. Remove all the tools, equipment and unwanted materials from the work area.



FAULT ISOLATION MANUAL

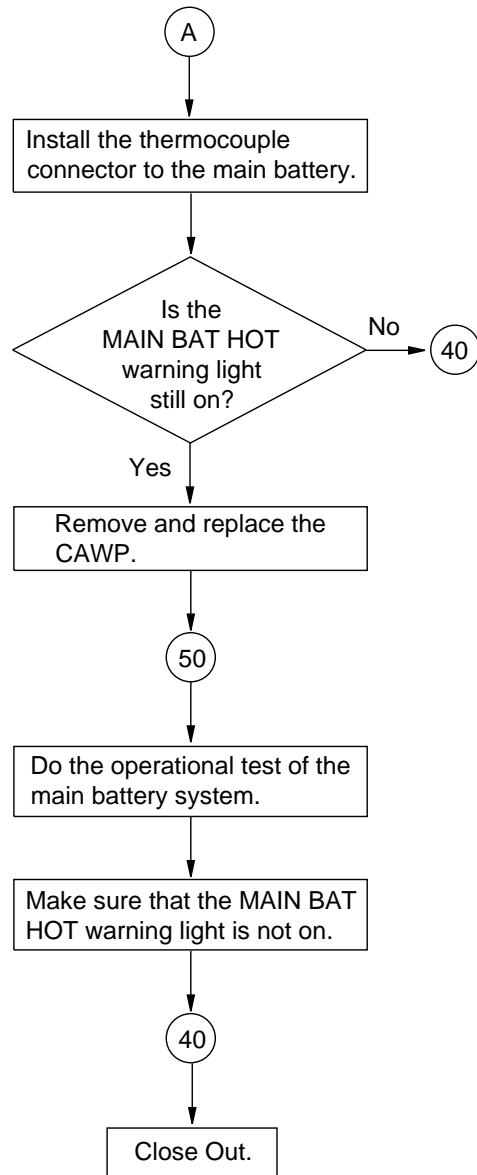


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MAIN BAT HOT (Warning) – Fault Isolation
Figure 206 (Sheet 1 of 2)



FAULT ISOLATION MANUAL



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MAIN BAT HOT (Warning) – Fault Isolation
Figure 206 (Sheet 2 of 2)