



## FAULT ISOLATION MANUAL

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### TASK 24-30-00-810-804

#### L TRU HOT (Caution) – Fault Isolation

##### 1. General

- A. This fault isolation procedure is for when the L TRU HOT caution light on the Caution and Warning Panel (CAWP) comes on.
- B. The L TRU HOT caution light comes on when the temperature of the left Transformer Rectifier Unit (TRU) is more than 71 °C (160 °F).
- C. The Central Diagnostic System (CDS) and the Electrical Power Control Unit (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 204

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

Subtask 24-30-00-946-011

##### 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
AMM24-31-21-000-801	Removal of the DC Transformer Rectifier Unit
AMM24-31-21-400-801	Installation of the DC Transformer Rectifier Unit
AMM24-31-21-710-801	Operational Test of the DC Transformer Rectifier Unit
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

##### 3. Job Set-Up

Subtask 24-30-00-910-022

**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).



## FAULT ISOLATION MANUAL

Subtask 24-30-00-810-072

- B. Before you carry out the Fault Isolation procedure inspect all the related connectors 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 24-30-00-810-018

- A. Confirm the fault as follows:
- (1) Do an operational test of the left TRU (Refer to AMM24-31-21-710-801).
  - (2) If the L TRU HOT caution light does not come on, no maintenance procedure is necessary. Do the Close Out.
  - (3) If the L TRU HOT caution light comes on, do the Fault Isolation.

### 5. Fault Isolation

Subtask 24-30-00-810-013

**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 2431-P20-1 from the left TRU.
- B. If the L TRU HOT caution light goes off, remove and replace the left TRU (Refer to AMM24-31-21-000-801 and AMM24-31-21-400-801). Do the Close Out.
- C. If the L TRU HOT caution light does not go off, do the steps that follow:
- (1) Check the wiring for the ground faults and the isolation resistance between the CAWP and left TRU (Refer to WM24-31-00 and AMM20-30-11-760-801):

3312-P3 (CAWP)	2431-P20-1 (Left TRU)
13	5

- (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 AMM31-51-01-000-801 and AMM31-51-01-400-801).



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## FAULT ISOLATION MANUAL

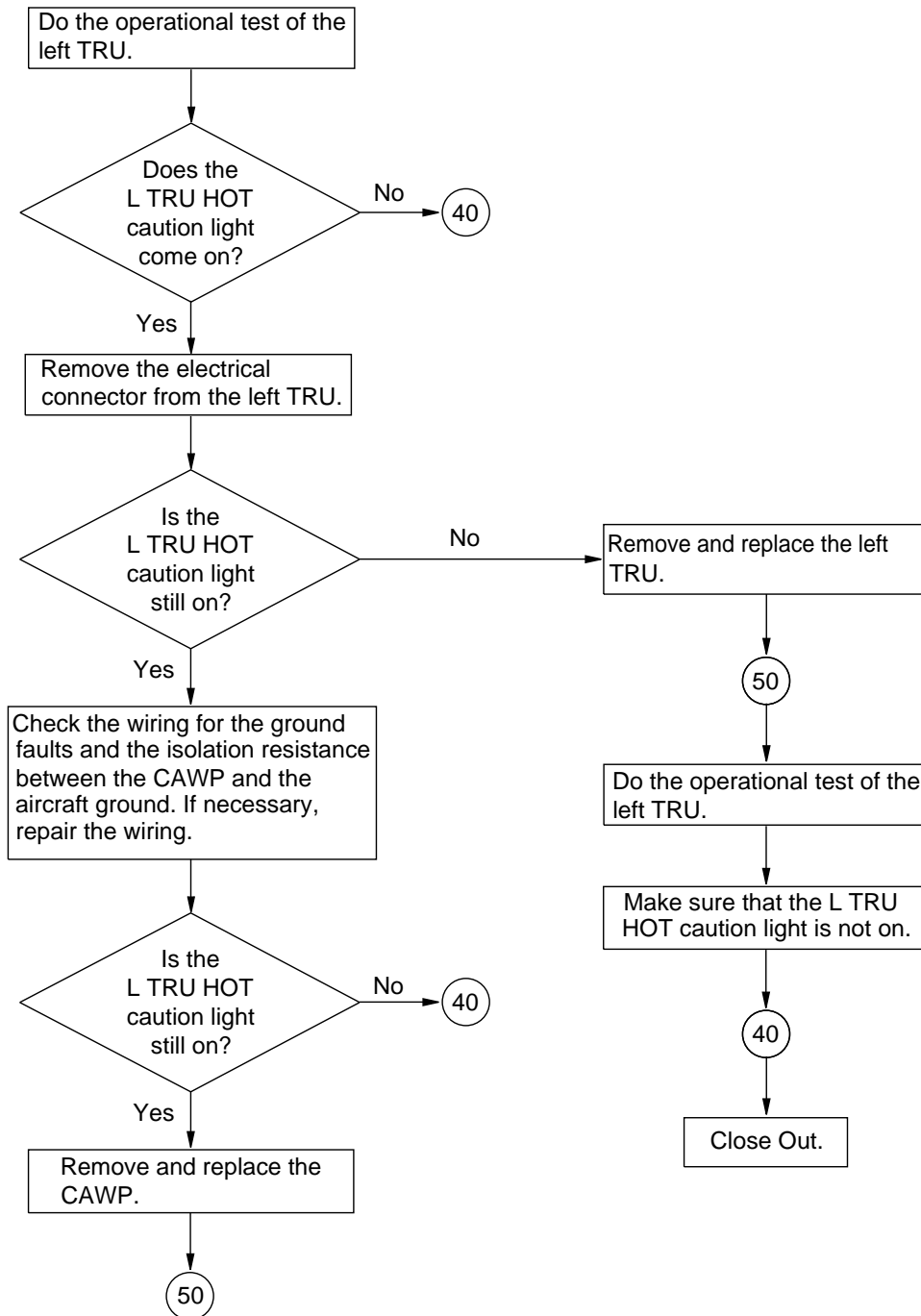
### 6. Close Out

Subtask 24-30-00-941-011

- A. Do an operational test of the left TRU (Refer to AMM24-31-21-710-801).
- B. Make sure that the L TRU HOT caution 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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L TRU HOT (Caution) – Fault Isolation  
Figure 204