ACTION TAKEN (AT) CODES

All codes listed below may be used for both on-equipment or off-equipment work unless otherwise noted.

A. Items of Repairable Material or Weapon/Support System Discrepancy Checked No Repair Required.

This code is used for all discrepancies which are checked and found that either the reported deficiency cannot be duplicated, or the equipment is operating within allowable tolerances. Adjustments may be made under this code if the purpose of the adjustment is to peak or optimize performance. When adjustments are made, the MAL code should reflect the reason for the adjustment, for example, A-127, A-281, A-282. If the purpose of the adjustment is to bring the equipment within allowable tolerances, AT Code C should be used, for example, C-127, C-281, C-282. Additionally, this code will be used on all MAF work requests for documenting local manufacture/fabrication.

B. Repair or replacement of items, such as attaching units, seals, gaskets, packing, tubing, hose, and fittings, that are not integral parts of work unit coded items or components.

These parts are not identified by WUCs and are normally a connecting or attaching link between two or more components that do have WUCs assigned. Therefore, when items of this nature are repaired or replaced, this AT Code is used. In case of doubt regarding which component to identify, the WUC of the component serviced will be used.

C. Repair

This code is entered when a repairable item of material which is identified by WUC is repaired. Repair includes cleaning, disassembly, inspection, reassembly, lubrication, and replacement of integral parts; adjustments are included in this definition if the purpose of the adjustment is to bring the equipment within allowable tolerances (see AT Code A). This code also applies to the correction of a discrepancy on a weapon/support system (when appropriate).

D. Work Stoppage, Post and Predeployment, and Inter-Intermediate Maintenance Activity (IMA) Support

This code is entered to closeout MAF Copy 1 when component repair is to be performed at another facility (see Note).

F. Failure of Items Undergoing Check and Test

(Work Request and I-level Assisting Work Center MAFs only.)

J. Calibrated - No Adjustment Required

This code is used when an item is calibrated and found serviceable without need for adjustment. If the item requires adjustment to meet calibration standards, use code K. This code applies to PME only.

K. Calibrated - Adjustment Required

This code is used when an item must be adjusted to meet calibration standards. If the item needs repair in addition to calibration and adjustment, use another code indicating the proper maintenance action. This code applies to PME only.

L. Work Stoppage - Awaiting Parts

This code is entered when a maintenance action must be stopped or delayed while awaiting parts which are not available locally, and a component goes into an awaiting parts status. Use of this code is restricted to the I-level. No entries will be made in the (H-Z) Failed/Required Material block of the close out MAF.

N. Work In Progress - Close out

This code is entered by an organizational activity when it becomes necessary to close out a maintenance action during or at the end of a reporting period for any reason, including SCIR change, WO close out. This code will be entered by an IMA to close out for any reason except awaiting parts (see AT Code L).

P. Removed

This code is entered when an item of material is removed and only the removal is to be accounted for. In this instance delayed or additional actions are accounted for separately (see also codes R, S, and T).

Q. Installed

This code is entered when an item is installed and only the installation action is to be accounted for.

R. Remove and Replace

This code is entered when an item of material is removed due to a suspected malfunction and the same or a like item is reinstalled (see Note).

S. Remove and Reinstall

This code is entered when an item of material is removed to facilitate other maintenance and the same item is reinstalled. AT Code S is limited to MAL Codes 800, 804, and 811.

T. Removed and Replaced for Cannibalization

This code is used when an item of material is removed and replaced as a cannibalization action.

Y. Troubleshooting

This code is used when the time expended in locating a discrepancy is great enough to warrant separating troubleshooting time from repair time. Use of this code necessitates completion of two separate documents, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate MAF, using the system, subsystem, or assembly WUC (as appropriate).

Z. Corrosion Treatment

Includes cleaning, treatment, priming, and painting of corroded items that require no other repair. This code is always used when actually treating corroded items, either on equipment or in the shop.

0.

The numeric 0 will be used in the Action Taken block on all source documents recording look phase man-hours for acceptance, transfer, special, conditional, major aircraft and combined airframe and engine special inspections; and corrosion, preservation, and depreservation including the close out of man-hours on the look phase of those inspections at the end of the reporting period.

MALFUNCTION (MAL) CODES

Fiber Optics Components

The following MAL codes are prescribed for fiber optic component defects only.

F01	Fiber Optic connector loose
F02	Fiber Optic terminus dirty
F03	Fiber Optic terminus uncleanable
F04	Fiber Optic terminus end face scratched, shattered, or cracked
F05	Fiber Optic cable broken
F06	Fiber Optic cable improper installation

NOTE: Legacy NALCOMIS OMA will not be updated to reflect these codes.

Wiring and Wiring Components

The following MAL codes are prescribed for use in the MDS for wiring and wiring component defects only. The codes are divided into two groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

Inspection (Potential) Failure Group

Use these codes when a need for maintenance exists to prevent an actual wiring or wiring component failure.

Harness/Wire Chafing

W00	Chafing against combustible/bleed airlines
W01	Chafing against structure/components/non-combustible line
W02	Chafing against control cables/flight control components
W03	Chafing against other wire/wire bundle assembly
W04	Chafing against chafe protection material/components
W05	Chafed/frayed grounding/bonding strap

Circuit Breakers/Relays

W06	Loose circuit breaker (not properly secured)
W07	Improper terminals
W08	Loose terminals
W09	Loose relay terminal
W10	Missing/damaged relay cover
W11	Loose relay (not properly secured)
W12	Corroded relay/hardware

Connectors

W13	Corroded connector/backshell (external)
W14	Loose/improper/missing/damaged hardware
W15	Improper/damaged/missing potting, seal plugs, or sealant
W16	Missing/damaged rubber boot
W17	Improper/damaged/loose connector (including keyway)

Dielectric (Insulation)

W18	Cracked/brittle/deteriorated insulation

W19 Fluid soaked insulation
W20 Nicked insulation
W21 Torn insulation
W22 Peeling/flaking topcoat insulation
W23 Evidence of carbon tracking/arcing

Installation/Security

W24 Improper wire routing (for example, under flammable fluid carrying line(s))
W25 Incorrect bend radius
W26 Improper wire bundle slack
W27 Damaged/missing/improper potting at feed through
W28 Improper /damaged/missing chafe prevention material - includes grommets, strips, tubing, insulation sheeting, and insulation tape
W29 Loose/missing/broken standoff
W30 Insufficient clearance
W31 Improperly installed wire bundle assembly cushion clamp, includes rubber slipped, wires against metal, wires clamped to metal, missing clamp, or clamp cushioning material
W32 Loose/improper or damaged clamp
W33 Missing/broken/improper ties
W34 Loose/missing/broken safety wire
W35 Oversized/undersized clamps
W36 Fluid soaked/deteriorated clamps

Terminal Boards/Modules/Points

W37 Terminal boards - improper/damaged/loose terminals (studs)
W38 Terminal modules - missing sealing plugs
W39 Damaged/missing terminal boards, modules, separators, or covers
W40 Loose terminal boards, modules, or points
W41 Loose solder joints and crimps
W42 Overstripping/understripping
W43 Improper/missing endcaps
W44 Improper/damaged/loose terminals (does not include relays or circuit breakers)
W45 Corroded terminals, posts, etc.

Functional Failure Group

Use these codes when a need for maintenance exists because of an actual wiring or wiring component failure.

W46 Arced/burned/shorted wiring - due to chafing against structure, equipment or fluid/pneumatic lines (including overheat detection elements)
W47 Arced/burned/shorted wiring - due to unknown or other causes (including overheat detection elements)
W48 Broken/open wiring (including overheat detection elements)
W49 Broken splice
W50 Broken terminal lugs/studs
W51 Broken grounding/bonding strap
W52 Connectors - missing, recessed, bent or broken pins/contacts
W53 Connectors - fluid contaminated
W54 Connectors - corroded (internal)
W55 Burned/overheated terminal lugs/studs
W56 Damaged relay/circuit breaker terminals
W57 Damaged/defective relays
W58 Damaged/defective circuit breakers
W59 Damaged wiring (chafed through/gouged/pinched/nicked/torn) with center conductor exposed/bare
W60 Terminal modules - bent or recessed pin(s)
W61 Fluid soaked insulation with center conductor exposed
W62 Defective fuse(s), switches, diodes, light bulbs, and other consumables

Alphabetical List

The following MAL codes are prescribed for use in the MDS. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE: MAL codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.

Conditional (No Fault) Group

(Use these codes when a nondefective item is removed, or when the defect or malfunction is not the fault of the item in question.)

578	ACOUSTICAL COIN - TAP TEST
000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
731	BATTLE DAMAGE
817	CANNIBALIZATION - consumable part not carried or not in stock (NIS)
813	CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use MAL Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
818	CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft)
814	CANNIBALIZATION - operation launch/turnaround requirements (part not readily available within required time constraints
812	CANNIBALIZATION - removed for fault isolation/troubleshooting (unit left installed in second aircraft)
815	CANNIBALIZATION - repairable part carried but not on hand in local supply system
816	CANNIBALIZATION - repairable part not carried in local supply system
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities.
174	DELIVERED AIRCRAFT QUALITY - manufacturing related quality issues
572	EDDY CURRENT INSPECTION
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment or item
574	FIBER-OPTIC BORESCOPE INSPECTION
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to foreign object damage (FOD) if not removed
577	GASEOUS LEAK TEST
311	HARD LANDING
573	HARMONIC BOND INSPECTION
246	IMPROPER /FAULTY MAINTENANCE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
158	LAUNCH DAMAGE
576	LIQUID PENETRANT INSPECTION
105	LOOSE, MISSING OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items
571	MAGNETIC PARTICLE INSPECTION
030	MISHAP DAMAGE
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
140	MISSING SRC CARD, ASR, MSR, OR AESR
800	NO DEFECT - component removed/reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to

perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
807 NO DEFECT - component removal/reinstallation directed by higher authority
806 NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
805 NO DEFECT - removed for pool stock
804 NO DEFECT - removed/installed due to scheduled maintenance, modification, or high time
811 NO DEFECT - removed for troubleshooting and reinstalled on original equipment
440 OVERAGE, OBSOLETE OR SURPLUS
579 OTHER NDI METHODS
570 RADIOGRAPHIC INSPECTION
787 TIRE REMOVAL - normal wear
877 TRANSPORTATION DAMAGE
575 ULTRASONIC INSPECTION
110 UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND

Reason for Removal Group

(This group of codes generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

956 ABNORMAL FUNCTION - of computer mechanical equipment
314 ACCELERATION/DECELERATION IMPROPER
693 AUDIO/VIDEO FAULTY
652 AUTOMATIC ALIGN TIME EXCESSIVE
780 BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
135 BINDING, STUCK, JAMMED
070 BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT (See note.)
900 BURNED OR OVERHEATED (See note.)
150 CHATTERING
185 CONTAMINATION - metallic
306 CONTAMINATION - nonmetallic
307 CONTAMINATION - Chemical or Biological
308 CONTAMINATION - Radiological
170 CORRODED (See note.)
190 CRACKED, CRAZED (See note.)
782 DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
846 DELAMINATED
117 DETERIORATED/ERODED (See note.)
932 DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See note.)
320 ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
922 ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
959 FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
051 FAILS TO TUNE/DRIFTS
069 FLAME OUT
037 FLUCTUATES, OSCILLATES - frequency/RPM unstable, intermittent, weak/no stabilization
327 FLUCTUATING ENGINE OIL PRESSURE INDICATION
696 FLUID LOW
188 GLAZED
653 GROUND SPEED ERROR EXCESSIVE
329 HIGH ENGINE OIL PRESSURE INDICATION
281 HIGH OUTPUT
916 IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
381 LEAKING - internal or external
383 LOCK - ON MALFUNCTION
989 LOW COOLANT FLOW

328 LOW ENGINE OIL PRESSURE INDICATION
282 LOW OUTPUT
537 LOW POWER OR THRUST - mechanical
425 NICKED OR CHIPPED (See note.)
682 NO AZIMUTH OR DRIFT
326 NO ENGINE OIL PRESSURE INDICATION
325 NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
958 NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
255 NO OUTPUT
823 NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTERBURNER LIGHT
257 OFF COLOR
398 OIL CONSUMPTION EXCESSIVE
464 OVERSPEED/RUNAWAY OPERATION
429 PEELED OR BLISTERED (See note.)
520 PITTED
010 POOR OR NO FOCUS
525 PRESSURE/VACUUM/COMPRESSION INCORRECT
935 SCORED, SCRATCHED, GOUGED, BURRED (See note.)
585 SHEARED
681 SHUTTER HUNG/NO TRIP
503 SUDDEN STOP
649 SWEEP MALFUNCTION
334 TEMPERATURE INCORRECT
781 TIRE LEAKAGE EXCESSIVE OR BLOWOUT
599 TRAVEL OR EXTENSION INCORRECT
561 UNABLE TO ADJUST TO LIMITS
465 UNDERSPEED
690 VIBRATION EXCESSIVE
622 WET (See note.)
020 WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring (See note.)

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reasons for Failure Group

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

127 ADJUSTMENT OR ALIGNMENT IMPROPER
651 AIR IN SYSTEM
007 ARCING, ARCED (See note.)
710 BEARING FAULTY
720 BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
969 CANNOT RESONATE - input cavity, magnetron
180 CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
028 CONDUCTANCE INCORRECT
029 CURRENT INCORRECT
192 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS
194 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
193 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
196 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
191 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)
292 FAILS - acceptance check
295 FAILS - check/test

290 FAILS - diagnostic/automatic tests
698 FAULTY - card/micrologic device
177 FUEL FLOW INCORRECT
088 GAIN OR STANDING WAVE RATIO INCORRECT
350 INSULATION BREAKDOWN (See note.)
374 INTERNAL FAILURE - use 301 for FOD
481 KEY WAY OR SPLINE DAMAGED/WORN (See note.)
410 LACK OF/IMPROPER LUBRICATION
697 MAGNETIC TAPE BROKEN/FAULTY
064 MODULATION INCORRECT
799 NO DEFECT - malfunction could not be duplicated, item checks good
008 NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
450 OPEN (See note.)
458 OUT OF BALANCE
991 OUT OF FREQUENCY - does not track tuning curve, poor spectrum
416 OUT OF ROUND
766 OUT OF SPECIFICATION/CHANGE OF VALUE
962 POWER OUTPUT DIP/LOW - electronic
703 PROGRAM FAILURE
567 RESISTANCE/IMPEDANCE HIGH
568 RESISTANCE/IMPEDANCE LOW
128 RIGGING/INDEXING INCORRECT
615 SHORTED - including internal (See note.)
679 SIGNAL DISTORTION - input/output pulse, data link errors, etc.
420 SPAR SPLINTERING
279 SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
695 SYNC ABSENT OR FAULTY
167 TORQUE INCORRECT
169 VOLTAGE INCORRECT
447 WRONG LOGIC - program or computer

NOTE: Use codes W00 through W62 for wiring and wiring components.

Numerical List

The following MAL description codes are prescribed for use in the MDS. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE: MAL codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.

Conditional (No Fault) Group

(Use these codes when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.)

000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
030	MISHAP DAMAGE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
105	LOOSE, MISSING, OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items. (See note.)
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND
140	MISSING SRC CARD, ASR, MSR, OR AESR
158	LAUNCH DAMAGE
174	DELIVERED AIRCRAFT QUALITY – manufacturing related quality issue
246	IMPROPER/FAULTY MAINTENANCE (See note.)
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to FOD if not removed
311	HARD LANDING
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities
440	OVERAGE, OBSOLETE OR SURPLUS
570	RADIOGRAPHIC INSPECTION
571	MAGNETIC PARTICLE INSPECTION
572	EDDY CURRENT INSPECTION
573	HARMONIC BOND INSPECTION
574	FIBER-OPTIC BORESCOPE INSPECTION
575	ULTRASONIC INSPECTION
576	LIQUID PENETRANT INSPECTION
577	GASEOUS LEAK TEST
578	ACOUSTICAL COIN-TAP TEST
579	OTHER NDI METHODS
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment/item
731	BATTLE DAMAGE
787	TIRE REMOVAL - normal wear
800	NO DEFECT - component removed and reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
804	NO DEFECT - removed and installed due to scheduled maintenance, modification, or high time
805	NO DEFECT - removed for pool stock

806 NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
807 NO DEFECT - component removal and reinstallation directed by higher authority
811 NO DEFECT - removed for troubleshooting and reinstalled on original equipment
812 CANNIBALIZATION - removed for fault isolation or troubleshooting (unit left installed in second aircraft)
813 CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use MAL Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
814 CANNIBALIZATION - Operation launch/turnaround requirements (part not readily available within required time constraints)
815 CANNIBALIZATION - repairable part carried but not on hand in local supply system
816 CANNIBALIZATION - repairable part not carried in local supply system
817 CANNIBALIZATION - consumable part not carried or NIS
818 CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft.)
877 TRANSPORTATION DAMAGE

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reason for Removal Group

(This group of codes generally describes trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

010 POOR OR NO FOCUS
020 WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring
037 FLUCTUATES, OSCILLATES - frequency or RPM unstable, intermittent, weak, or no stabilization
051 FAILS TO TUNE/DRIFTS
069 FLAME OUT
070 BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT (See note.)
117 DETERIORATED/ERODED (See note.)
135 BINDING, STUCK, JAMMED
150 CHATTERING
170 CORRODED (See note.)
185 CONTAMINATION - metallic
188 GLAZED
190 CRACKED, CRAZED (See note.)
255 NO OUTPUT
257 OFF COLOR
281 HIGH OUTPUT
282 LOW OUTPUT
306 CONTAMINATION - nonmetallic
307 CONTAMINATION - Chemical or Biological
308 CONTAMINATION - Radiological
314 ACCELERATION/DECELERATION IMPROPER
320 ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
325 NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
326 NO ENGINE OIL PRESSURE INDICATION
327 FLUCTUATING ENGINE OIL PRESSURE INDICATION
328 LOW ENGINE OIL PRESSURE INDICATION
329 HIGH ENGINE OIL PRESSURE INDICATION
334 TEMPERATURE INCORRECT
381 LEAKING - internal or external
383 LOCK-ON MALFUNCTION
398 OIL CONSUMPTION EXCESSIVE
425 NICKED OR CHIPPED (See note.)
429 PEELED OR BLISTERED (See note.)

464 OVERSPEED/RUNAWAY OPERATION
465 UNDERSPEED
503 SUDDEN STOP
520 PITTED
525 PRESSURE/VACUUM/COMPRESSION INCORRECT
537 LOW POWER OR THRUST - mechanical
561 UNABLE TO ADJUST TO LIMITS
585 SHEARED
599 TRAVEL OR EXTENSION INCORRECT
622 WET (See note.)
649 SWEEP MALFUNCTION
652 AUTOMATIC ALIGN TIME EXCESSIVE
653 GROUND SPEED ERROR EXCESSIVE
681 SHUTTER HUNG/NO TRIP
682 NO AZIMUTH OR DRIFT
690 VIBRATION EXCESSIVE
693 AUDIO/VIDEO FAULTY
696 FLUID LOW
780 BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
781 TIRE LEAKAGE EXCESSIVE OR BLOWOUT
782 DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
823 NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTERBURNER LIGHT
846 DELAMINATED
900 BURNED OR OVERHEATED (See note.)
916 IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
922 ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
932 DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See note.)
935 SCORED, SCRATCHED, GOUGED, BURRED (See note.)
956 ABNORMAL FUNCTION - of computer mechanical equipment
958 NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
959 FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
989 LOW COOLANT FLOW

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reasons for Failure Group

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

007 ARCING, ARCED (See note.)
008 NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
028 CONDUCTANCE INCORRECT
029 CURRENT INCORRECT
064 MODULATION INCORRECT
088 GAIN OR STANDING WAVE RATIO INCORRECT
127 ADJUSTMENT OR ALIGNMENT IMPROPER
128 RIGGING/INDEXING INCORRECT
167 TORQUE INCORRECT
169 VOLTAGE INCORRECT
177 FUEL FLOW INCORRECT
180 CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
191 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)
192 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS
193 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
194 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
196 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
279 SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
290 FAILS – diagnostic/automatic tests
292 FAILS – acceptance check
295 FAILS – check/test
350 INSULATION BREAKDOWN
374 INTERNAL FAILURE – use 301 for FOD
410 LACK OF/IMPROPER LUBRICATION
416 OUT OF ROUND
420 SPAR SPLINTERING
447 WRONG LOGIC - program or computer
450 OPEN (See note.)
458 OUT OF BALANCE
481 KEY WAY OR SPLINE DAMAGED/WORN (See note.)
567 RESISTANCE/IMPEDANCE HIGH
568 RESISTANCE/IMPEDANCE LOW
615 SHORTED - including internal (See note.)
651 AIR IN SYSTEM
679 SIGNAL DISTORTION - input/output pulse, data link errors, etc.
695 SYNC ABSENT OR FAULTY
697 MAGNETIC TAPE BROKEN/FAULTY
698 FAULTY - card/micrologic device
703 PROGRAM FAILURE
710 BEARING FAULTY
720 BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
766 OUT OF SPECIFICATION/CHANGE OF VALUE
799 NO DEFECT - malfunction could not be duplicated, item checks good
962 POWER OUTPUT DIP/LOW - electronic
969 CANNOT RESONATE - input cavity, magnetron
991 OUT OF FREQUENCY - does not track tuning curve, poor spectrum

NOTE: Use codes W00 through W62 for wiring and wiring components