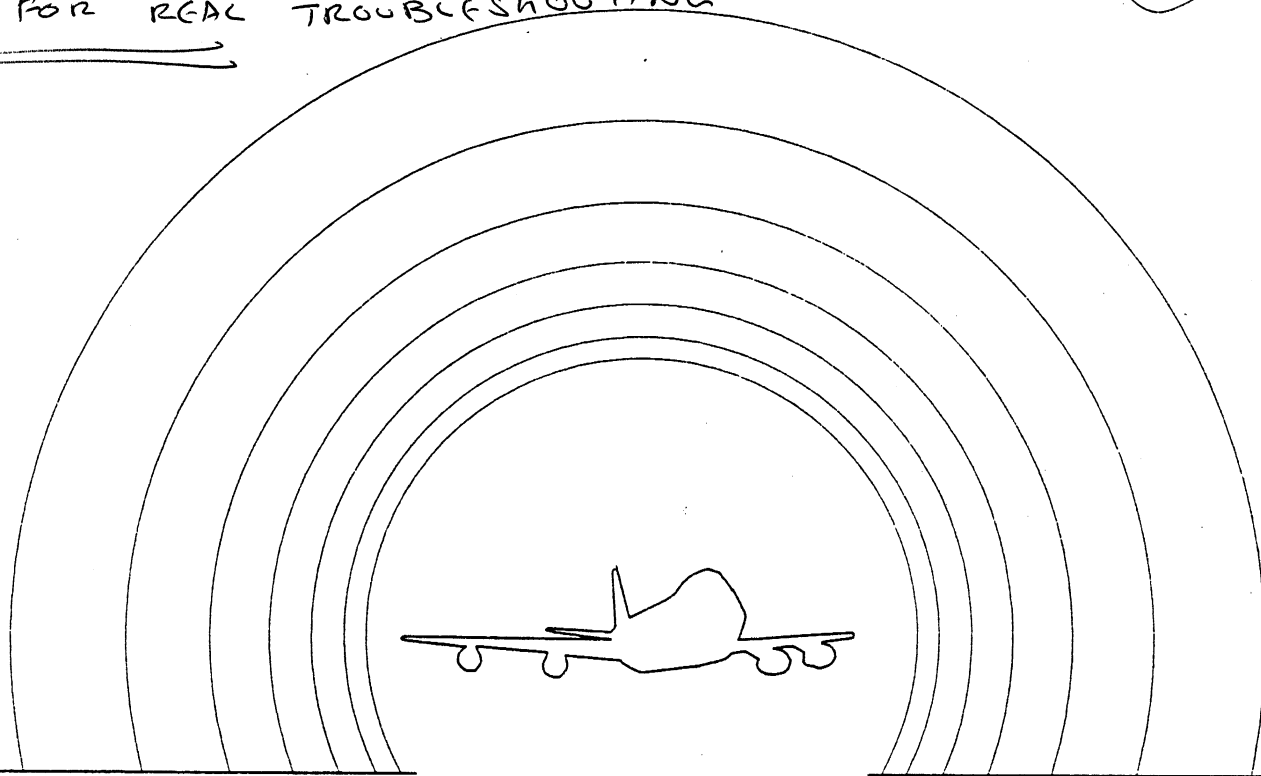


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①



# ***747***

## **fault isolation manual**

### **OLYMPIC AIRWAYS S.A.**

PUBLISHED BY

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### ENGINE OIL

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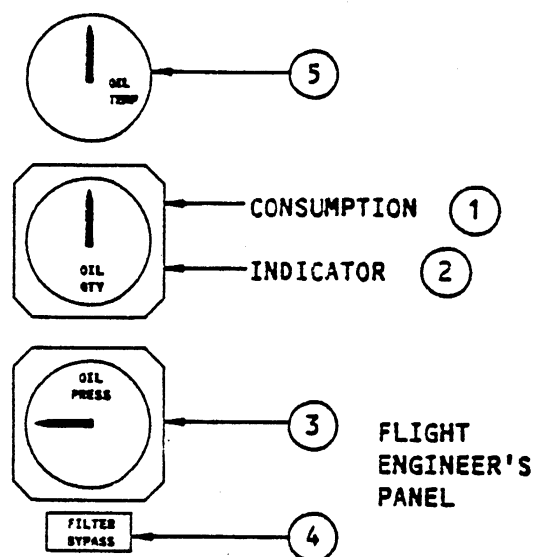
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### CIRCUIT BREAKERS

- 1) 6F25 ENG 1 EPR & OIL QTY
- 2) 6H25 ENG 2 EPR & OIL QTY
- 3) 6J25 ENG 3 EPR & OIL QTY
- 4) 6K25 ENG 4 EPR & OIL QTY
- 5) 6A25 OIL TEMP & PRESS NO. 1
- 6) 6A26 OIL TEMP & PRESS NO. 2
- 7) 6A27 OIL TEMP & PRESS NO. 3
- 8) 6A28 OIL TEMP & PRESS NO. 4

### FAULT LOCATION

NO. 1 ENG	01
NO. 2 ENG	02
NO. 3 ENG	03
NO. 4 ENG	04
NOT APPLY	00

## ① OIL CONSUMPTION CB 1-4

- HIGH OIL CONSUMPTION ..... 79 01 BA --
- CK OTHER OIL SYS  
 IND (SEE NOTE). IF -
- [ NORM ..... 79 01 BD --  
 ABNORM ..... 79 01 BE --

### NOTE:

ENGINE OIL DATA  
 OIL QTY \_\_\_\_ GAL  
 OIL TEMP \_\_\_\_ °C  
 OIL PRESS \_\_\_\_ PSI  
 ENG OIL PRESS LIGHT (WAS/WAS NOT ILLUM)  
 OIL CONSUMPTION \_\_\_\_  
 BREATHER TEMP \_\_\_\_ °C  
 IF FILTER BYPASS LIGHT ILLUM, SEE [4] ALSO.  
 IF ENG WAS SHUTDOWN, SEE [7] ALSO.

## ② OIL QUANTITY INDICATOR CB 1-4

- INOP, READS ZERO, OFF SCALE HIGH ..... 79 01 XD --
- READS OFF ..... 79 01 XE --
- READS HIGH/LOW, FLUCTUATES ..... 79 01 XF --

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### ③ OIL PRESSURE CB 5-8

FAULT LOCATION

- ABNORMAL (HIGH, LOW, OR FLUCTUATING) (SEE NOTE)..... 79 01 CA --
- CHANGE THRUST SETTING  
& CHECK OIL PRESS.  
DID OIL PRESS FOLLOW  
THRUST CHANGE?

NO..... 79 01 CD --

YES..... 79 01 CE --

NOTES: (ALSO SEE NOTES ON PREVIOUS PAGE)

IF ENG IS WINDMILLING  
WITH LESS THAN 5 PSI  
OIL PRESS INDICATED,  
RECORD TIME.

IF OTHER OIL SYSTEM INDICATIONS ABNORM -  
OIL QUANTITY LOW, SEE [1]  
FILTER BYPASS LIGHT ILLUM, SEE [4]  
BREATHING TEMP ABNORM, SEE [6]  
OIL TEMP FLUCTUATING, SEE [5]  
FUEL HEAT VALVE FAILURE, SEE 7301 [1] FUEL HEAT

- IND INOP, READS LOW WITH NO LOW PRESS LIGHT ILLUM,  
FLUCTUATES CB 5-8..... 79 01 XG --
- LIGHT ILLUM WITH ALL OTHER INDICATIONS NORMAL ..... 79 01 XH --

### ④ OIL FILTER BYPASS

- LIGHT ILLUM - WITH THRUST LEVER REDUCED, LIGHT
  - REMAINED ILLUM

EXTIN.....

WITH ENGINE  
SHUTDOWN, LIGHT-

REMAINED ILLUM ..... 79 01 XX --

EXTIN ..... 79 01 XJ --

79 01 XK --

### ⑤ OIL TEMP CB 5-8

- ABNORMAL (SEE NOTE ABOVE)..... 79 01 DA --
  - LOWER THAN  
OTHER ENG

HIGH.....

RETARD THRUST  
LEVER. IF TEMP -

INCR TO EQUAL OTHERS..... 79 01 DD --

REMAINED LOW ..... 79 01 DE --

79 01 DF --
- INDICATOR
  - INOP..... 79 01 XL --
  - FLUCTUATES..... 79 01 XM --

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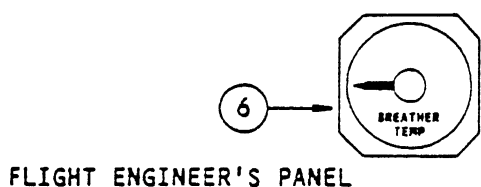
ENGINE OIL - FAULT CODES

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7 SHUTDOWN IN FLIGHT

### CIRCUIT BREAKERS

- 1) 6B25 BREATHING TEMP NO. 1
- 2) 6B26 BREATHING TEMP NO. 2
- 3) 6B27 BREATHING TEMP NO. 3
- 4) 6B28 BREATHING TEMP NO. 4

### FAULT LOCATION

NO. 1 ENG	01
NO. 2 ENG	02
NO. 3 ENG	03
NO. 4 ENG	04
NOT APPLY	00

### 6 BREATHING TEMP CB 1-4

- TEMP HIGH (SEE NOTE) ..... 79 01 FA --
- LESS THAN 210°C — [ ALL OTHER OIL SYS IND NORM ..... 79 01 FD --
- ONE OR MORE OIL SYS IND ABNORM ..... 79 01 FE --
- 210°C OR HIGHER — [ ALL OTHER OIL SYS IND NORM ..... 79 01 FF --
- ONE OR MORE OIL SYS IND ABNORM ..... 79 01 FG --

#### NOTE:

#### ENGINE OIL DATA

OIL QTY \_\_\_\_\_  
 OIL TEMP \_\_\_\_\_°C  
 OIL PRESS \_\_\_\_\_PSI  
 BREATHING TEMP \_\_\_\_\_°C  
 OIL CONSUMPTION \_\_\_\_\_/HR  
 EPR \_\_\_\_\_ TAT \_\_\_\_\_

#### RECORD DATA DURING CLB

BETWEEN 6000' & 10,000'  
 AT CLB THRUST

### 7 SHUTDOWN IN FLIGHT

#### • ENG SHUTDOWN IN FLIGHT AND

- WINDMILLED WITH CONTINUOUS OIL PRESS OF 5 PSI OR HIGHER ..... 79 01 XO --
- WINDMILLED WITH LESS THAN 5 PSI OIL PRESS FOR LESS THAN 30 MIN ..... 79 01 XP --
- OIL PRESS WAS LESS THAN 5 PSI AT SPEED IN EXCESS OF WINDMILLING SPEED OR BEFORE ENG DECEL TO WINDMILL SPEED ..... 79 01 XQ --
- WAS OPERATED AT OR ABOVE IDLE PWR WITH OIL PRESS LESS THAN 5 PSI ..... 79 01 XQ --
- WINDMILLED WITH LESS THAN 5 PSI OIL PRESS FOR MORE THAN 30 MIN ..... 79 01 XQ --

### 8 ENG OIL FAULTS NOT LISTED ..... 79 01 00 --

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#### ENGINE OIL - FAULT CODES

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### 1 - OIL CONSUMPTION

BA NO. \_ ENG OIL CONSUMPTION HIGH.  
(RECORD DATA)

BD NO. \_ ENG OIL CONSUMPTION HIGH,  
ALL OTHER OIL SYS IND NORM.  
(RECORD DATA)

BE NO. \_ ENG OIL CONSUMPTION HIGH,  
WITH OTHER OIL SYS IND ABNORM.  
(RECORD DATA)

### 2 - OIL QUANTITY INDICATOR

XD NO. \_ ENG OIL QTY IND (INOP, READS  
ZERO, OFF SCALE HIGH).

XE NO. \_ ENG OIL QTY IND READS OFF.

XF NO. \_ ENG OIL QTY IND (READS HIGH,  
READS LOW, FLUCTUATES).

### 3 - OIL PRESSURE

CA NO. \_ ENG OIL PRESS (LOW, HIGH,  
FLUCTUATING, IN YELLOW BAND).

CD NO. \_ ENG OIL PRESS (LOW, HIGH,  
FLUCTUATING, IN YELLOW BAND).  
REMAINS CONSTANT WITH THRUST  
SETTING CHANGE.

CE NO. \_ ENG OIL PRESS (LOW, HIGH,  
FLUCTUATING, IN YELLOW BAND).  
PRESS FOLLOWS THRUST SETTING  
CHANGE.

XG NO. \_ ENG OIL PRESS IND (INOP, READS  
LOW WITH NO LOW PRESS LIGHT ILLUM,  
FLUCTUATES).

XH NO. \_ ENG OIL PRESS LIGHT ILLUM WITH  
ALL OTHER IND NORM.

### 4 - OIL FILTER BYPASS

XJ NO. \_ ENG OIL FILTER BYPASS LIGHT  
ILLUM. LIGHT REMAINED ILLUM WITH  
THRUST LEVER REDUCED. WITH ENG SHUT-  
DOWN, LIGHT EXTIN.

XK NO. \_ ENG OIL FILTER BYPASS LIGHT  
ILLUM. LIGHT EXTIN WITH THRUST  
LEVER REDUCED. ENG (WAS, WAS NOT)  
SHUTDOWN.

XX NO. \_ ENG OIL FILTER BYPASS LIGHT  
ILLUM. LIGHT REMAINED ILLUM WITH  
THRUST LEVER REDUCED. WITH ENG SHUT-  
DOWN, LIGHT REMAINED ILLUM.

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ENGINE OIL - LOG BOOK REPORTS

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SAMPLE ONLY

### 5 - OIL TEMP

- DA NO. \_ ENG OIL TEMP (HIGH-ABOVE LIMITS, HIGHER THAN OTHER ENG-WITHIN LIMITS, LWR THAN OTHER ENG).
- DD NO. \_ ENG OIL TEMP LWR THAN OTHER ENG. WHEN THRUST LEVER WAS RETARDED, OIL TEMP INCREASED TO SAME TEMP AS OTHER ENG. (RECORD DATA)
- DE NO. \_ ENG OIL TEMP LWR THAN OTHER ENG. WHEN THRUST LEVER WAS RETARDED, OIL TEMP REMAINED LWR THAN OTHER ENG. (RECORD DATA)
- DF NO. \_ ENG OIL TEMP (HIGH-ABOVE LIMITS, HIGHER THAN OTHER ENG-WITHIN LIMITS). ENG (WAS, WAS NOT) SHUTDOWN. (RECORD DATA)
- XL NO. \_ ENG OIL TEMP IND INOP.
- XM NO. \_ ENG OIL TEMP IND FLUCTUATES.

### 6 - BREATHER TEMPERATURE

- FA NO. \_ ENG BREATHER TEMP HIGH AT (T/O, T/O & CLIMB, CLIMB, CRUISE, ALL) THRUST SETTING.
- FD NO. \_ ENG BREATHER TEMP HIGH, LESS THAN 210°C AT (T/O, T/O & CLIMB, CLIMB, CRUISE, ALL) THRUST SETTING. ALL OTHER OIL SYS IND NORM.
- FE NO. \_ ENG BREATHER TEMP HIGH, LESS THAN 210°C AT (T/O, T/O & CLIMB, CLIMB, CRUISE, ALL) THRUST SETTING. (HIGH OIL CONSUMPTION, HIGH OIL TEMP, OIL PRESS OUT OF LIMITS) WAS ALSO NOTED. (RECORD DATA)
- FF NO. \_ ENG BREATHER TEMP HIGH, 210°C OR MORE AT (T/O, T/O & CLIMB, CLIMB, CRUISE, ALL) THRUST SETTING. ALL OTHER OIL SYS IND NORM.

- FG NO. \_ ENG BREATHER TEMP HIGH, 210°C OR MORE AT (T/O, T/O & CLIMB, CLIMB, CRUISE, ALL) THRUST SETTING. (HIGH OIL CONSUMPTION, HIGH OIL TEMP, OIL PRESS OUT OF LIMITS) WAS ALSO NOTED. (RECORD DATA)

### 7 - SHUTDOWN IN FLIGHT

- XO NO. \_ ENG WAS SHUTDOWN IN FLT. ENG (WINDMILLED WITH CONTINUOUS OIL PRESS OF 5 PSI OR HIGHER, WINDMILLED WITH LESS THAN 5 PSI OIL PRESS FOR LESS THAN 30 MIN).
- XP NO. \_ ENG WAS SHUTDOWN IN FLT. ENG (OIL PRESS WAS LESS THAN 5 PSI AT SPEED IN EXCESS OF WINDMILLING, OIL PRESS WAS LESS THAN 5 PSI. BEFORE ENG DECEL TO WINDMILL SPEED, WAS OPERATED AT OR ABOVE IDLE PWR WITH OIL PRESS LESS THAN 5 PSI).
- XQ NO. \_ ENG WAS SHUTDOWN IN FLT. ENG WINDMILLED WITH LESS THAN 5 PSI OIL PRESS FOR MORE THAN 30 MIN.

### 8 - ENGINE OIL FAULTS NOT LISTED

- OO FAULT NOT LISTED, DESCRIBE IN DETAIL.

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### ENGINE OIL - LOG BOOK REPORTS

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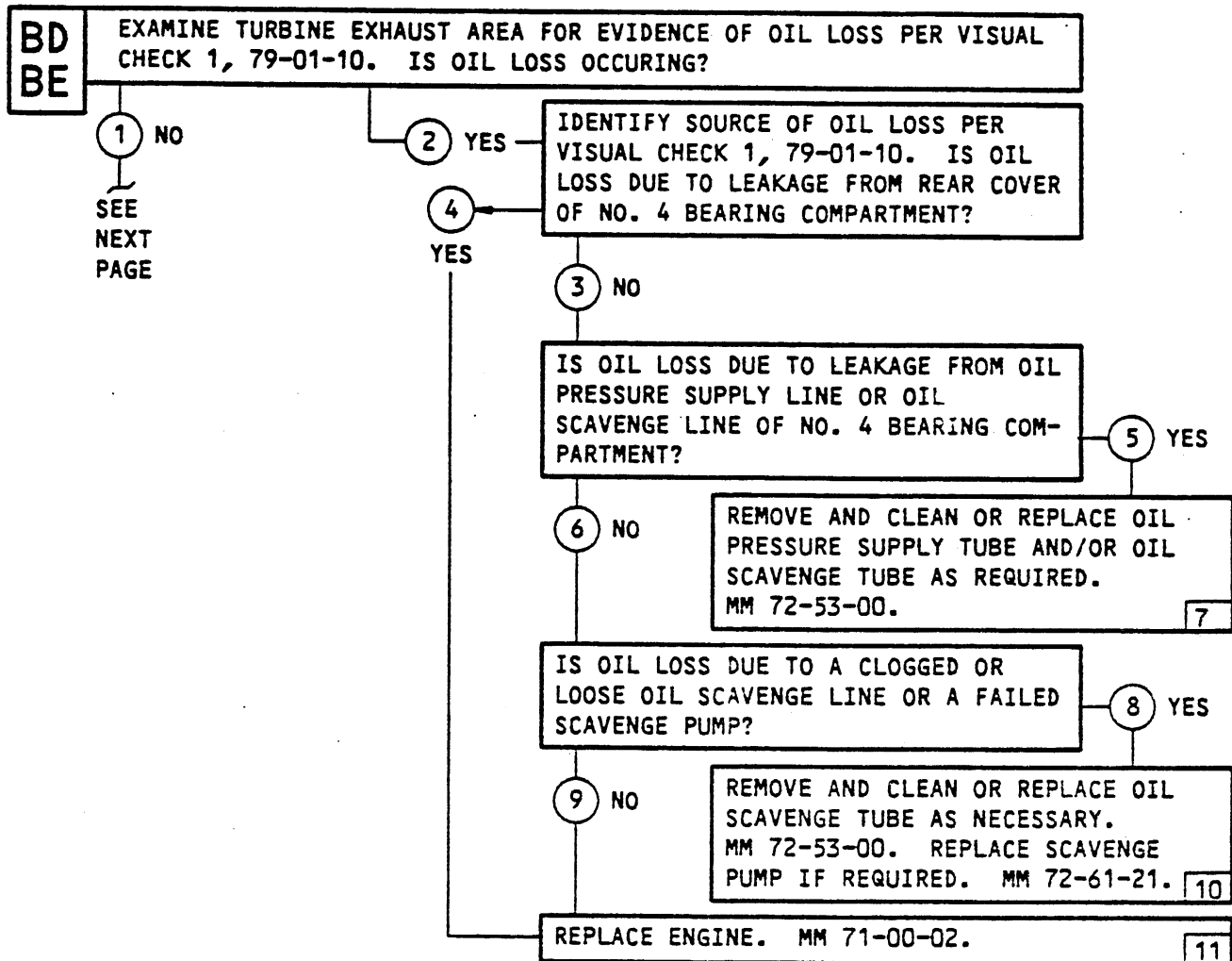
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PREREQUISITES: ENGINE OPERATION



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7901 - ENGINE OIL FAULT ISOLATION

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BD  
BE  
CONT

1 NO

EXAMINE MAIN GEARBOX DRAINS (MM 71-71-00) FOR LEAKAGE. IS EXCESSIVE OIL PRESENT?

15 NO

SEE  
NEXT  
PAGE

14 YES

IDENTIFY LEAKING DRAIN LINE SOURCE (MM 71-71-00). WAS SOURCE OF LEAKAGE FROM THE FUEL/OIL COOLER?

16 YES

17 NO

REPLACE FUEL/OIL COOLER (MM 79-21-01).

18

REMOVE APPLICABLE COMPONENT AND CHECK BOTH COMPONENT AND DRIVE PAD SEAL. REPLACE COMPONENT AND/OR DRIVE SEAL AS FOLLOWS:

COMPONENT	SEAL REPLACEMENT REF
GENERATOR (MM 24-21-01)	MM 72-61-08
FUEL PUMP (MM 73-11-01)	MM 72-61-11
HYDRAULIC PUMP (MM 29-11-05)	MM 72-61-09
STARTER (MM 80-11-01)	MM 72-61-06
CONSTANT SPEED DRIVE (MM 24-11-01)	MM 72-61-07

19

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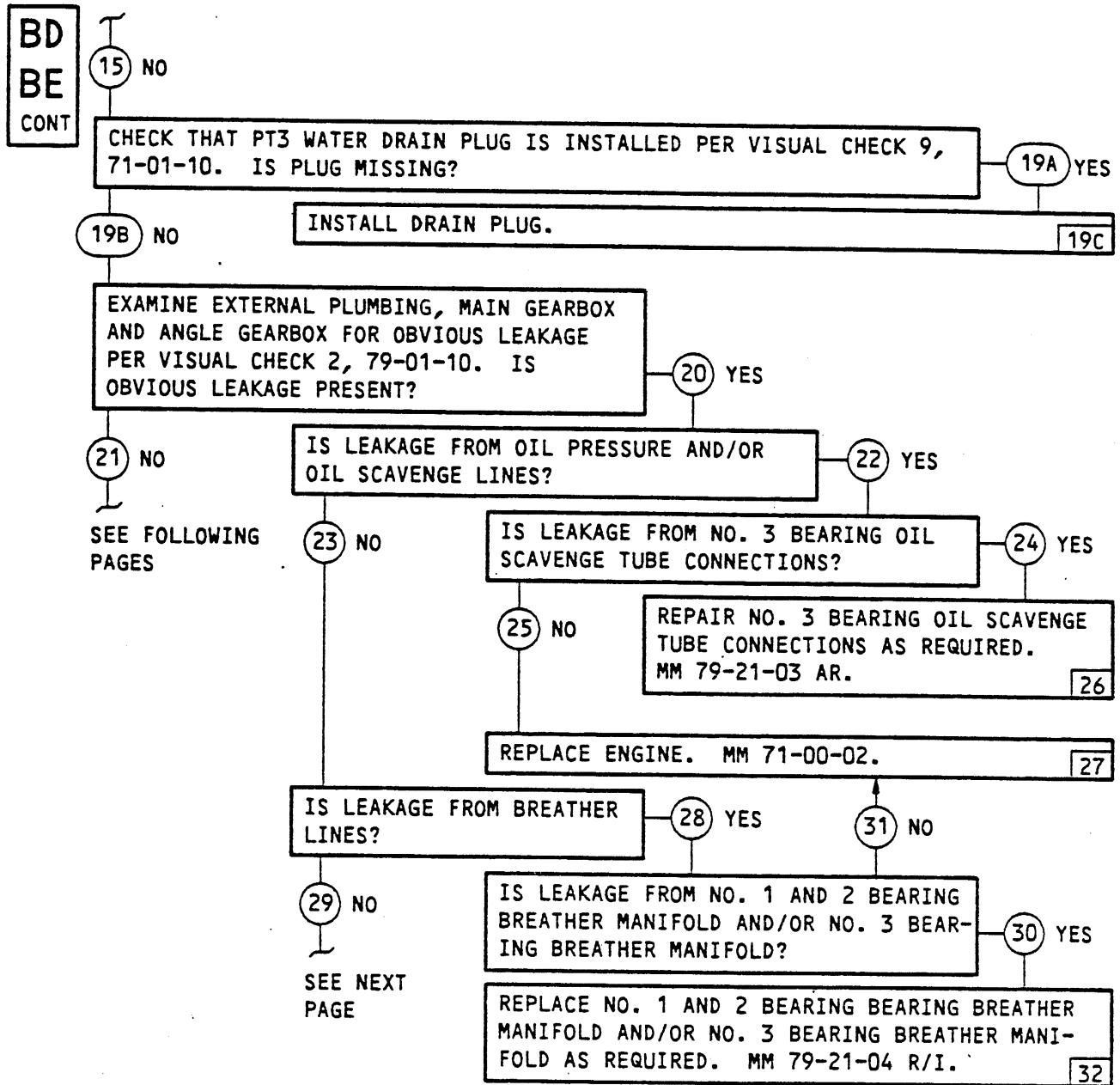
7901 - ENGINE OIL FAULT ISOLATION

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REAL TROUBLE SHOOTING

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### ENGINE OIL FAULT ISOLATION

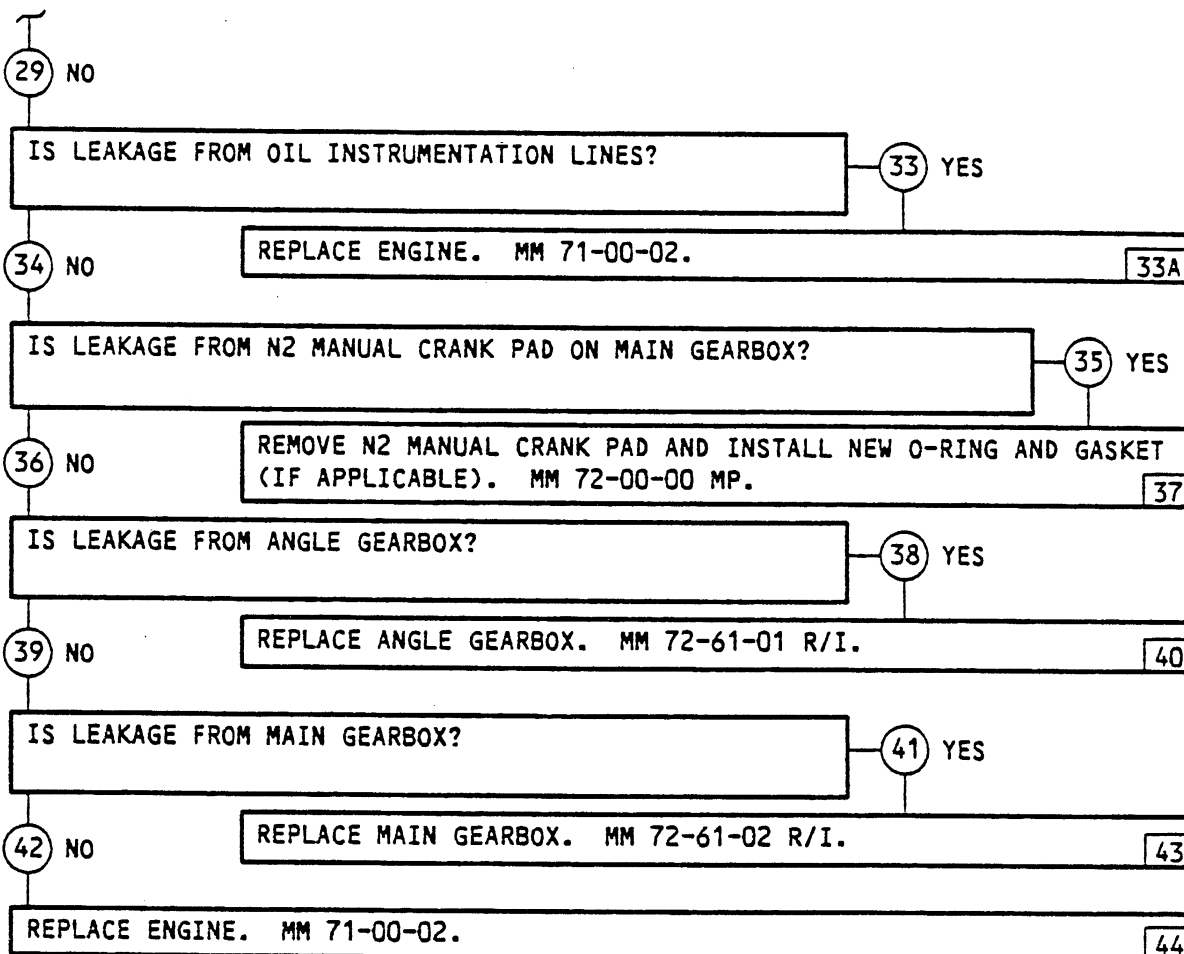
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BE  
CONT



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### ENGINE OIL FAULT ISOLATION

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BD  
BE  
CONT

21 NO

PERFORM OIL SYSTEM STATIC LEAK CHECK PER ENGINE CHECK 1, 79-01-20 AND/OR OIL SYSTEM MOTORING LEAK CHECK PER ENGINE CHECK 2, 79-01-20. WAS SOURCE OF LEAKAGE FOUND?

45 YES

46 NO

REFER TO ENGINE CHECK 1 AND/OR ENGINE CHECK 2 FOR CORRECTIVE ACTION.

47

CHECK FUEL PUMP HYDRAULIC STAGE PRESSURE PER ENGINE CHECK 2, 71-01-20. IS PRESSURE WITHIN LIMITS?

48 NO

49 YES

REPLACE FUEL PUMP. MM 73-11-01.

50

CHECK GROUND IDLE SPEED. MM 71-00-00 A/T, TEST NO. 9. IS GROUND IDLE SPEED LOW?

51 YES

52 NO

ADJUST GROUND IDLE SPEED. MM 71-00-00 A/T, TEST NO. 9.

53

FROM IDLE POWER, ADVANCE THRUST LEVER SLOWLY TO INCREASE N2 RPM BY 10%. DID N1 INCREASE AT LEAST 10% ALSO?

54 NO

55 YES

REPLACE EVC. MM 75-31-01.

56

THE FOLLOWING ARE INFREQUENT CAUSES OF THIS FAULT:

- |  |   |
|--|---|
| 1. FAULTY MAIN GEARBOX DEAERATOR         | REF ENGINE CHECK 3, 79-01-20 FOR RESOLUTION |
| 2. PT3 MANIFOLD LEAKS                    | REF VISUAL CHECK 8, 71-01-10 FOR RESOLUTION |
| 3. NO. 1 AND 2 BEARING COMPARTMENT LEAKS | REPLACE ENGINE (MM 71-00-02)                |

57

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7901 - ENGINE OIL FAULT ISOLATION

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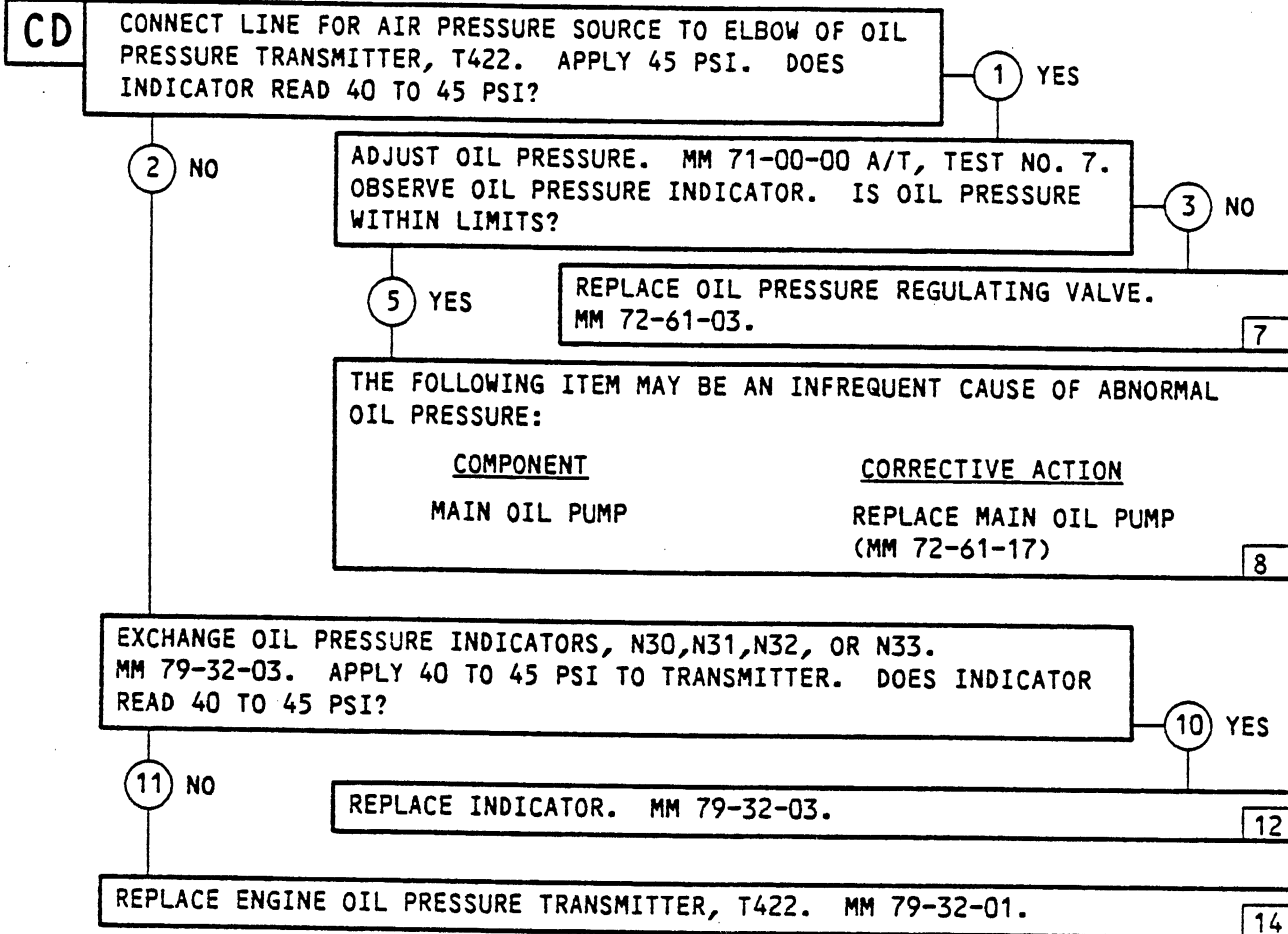
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PREREQUISITES: 26V AC POWER AVAILABLE



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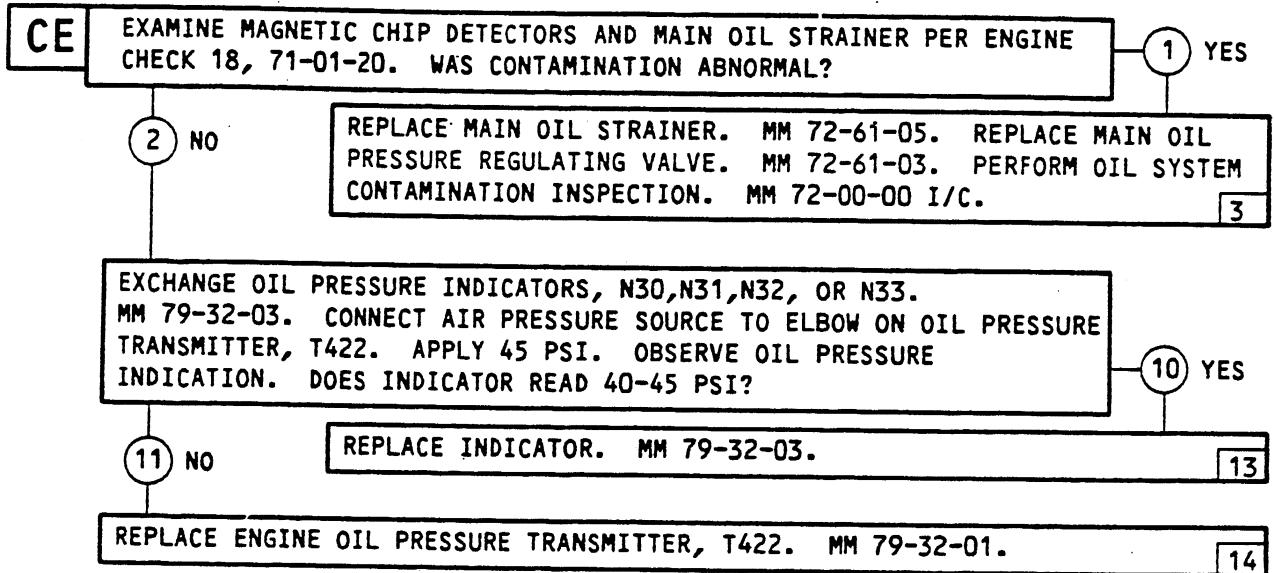
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### ENGINE OIL FAULT ISOLATION

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**DD** EXAMINE FUEL/OIL COOLER INLET AND DISCHARGE PORTS. IS THERE EVIDENCE OF OBSTRUCTION? 2 NO

1 YES 7

REPLACE FUEL/OIL COOLER FLOW CONTROL THERMOSTAT (BYPASS VALVE). MM 79-21-05.

CAN OBSTRUCTION BE REMOVED? 4 NO

5 YES 9

CLEAN OR REPLACE FUEL/OIL COOLER. MM 79-21-01.

REMOVE OBSTRUCTION AND CLEAN FUEL/OIL COOLER. 10

26V AC POWER AVAILABLE

PREREQUISITES:

**DE** DISCONNECT CONNECTOR FROM OIL TEMPERATURE BULB ELECTRICAL CONNECTOR, T410. ATTACH DECADE RESISTOR TO PINS 1 AND 3 OF PLUG DISCONNECTED FROM BULB. SET DECADE RESISTOR TO THE FOLLOWING VALUES:

DECADE RESISTOR OHMS	INDICATOR READING
129	100 ± 2°C
147	140 ± 4°C
162	170 ± 4°C

OBSERVE OIL TEMPERATURE INDICATION. DOES INDICATOR READING CORRESPOND WITH LISTED VALUES? 1 YES

2 NO 4

REPLACE OIL TEMPERATURE BULB T410. MM 79-34-01.

REPLACE OIL TEMPERATURE INDICATOR N18,N19,N20 OR N21. MM 79-34-02. 6

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ENGINE OIL FAULT ISOLATION

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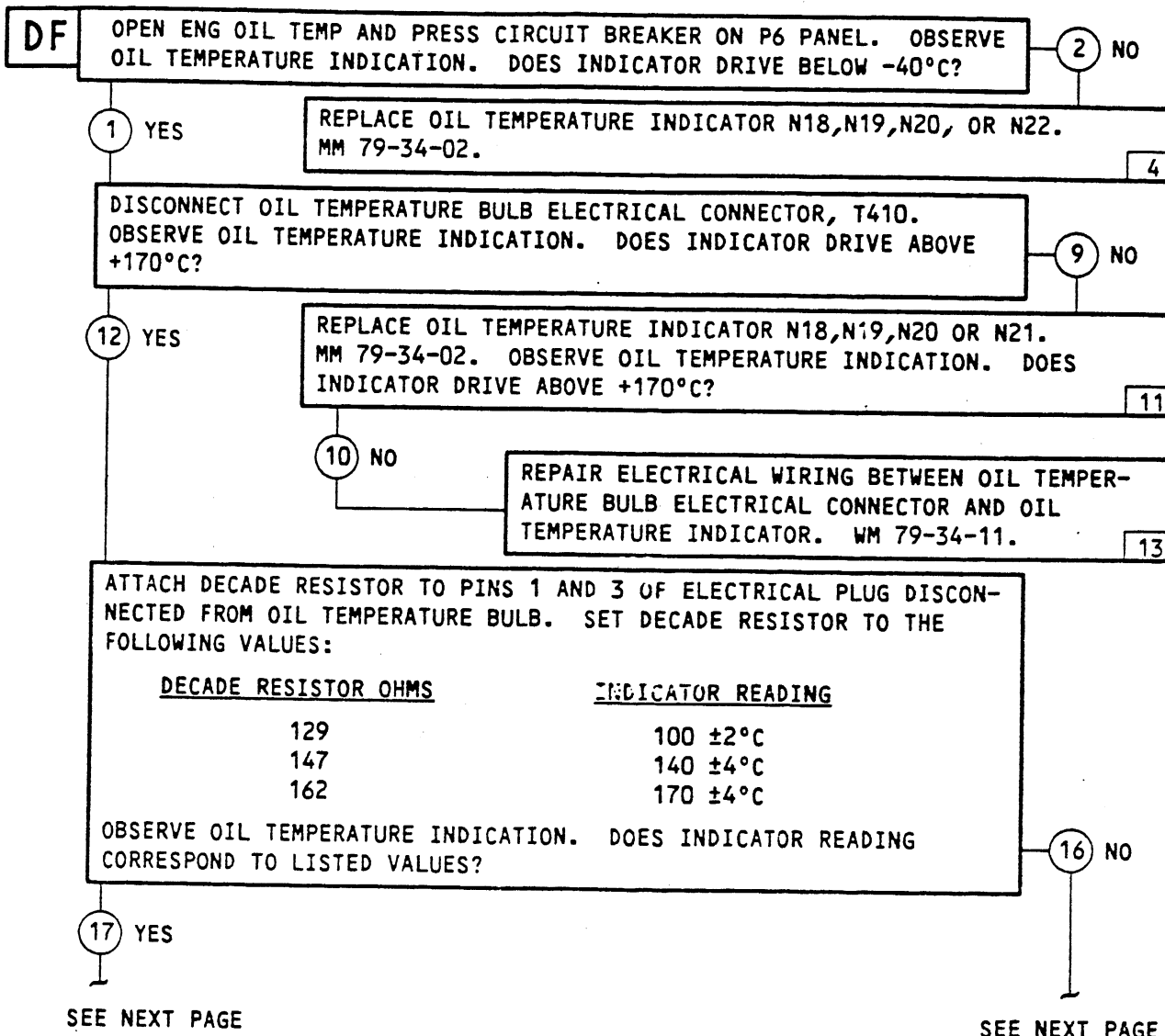
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PREREQUISITES: 26V AC POWER AVAILABLE



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### ENGINE OIL FAULT ISOLATION

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DF  
CONT 17 YES

16 NO

REPLACE OIL TEMPERATURE INDICATOR N18,N19,N20, OR N21. MM 79-34-02. ATTACH DECADE RESISTOR TO PINS 1 AND 3 OF ELECTRICAL PLUG DISCONNECTED FROM OIL TEMPERATURE BULB. SET DECADE RESISTOR TO THE FOLLOWING VALUES:

DECADE RESISTOR OHMS	INDICATOR READING
129	100 $\pm 2^{\circ}\text{C}$
147	140 $\pm 4^{\circ}\text{C}$
162	170 $\pm 4^{\circ}\text{C}$

OBSERVE OIL TEMPERATURE INDICATION. DOES INDICATOR READING CORRESPOND TO LISTED VALUES?

18

22 NO

REPAIR ELECTRICAL WIRING BETWEEN OIL TEMPERATURE BULB ELECTRICAL CONNECTOR T426 AND OIL TEMPERATURE INDICATOR. WM 79-34-11.

24

MEASURE TEMPERATURE OF FUEL/OIL COOLER ADJACENT TO OIL TEMPERATURE BULB. MEASURE RESISTANCE BETWEEN ELECTRICAL TERMINALS ON BULB T426. RESISTANCE SHOULD BE AS FOLLOWS:

TEMPERATURE ( $^{\circ}\text{C}$ )	OHMS RESISTANCE
-20	83.77 $\pm 0.40$
-10	87.04 $\pm 0.40$
0	90.38 $\pm 0.40$
10	93.80 $\pm 0.40$
20	97.31 $\pm 0.40$
30	100.91 $\pm 0.40$
40	104.60 $\pm 0.40$
50	108.39 $\pm 0.40$
60	112.28 $\pm 0.50$
70	116.27 $\pm 0.50$

INTERPOLATE RESISTANCE VALUES FOR TEMPERATURES BETWEEN THOSE GIVEN. DO TEMPERATURE AND RESISTANCE VALUES AGREE?

26 NO

27 YES

REPLACE OIL TEMPERATURE BULB T426. MM 79-34-01.

29

REPLACE FUEL/OIL COOLER FLOW CONTROL THERMOSTAT (BYPASS VALVE). MM 79-21-05.

30

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XJ XK	EXAMINE MAGNETIC PLUGS AND MAIN OIL STRAINER PER ENGINE CHECK 18, 71-01-20. WAS CONTAMINATION ABNORMAL?	1 YES
	2 NO	PERFORM OIL SYSTEM CONTAMINATION INSPECTION. MM 72-00-00 I/C. 3
REPLACE MAIN OIL STRAINER. MM 72-61-05. IF FAULT PERSISTS - REPLACE OIL FILTER DIFFERENTIAL PRESSURE SWITCH. MM 79-35-01.		4

PREREQUISITES: 26V AC POWER AVAILABLE

XL	EXCHANGE OIL TEMPERATURE INDICATORS N18, N19, N20 OR N21. MM 79-34-02. OBSERVE OIL TEMPERATURE INDICATION AND COMPARE WITH OTHER ENGINES. IS OIL TEMPERATURE INDICATION WITHIN LIMITS?	1 YES
	2 NO	REPLACE FAULTY OIL TEMPERATURE INDICATOR. MM 79-34-02. 4
CLOSE ENG OIL TEMP & PRESS CIRCUIT BREAKER ON P6 PANEL. DOES OIL TEMPERATURE INDICATOR POINTER CLIMB TO MAXIMUM (HIGH) STOP?		8 YES
6 NO		SEE NEXT PAGE
REMOVE OIL TEMPERATURE INDICATOR N18, N19, N20 OR N21. MM 79-34-02. CHECK VOLTAGE AT SOCKETS 3 AND 4 OF PLUG DISCONNECTED FROM INDICATOR. IS 26V AC PRESENT?		10 NO
9 YES		REPAIR WIRING BETWEEN INDICATOR PLUG AND ENG OIL TEMP AND PRESS CIRCUIT BREAKER ON P6 PANEL. WM 79-34-11. 12
INSTALL OIL TEMPERATURE INDICATOR. MM 79-34-02. REMOVE ELECTRICAL PLUG FROM OIL TEMPERATURE BULB T410. OBSERVE OIL TEMPERATURE INDICATION. DOES INDICATION GO TO MAXIMUM (HIGH) STOP?		15 YES
14 NO		REPLACE OIL TEMPERATURE BULB T410. MM 79-34-01. 17
REPAIR SHORT IN WIRING BETWEEN OIL TEMPERATURE INDICATOR N18, N19, N20 OR N21 AND OIL TEMPERATURE BULB T410. WM 79-34-11.		18

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### ENGINE OIL FAULT ISOLATION

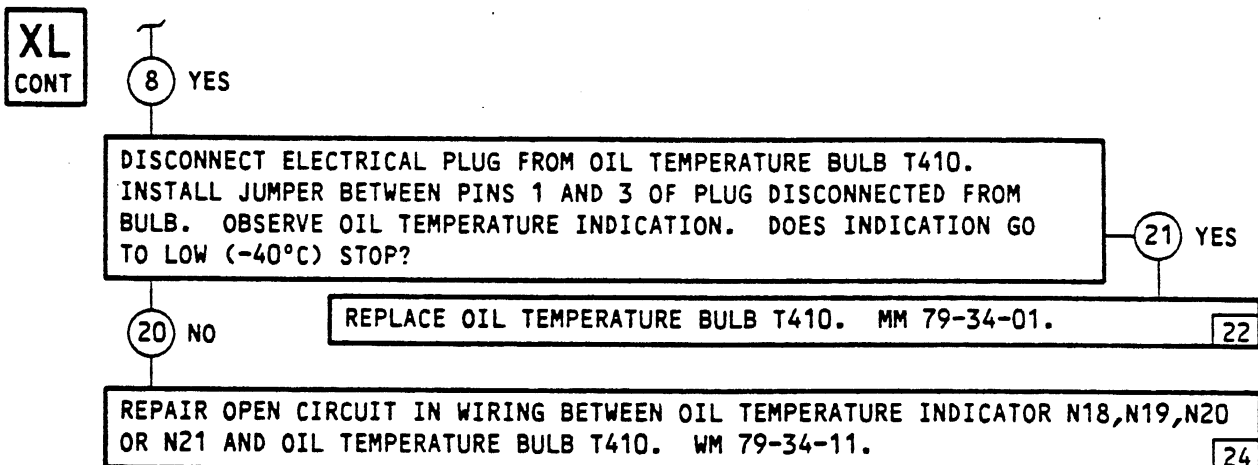
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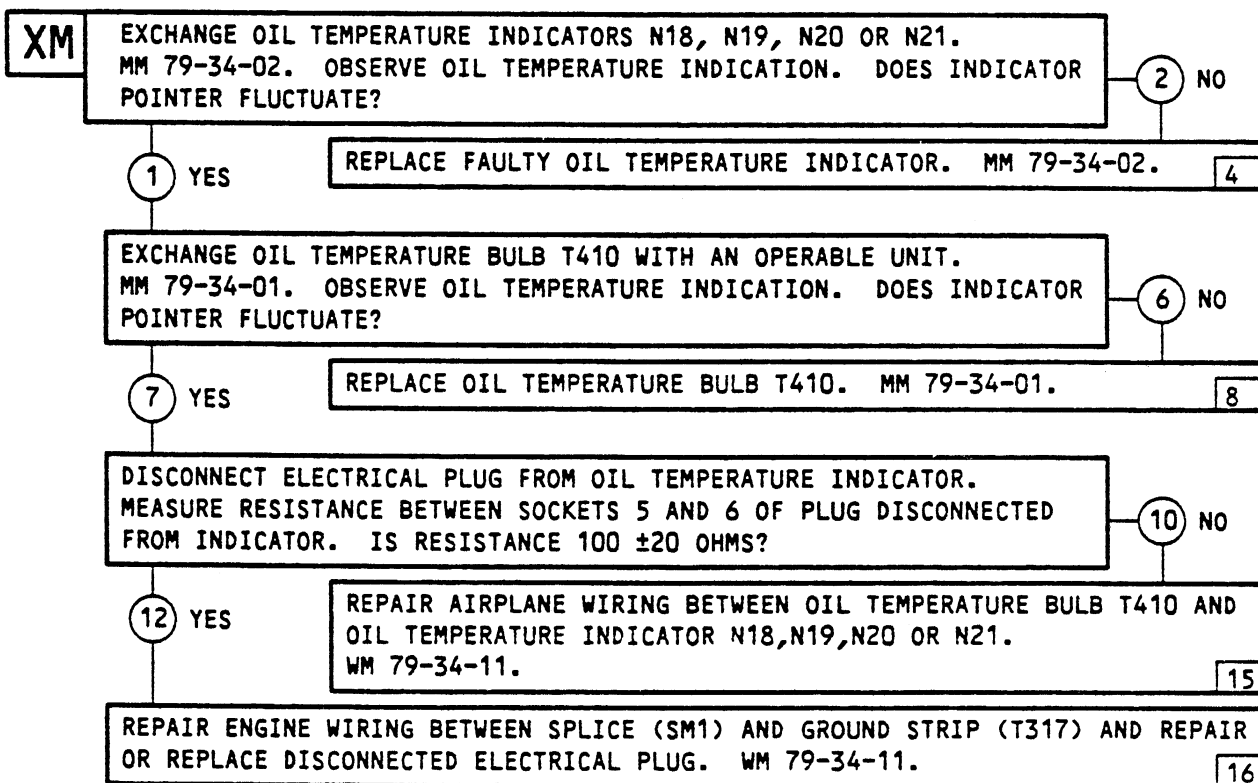
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PREREQUISITES: 26V AC POWER AVAILABLE



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