CHAPTER

56

WINDOWS

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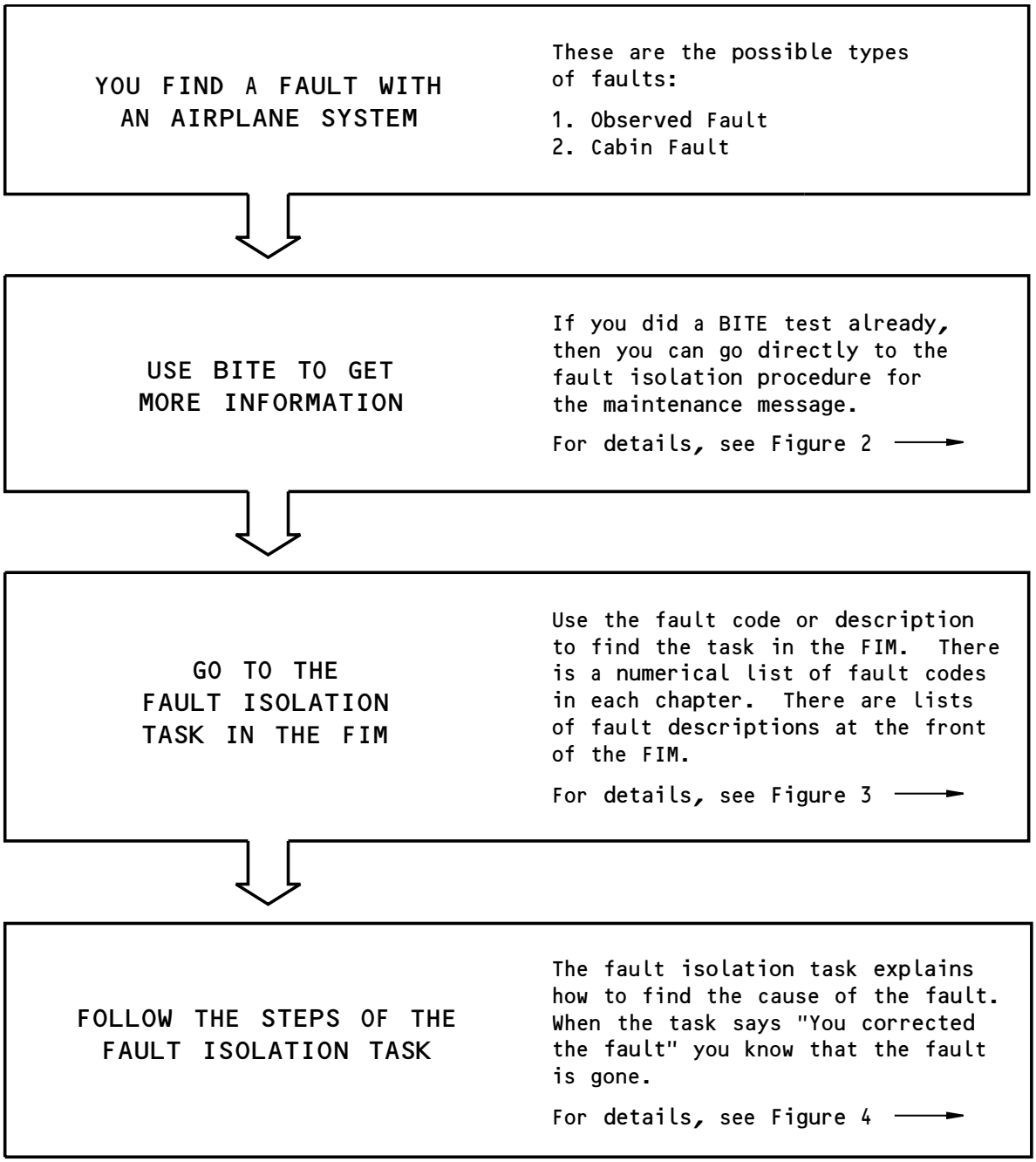
A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

56-EFFECTIVE PAGES



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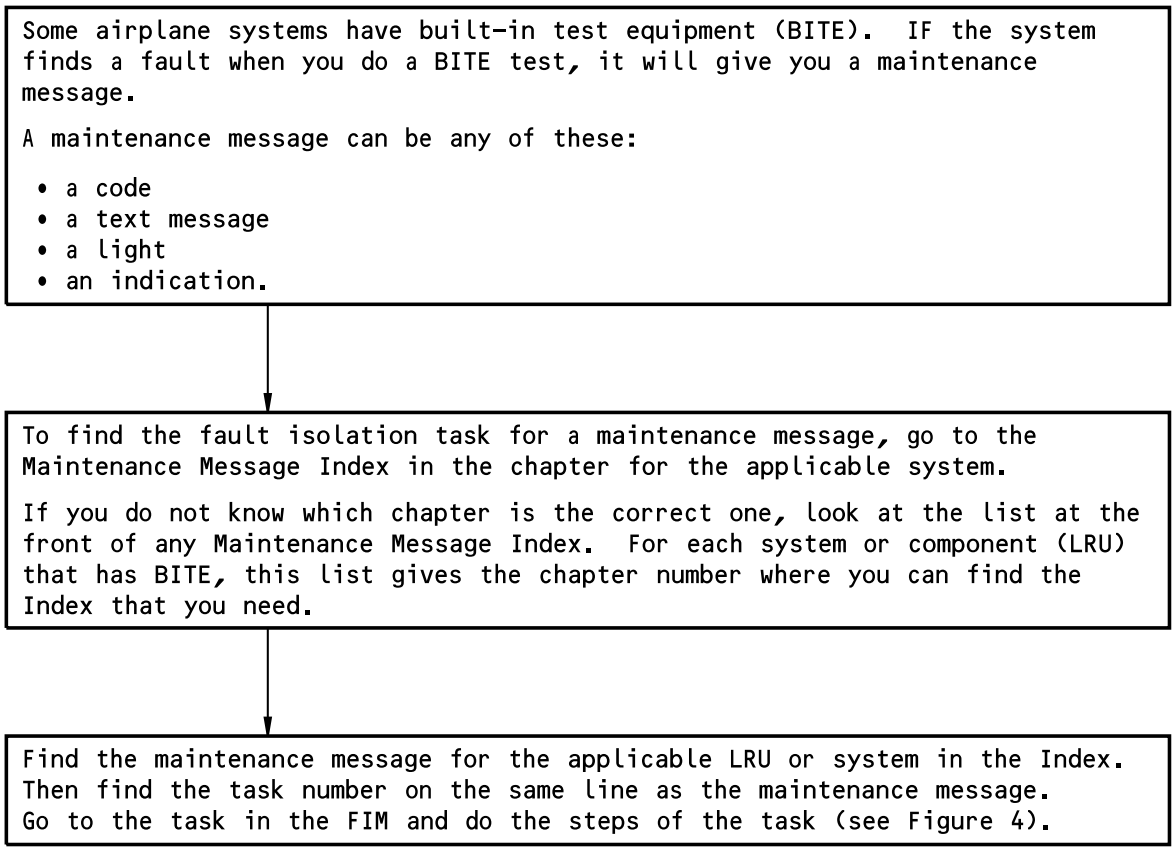
Basic Fault Isolation Process
Figure 1



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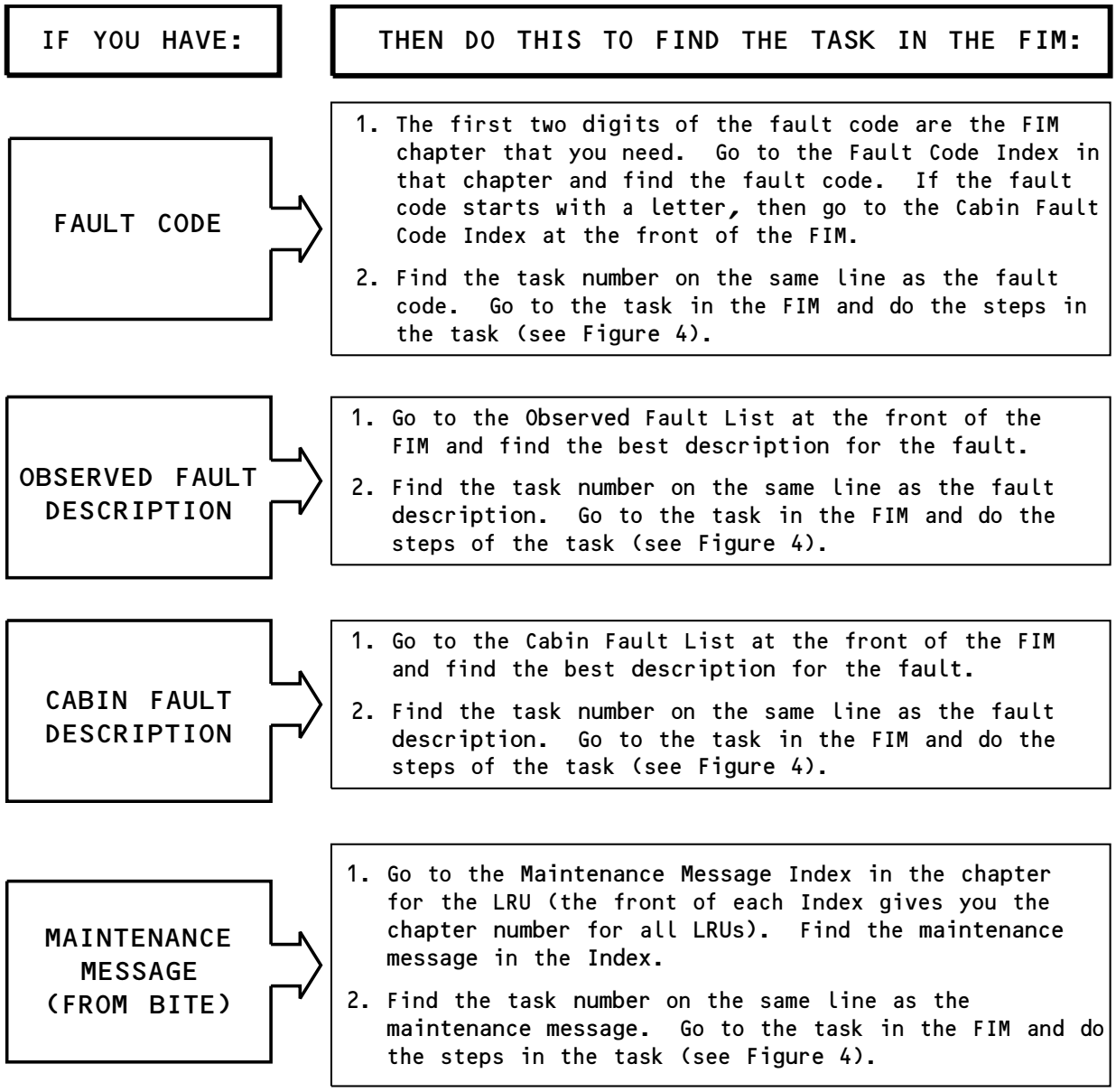
Getting Fault Information from BITE
Figure 2



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Finding the Fault Isolation Task in the FIM
Figure 3

ASSUMED CONDITIONS AT START OF TASK

- External electrical power is ON
- Hydraulic power and pneumatic power are OFF
- Engines are shut down
- No equipment in the system is deactivated

POSSIBLE CAUSES

- The list of possible causes has the most likely cause first and the least likely cause last.
- You can use the maintenance records of your airline to determine if the fault occurred before. Compare the list of possible causes to the past maintenance actions. This will help prevent repetition of the same maintenance actions.

INITIAL EVALUATION PARAGRAPH

- The primary purpose of the Initial Evaluation paragraph at the start of the task is to help you find out if you can detect the fault right now:
  - If you cannot detect the fault right now, then the task cannot isolate the fault and the Initial Evaluation paragraph will say that there was an intermittent fault.
  - If you have an intermittent fault, you must use your judgement (and follow your airline's policy) to decide which maintenance action to take. Then monitor the airplane to see if the fault happens again on subsequent flights.
- The Initial Evaluation paragraph can also help you find out which Fault Isolation Procedure to use to isolate and correct the fault.

FAULT ISOLATION STEPS

- The FIM task steps are presented in a specified order. The "If... then" statements will guide you along a logical path. But if you do not plan to follow the FIM task exactly, make sure that you read it before you start to isolate the fault. Some FIM procedures start with important steps that have an effect on the other steps in the procedure.
- When you are at the endpoint of the path, the step says "...you corrected the fault." Complete the step and exit the procedure.

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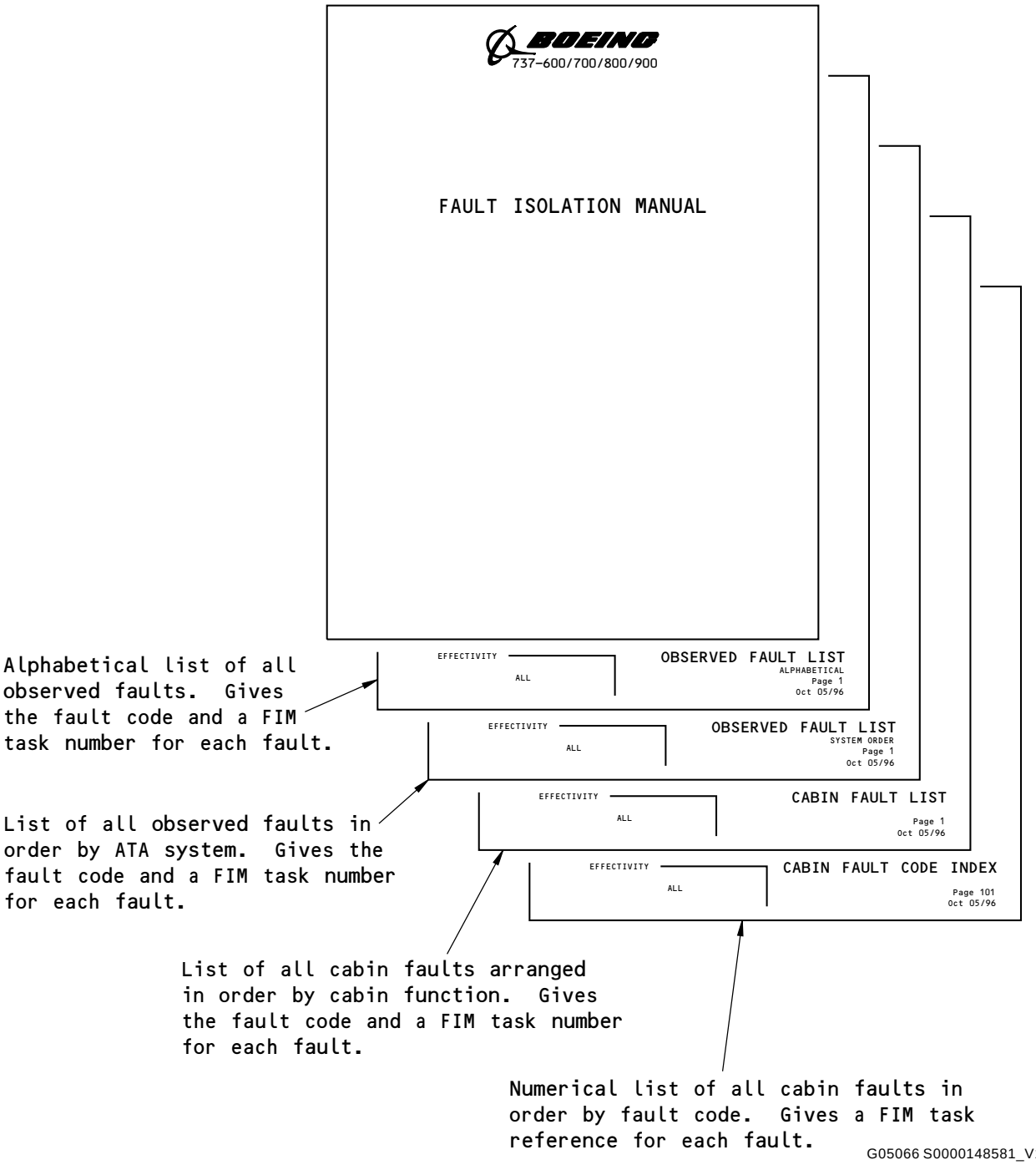
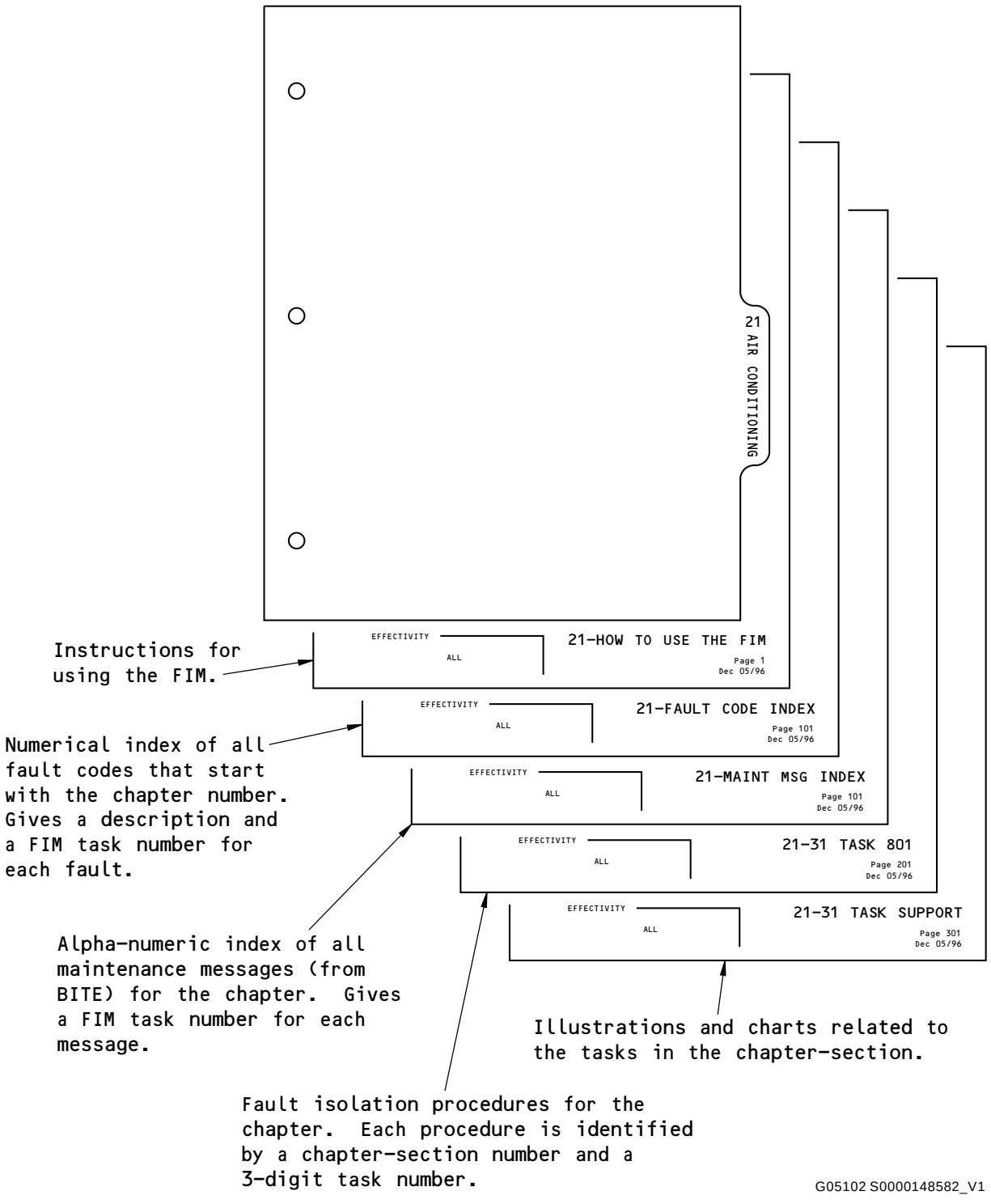
Doing the Fault Isolation Task
Figure 4



Subjects at Front of FIM
Figure 5



Subjects in Each FIM Chapter
Figure 6

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
561 010 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 1 left.	56-11 TASK 802
561 010 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 1 right.	56-11 TASK 802
561 020 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 2 left.	56-11 TASK 802
561 020 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 2 right.	56-11 TASK 802
561 030 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 3 left.	56-11 TASK 802
561 030 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 3 right.	56-11 TASK 802
561 060 00	Window, flight compartment: windows need cleaning.	56-11 TASK 805
561 070 41	Window, flight compartment: Sliding difficult to operate - no. 2 left.	56-11 TASK 801
561 070 42	Window, flight compartment: Sliding difficult to operate - no. 2 right.	56-11 TASK 801
561 080 41	Window, flight compartment: Sliding has air leak - no. 2 left.	56-11 TASK 801
561 080 42	Window, flight compartment: Sliding has air leak - no. 2 right.	56-11 TASK 801

801. Flight Compartment Window No. 2 Problems - Fault Isolation

A. Fault Isolation Procedure

(1) For the applicable No. 2 window, do this task: No. 2 Openable Window Inspection, AMM TASK 56-12-11-200-801.

——— END OF TASK ———

802. Flight Compartment Window Damaged - Fault Isolation

A. Fault Isolation Procedure

(1) If a No. 1 or a No. 3 window shows signs of damage, then, do this task: AMM TASK 56-11-00-200-803.

(2) If a No. 2 window shows signs of damage, then, do this task: AMM TASK 56-12-11-200-801.

——— END OF TASK ———

805. Flight Compartment Window Dirty - Fault Isolation

A. Fault Isolation Procedure

(1) For the applicable window, do this task: Clean the Glass Flight Compartment Windows — Inner Surface, AMM TASK 12-16-02-100-801.

——— END OF TASK ———