

**CHAPTER**

**79**

**OIL**

**(CFM56 ENGINES (CFM56-7))**

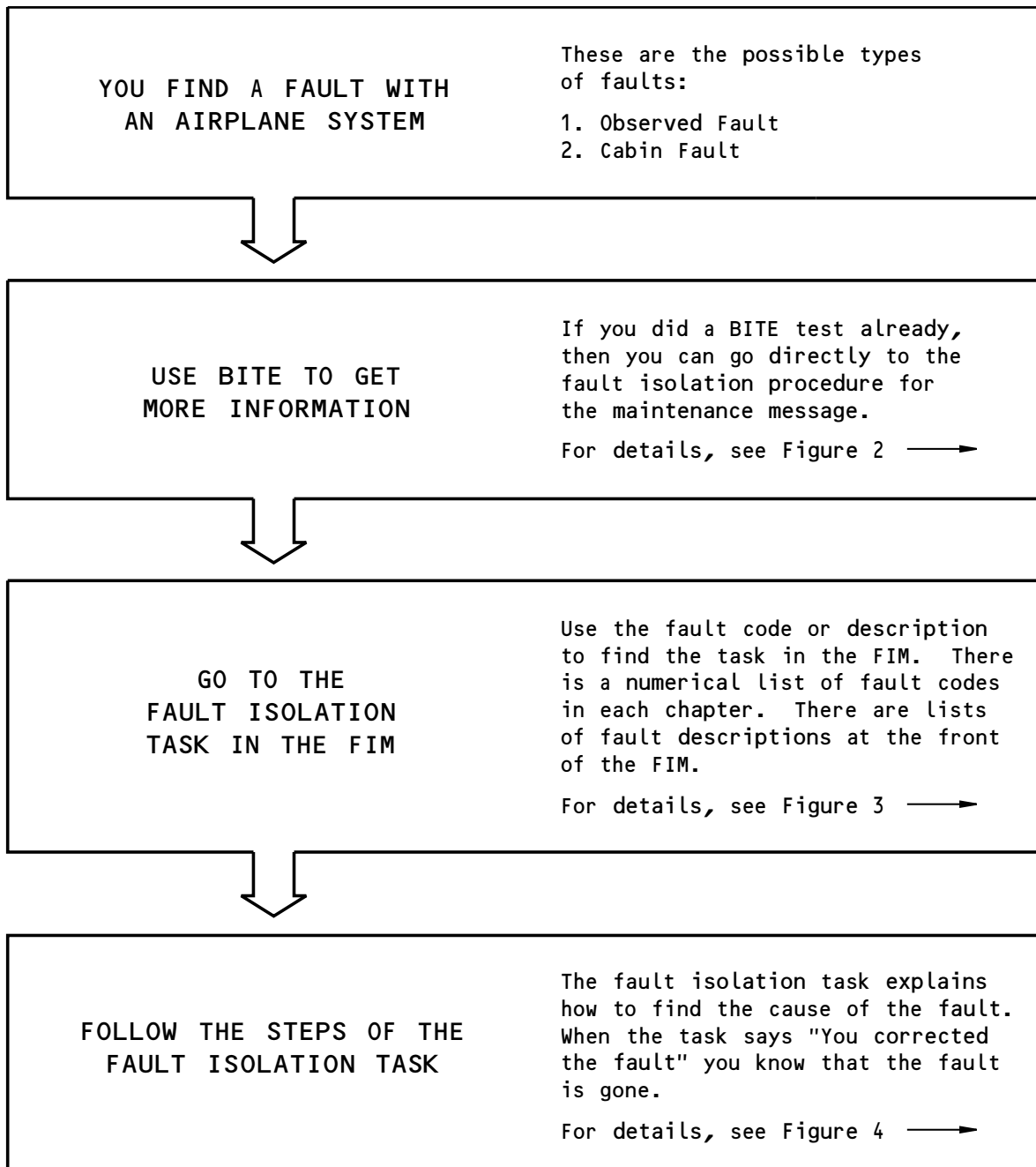
# 737-600/700/800/900 FAULT ISOLATION MANUAL

## CHAPTER 79 OIL

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
79-EFFECTIVE PAGES			79-05 TASKS (cont)			79-21 TASKS (cont)		
1	JUN 15/2016		O 219	Jun 15/2016		O 221	Jun 15/2016	
2	BLANK		O 220	Jun 15/2016		O 222	Jun 15/2016	
79-HOW TO USE THE FIM			O 221	Jun 15/2016		O 223	Jun 15/2016	
1	Feb 15/2013		O 222	Jun 15/2016		O 224	Jun 15/2016	
2	Feb 15/2013		O 223	Jun 15/2016		O 225	Jun 15/2016	
3	Feb 15/2013		O 224	Jun 15/2016		O 226	Jun 15/2016	
4	Feb 15/2013		O 225	Jun 15/2016		O 227	Jun 15/2016	
5	Feb 15/2013		O 226	Jun 15/2016		O 228	Jun 15/2016	
6	Feb 15/2013		O 227	Jun 15/2016		79-21 TASK SUPPORT		
79-FAULT CODE INDEX			228	BLANK		301	Feb 15/2013	
101	Oct 15/2015		79-05 TASK SUPPORT			302	Feb 15/2013	
102	Oct 15/2015		301	Feb 15/2013		303	Feb 15/2013	
79-MAINT MSG INDEX			302	Feb 15/2013		304	BLANK	
101	Oct 15/2015		303	Feb 15/2013				
R 102	Jun 15/2016		304	Feb 15/2013				
103	Oct 15/2015		79-21 TASKS					
104	Oct 15/2015		O 201	Jun 15/2016				
79-05 TASKS			R 202	Jun 15/2016				
201	Oct 15/2013		O 203	Jun 15/2016				
202	Jun 15/2015		O 204	Jun 15/2016				
203	Jun 15/2015		R 205	Jun 15/2016				
O 204	Jun 15/2016		R 206	Jun 15/2016				
O 205	Jun 15/2016		O 207	Jun 15/2016				
O 206	Jun 15/2016		O 208	Jun 15/2016				
O 207	Jun 15/2016		R 209	Jun 15/2016				
208	Oct 15/2015		R 210	Jun 15/2016				
209	Oct 15/2015		O 211	Jun 15/2016				
O 210	Jun 15/2016		O 212	Jun 15/2016				
O 211	Jun 15/2016		O 213	Jun 15/2016				
O 212	Jun 15/2016		R 214	Jun 15/2016				
O 213	Jun 15/2016		O 215	Jun 15/2016				
O 214	Jun 15/2016		O 216	Jun 15/2016				
O 215	Jun 15/2016		O 217	Jun 15/2016				
O 216	Jun 15/2016		O 218	Jun 15/2016				
O 217	Jun 15/2016		O 219	Jun 15/2016				
O 218	Jun 15/2016		O 220	Jun 15/2016				

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

## 79-EFFECTIVE PAGES

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

G04902 S0000148576\_V1

**Basic Fault Isolation Process  
Figure 1**

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## 79-HOW TO USE THE FIM

D633A103-AKS

Page 1  
Feb 15/2013

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

Some airplane systems have built-in test equipment (BITE). IF the system finds a fault when you do a BITE test, it will give you a maintenance message.

A maintenance message can be any of these:

- a code
- a text message
- a light
- an indication.

To find the fault isolation task for a maintenance message, go to the Maintenance Message Index in the chapter for the applicable system.

If you do not know which chapter is the correct one, look at the list at the front of any Maintenance Message Index. For each system or component (LRU) that has BITE, this list gives the chapter number where you can find the Index that you need.

Find the maintenance message for the applicable LRU or system in the Index. Then find the task number on the same line as the maintenance message. Go to the task in the FIM and do the steps of the task (see Figure 4).

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**Getting Fault Information from BITE**  
**Figure 2**

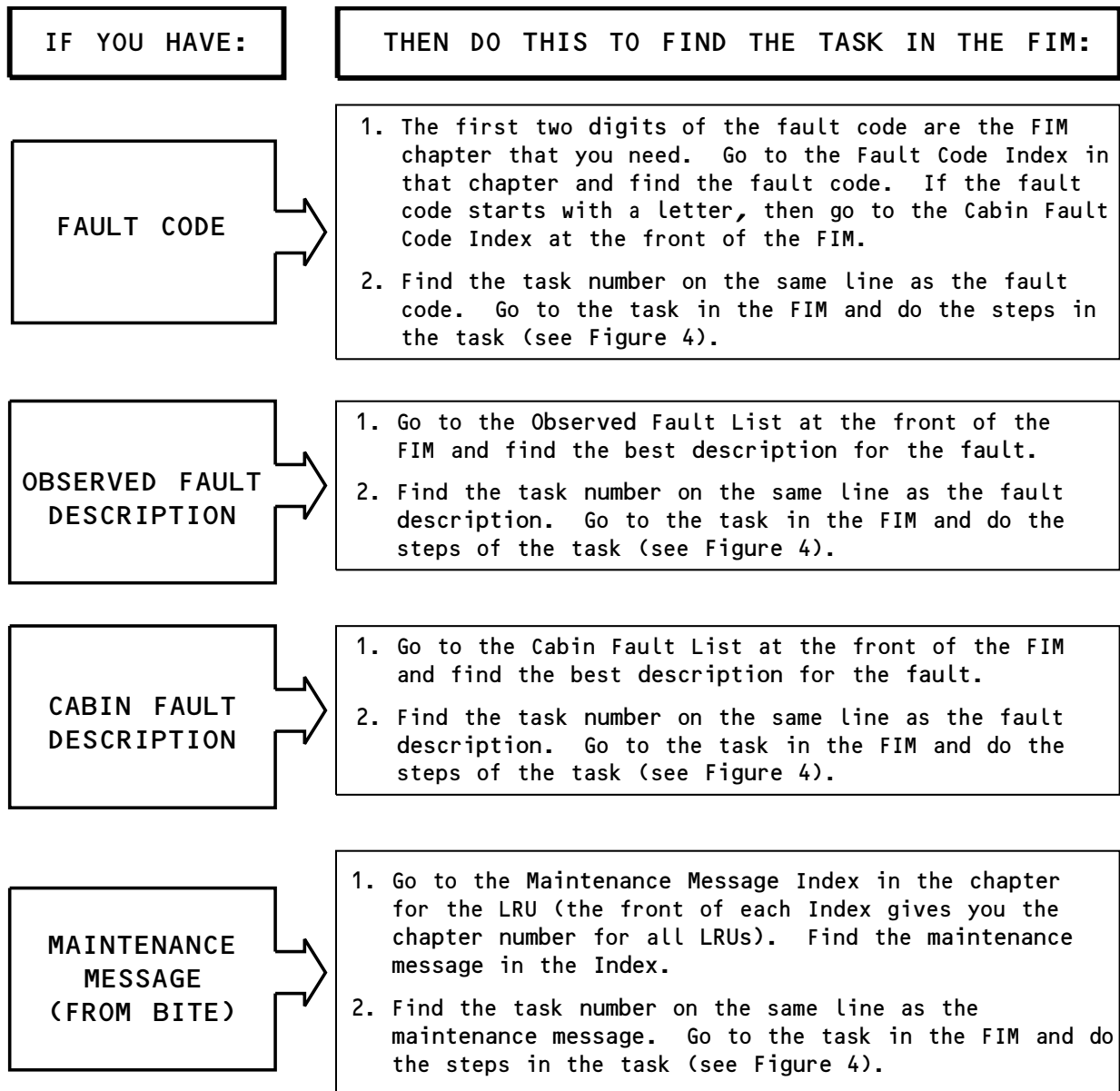
EFFECTIVITY  
AKS ALL

## 79-HOW TO USE THE FIM

D633A103-AKS

Page 2  
Feb 15/2013

**737-600/700/800/900  
FAULT ISOLATION MANUAL**



G04979 S0000148579\_V2

**Finding the Fault Isolation Task in the FIM  
Figure 3**

EFFECTIVITY  
AKS ALL

## 79-HOW TO USE THE FIM

D633A103-AKS

Page 3  
Feb 15/2013

**737-600/700/800/900  
FAULT ISOLATION MANUAL****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.

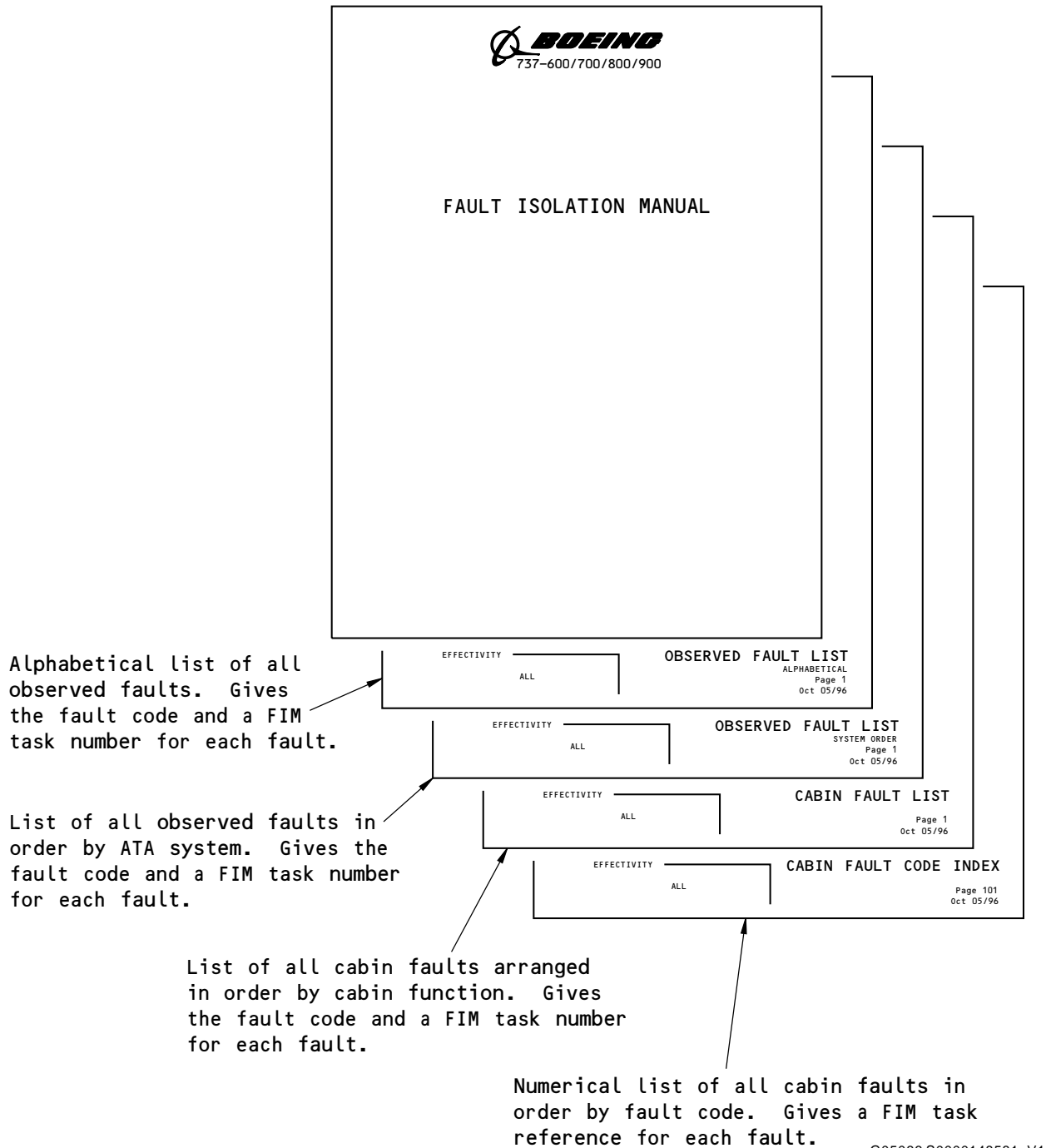
G05009 S0000148580\_V3

**Doing the Fault Isolation Task  
Figure 4****EFFECTIVITY  
AKS ALL****79-HOW TO USE THE FIM**

D633A103-AKS

Page 4  
Feb 15/2013

# 737-600/700/800/900 FAULT ISOLATION MANUAL



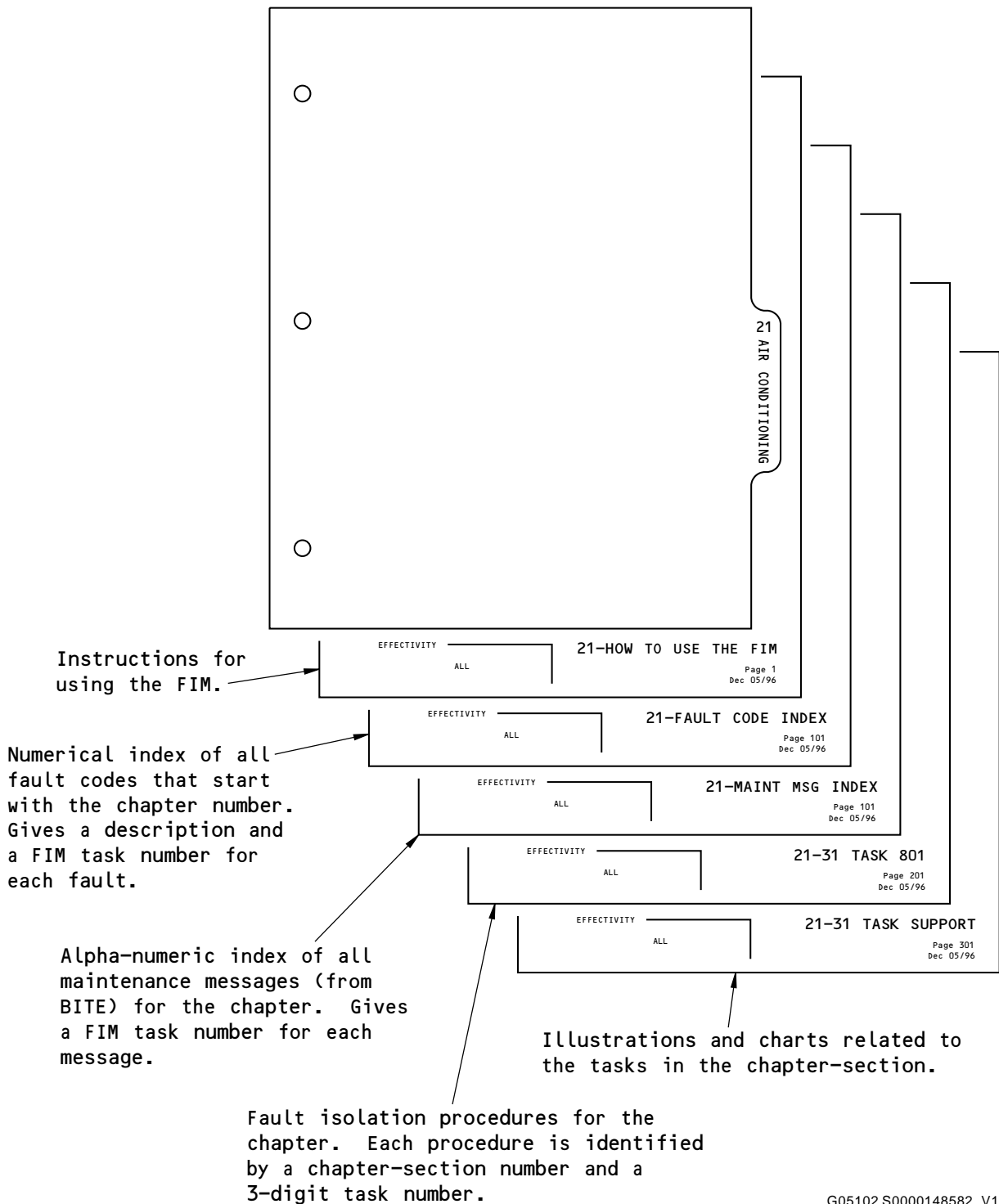
**Subjects at Front of FIM  
Figure 5**

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## 79-HOW TO USE THE FIM

D633A103-AKS

# 737-600/700/800/900 FAULT ISOLATION MANUAL



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**Subjects in Each FIM Chapter**  
**Figure 6**

EFFECTIVITY	
AKS ALL	

## 79-HOW TO USE THE FIM

D633A103-AKS

Page 6  
Feb 15/2013



**737-600/700/800/900  
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
790 010 51	Engine oil consumption: high (oil quantity decreases at a quick rate) - engine 1.	79-05 TASK 801
790 010 52	Engine oil consumption: high (oil quantity decreases at a quick rate) - engine 2.	79-05 TASK 801
790 015 51	Engine oil pressure indication: high - engine 1.	79-05 TASK 802
790 015 52	Engine oil pressure indication: high - engine 2.	79-05 TASK 802
790 045 51	Engine oil pressure indication: low or zero (red) - engine 1.	79-05 TASK 803
790 045 52	Engine oil pressure indication: low or zero (red) - engine 2.	79-05 TASK 803
790 050 51	Engine oil pressure indication: intermittent or blank - engine 1.	79-05 TASK 807
790 050 52	Engine oil pressure indication: intermittent or blank - engine 2.	79-05 TASK 807
790 055 51	Engine oil pressure indication: red bar shows on oil pressure indication scale/bar - left engine.	31-63 TASK 827
790 055 52	Engine oil pressure indication: red bar shows on oil pressure indication scale/bar - right engine.	31-63 TASK 827
790 060 51	Engine oil quantity indication: high - engine 1.	79-05 TASK 808
790 060 52	Engine oil quantity indication: high - engine 2.	79-05 TASK 808
790 070 51	Engine oil quantity indication: low - engine 1.	79-05 TASK 809
790 070 52	Engine oil quantity indication: low - engine 2.	79-05 TASK 809
790 080 51	Engine oil quantity indication: inaccurate, intermittent, remains constant, or blank - engine 1.	79-05 TASK 810
790 080 52	Engine oil quantity indication: inaccurate, intermittent, remains constant, or blank - engine 2.	79-05 TASK 810
790 085 51	Engine oil temperature indication: high (amber) - engine 1.	79-05 TASK 811
790 085 52	Engine oil temperature indication: high (amber) - engine 2.	79-05 TASK 811
790 090 51	Engine oil temperature indication: high (red) - engine 1.	79-05 TASK 812
790 090 52	Engine oil temperature indication: high (red) - engine 2.	79-05 TASK 812
790 095 51	Engine oil temperature indication: red bar shows on oil temperature indication scale/bar - left engine.	31-63 TASK 827
790 095 52	Engine oil temperature indication: red bar shows on oil temperature indication scale/bar - right engine.	31-63 TASK 827
790 100 51	Engine oil temperature indication: intermittent or blank - engine 1.	79-05 TASK 815
790 100 52	Engine oil temperature indication: intermittent or blank - engine 2.	79-05 TASK 815
790 110 51	OIL FILTER BYPASS message: message shows - engine 1.	79-05 TASK 817
790 110 52	OIL FILTER BYPASS message: message shows - engine 2.	79-05 TASK 817
790 120 51	OIL FILTER BYPASS message: message did not show during the EEC test - engine 1.	79-05 TASK 818

 EFFECTIVITY  
AKS ALL

## 79-FAULT CODE INDEX

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
790 120 52	OIL FILTER BYPASS message: message did not show during the EEC test - engine 2.	79-05 TASK 818

EFFECTIVITY  
AKS ALL

**79-FAULT CODE INDEX**

D633A103-AKS

Page 102  
Oct 15/2015

## 737-600/700/800/900 FAULT ISOLATION MANUAL

<u>LRU/SYSTEM</u>	<u>SHORT NAME</u>	<u>CHAPTER</u>
Air Data Inertial Reference System	ADIRS	34
Air Traffic Controller Transponder - 1 (Left)	ATC XPDR - 1 (L)	34
Air Traffic Controller Transponder - 2 (Right)	ATC XPDR - 2 (R)	34
Airborne Vibration Monitor System Signal Conditioner	AVM SIG COND	77
Antiskid Control Unit	ANTISKID	32
Attendant Control Panel	ACP	23
Automatic Direction Finder Receiver - 1	ADF RECVR - 1	34
Automatic Direction Finder Receiver - 2	ADF RECVR - 2	34
Autothrottle System	A/T	22
Auxiliary Power Unit	APU	49
Auxiliary Power Unit Generator Control Unit	APU GCU	24
Bus Power Control Unit	BPCU	24
Cabin Pressure Controller	CAB PRESS CON	21
Cargo Electronic Unit - Forward	CEU - FWD	26
Cargo Electronic Unit - Lower	CEU - LOWER	26
Cargo Electronic Unit - Main Aft	CEU - MAIN AFT	26
Cargo Electronic Unit - Main Forward	CEU - MAIN FWD	26
Common Display System	CDS	31
Compartment Overheat Detection Control Module	WING/BODY OHT	26
Digital Flight Control System	DFCS	22
Distance Measurement Equipment Interrogator	DME INTROGTR	34
Electrical Meters, Battery, and Galley Power Module	P5-13	24
Electronic Engine Controller - 1	ENGINE - 1	73
Electronic Engine Controller - 2	ENGINE - 2	73
Emergency Locator Transmitter	ELT	23
Engine Accessory Unit	EAU	78
Engine Accessory Unit/TR DEPLOY ENG 1	EAU/TR DPLOY-ENG 1	78
Engine Accessory Unit/TR DEPLOY ENG 2	EAU/TR DPLOY-ENG 2	78
Engine Accessory Unit/TR STOW ENG 1	EAU/TR STOW-ENG 1	78
Engine Accessory Unit/TR STOW ENG 2	EAU/TR STOW-ENG 2	78
Engine and Auxiliary Power Unit Fire Detection Control Module	ENG/APU FIRE	26
Flap/Slat Electronics Unit	FSEU	27
Flight Data Acquisition Unit	FDAU	31
Flight Management Computer System	FMCS	34
Fuel Quantity Indicating System	FQIS	28

EFFECTIVITY  
AKS ALL

## 79-MAINT MSG INDEX

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

<u>LRU/SYSTEM</u>	<u>SHORT NAME</u>	<u>CHAPTER</u>
Generator Control Unit - 1	GCU - 1	24
Generator Control Unit - 2	GCU - 2	24
Ground Proximity Computer	GROUND PROX	34
High Frequency Transceiver	HF XCVR	23
Multi-Mode Receiver	MMR	34
Nitrogen Generation System BITE Display Unit	NGS	47
Pack Flow Temperature Controller	PFTC	21
Pack/Zone Temperature Controller - Left	PACK/ZN CON - L	21
Pack/Zone Temperature Controller - Right	PACK/ZN CON - R	21
Proximity Switch Electronics Unit	PSEU	32
Radio Altimeter Receiver/Transmitter	RADIO ALTIMTR	34
Stall Management Yaw Damper Computer - 1	SMYD - 1	27
Stall Management Yaw Damper Computer - 2	SMYD - 2	27
Traffic Alert and Collision Avoidance System Computer	TCAS COMPUTER	34
VHF Omnidirectional Ranging Marker Beacon Receiver	VOR/MKR RCVR	34
Very High Frequency Transceiver	VHF XCVR	23
Waste Tank Logic Control Module	WASTE TANK	38
Weather Radar Receiver/Transmitter	WEATHER RADAR	34
Window Heat Control Unit - Left Forward	WHCU - L FWD	30
Window Heat Control Unit - Left Side	WHCU - L SIDE	30
Window Heat Control Unit - Right Forward	WHCU - R FWD	30
Window Heat Control Unit - Right Side	WHCU - R SIDE	30

EFFECTIVITY  
AKS ALL

## 79-MAINT MSG INDEX

D633A103-AKS

Page 102  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
ENGINE - 1	79-11091 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 1	79-11101 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 1	79-11121 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817
ENGINE - 1	79-11151 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 1	79-11341 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809
ENGINE - 1	79-21091 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 1	79-21101 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 1	79-21121 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817
ENGINE - 1	79-21151 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 1	79-21341 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809
ENGINE - 1	79-31091 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 1	79-31101 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 1	79-31121 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817
ENGINE - 1	79-31151 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 1	79-31341 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809
ENGINE - 2	79-11092 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 2	79-11102 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 2	79-11122 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817
ENGINE - 2	79-11152 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 2	79-11342 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809
ENGINE - 2	79-21092 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 2	79-21102 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 2	79-21122 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817

EFFECTIVITY  
AKS ALL

## 79-MAINT MSG INDEX

D633A103-AKS

Page 103  
Oct 15/2015

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
ENGINE - 2	79-21152 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 2	79-21342 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809
ENGINE - 2	79-31092 THE ENGINE OIL PRESSURE SIGNAL (PEO) IS OUT OF RANGE	79-21 TASK 801
ENGINE - 2	79-31102 THE ENGINE OIL TEMPERATURE SIGNAL (TEO) IS OUT OF RANGE	79-21 TASK 802
ENGINE - 2	79-31122 THE OIL FILTER SIGNALS DISAGREE	79-05 TASK 817
ENGINE - 2	79-31152 INTERNAL EEC FAULT. DMS INSTALLED SIGNALS DISAGREE	73-21 TASK 801
ENGINE - 2	79-31342 THE ENGINE OIL PRESSURE SIGNALS (PEO) DISAGREE	79-21 TASK 809

EFFECTIVITY  
AKS ALL

## 79-MAINT MSG INDEX

D633A103-AKS

Page 104  
Oct 15/2015

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### 801. Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation

#### A. Description

- (1) The oil quantity display in the flight compartment shows a large decrease of engine oil quantity at a fast rate.
- (2) At engine start with the engine speed stable, the oil level usually decreases about 0.5 gallon (2 liters). At take-off power on the ground with the aircraft level, the total decrease in oil level is about 1.3 gallons (5 liters). At takeoff power, the total decrease in oil level is about 3.2 gallons (12 liters).

**NOTE:** When the engine oil temperature is low, an oil level decrease of 0.5 gallon (2 liters) is normal until the oil temperature is stable.

- (a) This is called the gulping effect.
  - (b) This volume of oil is not available and is not part of the oil tank quantity.
  - (c) This volume is partially recovered during engine deceleration and completely recovered (minus oil consumption) at engine shutdown.
- (3) If the oil volume is not recovered at engine shutdown, there is high oil consumption or oil retention in the oil circuit or both.

#### B. Possible Causes

- (1) External, aft sump or internal oil leak
- (2) Oil system overservicing due to oil retention
- (3) Gulping effect (not a failure).

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

#### D. Related Data

- (1) Refer to WDM 79-31-11.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### E. Initial Evaluation

- (1) Replenish the oil tank and make a note of how much oil was added (AMM TASK 12-13-11-600-801).
  - (a) If the amount of oil that was added is typical for that flight sector, then continue in service engine operation.
  - (b) If the amount of oil that was added is much for that flight sector, then do the Fault Isolation Procedure below.

NOTE: You have high oil consumption or oil retention.

### F. Fault Isolation Procedure

- (1) Do this task: External Oil System Inspection, AMM TASK 79-00-00-200-802-F00.
  - (a) If a source of external oil leakage is found, do this task: Engine Vents and Drains Inspection, AMM TASK 71-71-00-200-801-F00.
  - (b) If you do not find an external oil leak, then continue.
- (2) Examine the Aft Sump Oil System for leakage (AMM TASK 79-00-00-200-806-F01).
  - (a) If a source of leakage is found, correct it and do the Repair Confirmation at the end of this task.
  - (b) If you do not find a problem, then continue.
- (3) Do these steps to find if there is oil retention:
  - (a) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
  - (b) For the Accessory Gearbox (AGB), do this task: Drain the Engine Oil, AMM TASK 12-13-11-600-803.
  - (c) If more than 2 quarts (2 liters), approximately, is drained from the AGB, then do the scavenge screens inspection and look for blockage (AMM TASK 79-00-00-200-804-F00).
    - 1) If you find blockage, then do the corrective action for the type of material that you find on the scavenge screens (AMM TASK 79-00-00-200-804-F00).
      - a) If the engine can be dispatched, then continue.
      - b) Clean the scavenge screens.
      - c) Start the engine and let it idle for a minimum of 5 minutes (AMM TASK 71-00-00-800-807-F00).
      - d) Do this task: Stop the Engine Procedure (Usual Engine Stop), AMM TASK 71-00-00-700-819-F00.
      - e) Do a visual check of the oil level through the sight gage on the oil tank.
      - f) If the oil level is back to normal, continue in service engine operation and monitor the oil consumption (AMM TASK 71-00-00-800-806-F00).
      - g) If the oil level is still low, then continue.
    - 2) If you did not find blockage in the scavenge screens, examine the oil scavenge lines for blockage.
      - a) If no problem is found, replace the lubrication unit (AMM TASK 79-21-01-000-801-F00 and AMM TASK 79-21-01-400-801-F00).
      - b) Do the Repair Confirmation at the end of this task.
  - (d) If less than 2 quarts (2 liters), approximately, is drained from the AGB, then continue.
- (4) To find if there is internal oil system leakage, do this task: Internal Oil System Inspection, AMM TASK 79-00-00-200-803-F00.



## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (a) If a source of internal oil leakage is found and the oil consumption rate is above the specified limit in the Engine Operation Limits (AMM TASK 71-00-00-800-806-F00), replace the engine (AMM TASK 71-00-02-000-801-F00 and AMM TASK 71-00-02-400-801-F00).

- 1) Do the Repair Confirmation at the end of this task.

### G. Repair Confirmation

- (1) Prepare for the Repair Confirmation:
- (a) Do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.
  - (b) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.
- (2) Do this task: Start the Engine Procedure (Selection), AMM TASK 71-00-00-800-807-F00.
- (a) Let the engine idle for a minimum of 15 minutes.
- (3) Do this task: Stop the Engine Procedure (Usual Engine Stop), AMM TASK 71-00-00-700-819-F00.
- (4) If oil leakage was the problem, make sure that there is no more leakage.
- (5) With the engines stopped, make sure that the oil level through the sight gage on the oil tank is back to the full mark.
- (6) Monitor the engine oil consumption during the subsequent flight.

————— **END OF TASK** —————

## 802. Engine Oil Pressure is High - Fault Isolation

### A. Description

- (1) The oil pressure display on the center display unit (DU) shows that the oil pressure is high.

### B. Possible Causes

- (1) Oil too cold
- (2) Oil supply tube coking
- (3) Oil supply tube blockage
- (4) Oil supply tube collapsed
- (5) Large scavenge tube leak.

### C. Circuit Breakers

- (1) For Engine 1:
- (a) These are the primary circuit breakers related to the fault:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

#### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

- (2) For Engine 2:

EFFECTIVITY  
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# 79-05 TASKS 801-802

D633A103-AKS

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Page 203  
Jun 15/2015

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (a) These are the primary circuit breakers related to the fault:

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

### D. Related Data

- (1) Refer to WDM 79-32-11.

### E. Initial Evaluation

- (1) Do a check of the indicating system for engine oil pressure (73-00 TASK 801).
- (a) Look for oil pressure maintenance messages in the Fault History.
  - (b) If there are maintenance messages for oil pressure, do the applicable FIM task.
  - (c) If there are no maintenance messages for oil pressure, do the Fault Isolation Procedure below.

### F. Fault Isolation Procedure

- (1) If the fault occurred during a cold weather engine start, start the engine (AMM TASK 71-00-00-800-807-F00).
- (a) If the oil pressure decreases when the oil temperature increases, then put the engine back in service.  
NOTE: During cold weather operations, oil pressure peaks can occur because of high oil viscosity. Oil pressure should decrease as the oil temperature increases.
  - (b) If the oil pressure remains high after the oil temperature stabilized at normal level, then continue.
  - (c) Do this task: Stop the Engine Procedure (Usual Engine Stop), AMM TASK 71-00-00-700-819-F00.
- (2) If the fault occurred after the engine is warm or in flight, do these steps:
- (a) If the oil pressure is above 60 psid during cruise phase but not more than 70 psid, clean or replace the oil supply line at the turbine frame. These are the tasks: Oil Supply Line Cleaning, AMM TASK 72-56-00-000-801-F00, or Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.  
NOTE: The number of cycles before the oil supply tube cleaning or replacement varies with the oil pressure value during cruise phase. Refer to this task: Inspection After Engine Operations Above the Limits and High Engine Stress, AMM TASK 71-00-00-800-804-F00.
    - 1) Do this task: Test 3A - Idle-Power Leak Check, AMM TASK 71-00-00-700-801-F00.
    - 2) If the fault continues, then continue the fault isolation procedure below.
    - 3) Monitor the oil pressure on subsequent flight.
  - (b) If the oil pressure is above 70 psid during cruise phase, do this task: Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.
    - 1) Do this task: Test 3A - Idle-Power Leak Check, AMM TASK 71-00-00-700-801-F00.
    - 2) If the fault continues, then continue the fault isolation procedure below.
    - 3) Monitor the oil pressure on subsequent flight.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (c) Open the fan cowl panels (AMM TASK 71-11-02-010-801-F00) and examine these tubes for obvious damage or blockage:
  - 1) Oil supply tubes from the lubrication unit to the oil pressure sensor, AGB, and the AFT sump.
  - 2) Oil supply tubes from the oil pressure sensor to the FWD sump and TGB.
  - 3) Air vent tube from the TGB vent port to the oil pressure sensor.
    - a) Also look for loose connections on this tube.
  - 4) If you find a problem, then repair or replace the tube or hose.
    - a) If repairs were done, do this task: Test 3A - Idle-Power Leak Check, AMM TASK 71-00-00-700-801-F00.
    - b) If the fault continues, then continue the fault isolation procedure below.
    - c) Monitor the oil pressure on subsequent flight.
  - 5) If you do not find a problem, then continue.
- (3) Do this task: Air Flow Test of the Engine Oil Circuit, AMM TASK 79-21-00-700-801-F00.
  - (a) If the test equipment for the air flow test is not available, continue with the fault isolation.
  - (b) If the air flow test for the TGB is not in the specified limits, replace the TGB (AMM TASK 72-62-00-000-801-F00 and AMM TASK 72-62-00-400-801-F00).
  - (c) If the air flow test for the AGB or the forward sump is not in the specified limits, replace the engine (AMM TASK 71-00-02-000-801-F00 and AMM TASK 71-00-02-400-801-F00).
  - (d) If the air flow test for the rear sump is not in the specified limits, clean the rear sump oil supply tube (AMM TASK 72-56-00-000-801-F00).
    - 1) Do the air flow test of the rear sump again (AMM TASK 79-21-00-700-801-F00).
  - (e) Do the Repair Confirmation at the end of this task.
  - (f) If the air flow test is in the limits, then continue.
- (4) Do this task: Power Plant Removal, AMM TASK 71-00-02-000-801-F00 and AMM TASK 71-00-02-400-801-F00.

### G. Repair Confirmation

- (1) Prepare for the Repair Confirmation:
  - (a) Do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.
  - (b) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.
- (2) Do one of these two optional procedures:
  - (a) Look for high oil pressure on the display as you do these steps:
    - 1) Do this task: Start the Engine Procedure (Selection), AMM TASK 71-00-00-800-807-F00.
    - 2) Let the engine become stable at idle for a minimum of 5 minutes.
    - 3) Do this task: Stop the Engine Procedure (Usual Engine Stop), AMM TASK 71-00-00-700-819-F00.
    - 4) If the oil pressure display does not read high, continue the engine in service.
    - 5) Record the corrective actions that you did and monitor the oil pressure on subsequent flights.
  - (b) Record the steps that you did and the components that you repaired or replaced.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 1) Monitor the oil pressure on subsequent flights.

————— **END OF TASK** —————

### 803. Engine Oil Pressure is Low or Zero (Red) - Fault Isolation

#### A. Description

- (1) The oil pressure display on the center Display Unit (DU) shows the REDLINE ALERT (below 13 psi).

#### B. Possible Causes

- (1) High oil consumption
- (2) Oil tank screen clogged
- (3) Lubrication unit
- (4) Oil nozzle failure.

#### C. Fault Isolation Procedure

- (1) Do this task: Inspection After Engine Operations Above the Limits and High Engine Stress, AMM TASK 71-00-00-800-804-F00.
  - (a) If the engine is not in the specified limits, then replace the engine.  
These are the tasks:  
Power Plant Removal, AMM TASK 71-00-02-000-801-F00,  
Power Plant Installation, AMM TASK 71-00-02-400-801-F00.
  - (b) If the engine is in the specified limits, then continue.
- (2) Do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.
  - (a) Make a record of the quantity of oil that is put in the oil tank.
- (3) If there was oil in the tank, examine the oil supply tubes and the tubes to the oil pressure sensor for obvious damage.
  - (a) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
  - (b) If you find a problem, then repair or replace the tube or hose.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, then continue.
  - (c) If you do not find a problem, then continue.
- (4) Do these steps to examine the oil tank screen:
  - (a) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
  - (b) Do this task: Drain the Engine Oil, AMM TASK 12-13-11-600-803.
  - (c) Examine the oil tank screen with a fiberscope through the drain port and look for blockage.
  - (d) If the oil tank screen is blocked, then replace the oil tank.  
These are the tasks:  
Oil Tank Removal, AMM TASK 79-11-01-000-801-F00,  
Oil Tank Installation, AMM TASK 79-11-01-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, then continue.

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 802-803

D633A103-AKS

Page 206  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (e) If the oil tank screen is not blocked, then continue.
- (5) Replace the lubrication unit.  
These are the tasks:  
Lubrication Unit Removal, AMM TASK 79-21-01-000-801-F00,  
Lubrication Unit Installation, AMM TASK 79-21-01-400-801-F00.
  - (a) Do the Repair Confirmation at the end of this task.
  - (b) If the Repair Confirmation is not satisfactory, then continue.
- (6) Replace the engine.  
These are the tasks:  
Power Plant Removal, AMM TASK 71-00-02-000-801-F00,  
Power Plant Installation, AMM TASK 71-00-02-400-801-F00.

### D. Repair Confirmation

- (1) Monitor the oil pressure on the display as you do these steps:  
NOTE: If engine operation is necessary as a post-installation test after you repair or replace a component, you can do this step at the same time.
  - (a) Do this task: Start the Engine Procedure (Selection), AMM TASK 71-00-00-800-807-F00.
  - (b) Let the engine become stable at idle for a minimum of 5 minutes.
  - (c) Do this task: Stop the Engine Procedure (Usual Engine Stop), AMM TASK 71-00-00-700-819-F00.
  - (d) If the oil pressure display is satisfactory, then you corrected the fault.
- (2) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

————— END OF TASK —————

### 807. Engine Oil Pressure is Intermittent or Blank - Fault Isolation

#### A. Description

- (1) The oil pressure display on the center Display Unit (DU) is intermittent or blank.

#### B. Possible Causes

- (1) Oil Pressure Sensor, T429
- (2) EEC, M1818
- (3) DEU, M1808 (DEU1) or M1809 (DEU2)
- (4) J7 wire harness
- (5) J8 wire harness
- (6) Dual loss of EEC output buses.
  - (a) Oil temperature and EGT is blank.

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 803-807

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

(2) For Engine 2:

(a) These are the circuit breakers:

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

### D. Related Data

(1) Refer to WDM 79-32-11.

### E. Fault Isolation Procedure

(1) Do these steps to apply power to the EEC (to show INITIALIZING EEC X for Engine 1 or Engine 2):

(a) If you are not at one of the ENGINE 1 or ENGINE 2 BITE TEST displays, do these steps:

NOTE: The FMCS CDU does not support a type-ahead function. You must have the prompt on the FMCS CDU screen before you type in the response.

- 1) Push the INIT REF function key.
- 2) If the PERF INIT display shows, then push the line select key next to the INDEX prompt.

NOTE: This makes the INIT/REF INDEX show.

- 3) Push the line select key (LSK) next to the MAINT prompt.

(b) From the MAINT BITE INDEX, push the line select key (LSK) next to the ENGINE prompt.

NOTE: This LSK causes the ENGINE/EXCEED BITE INDEX screen to show.

(c) Push the LSK next to the Applicable ENGINE X, (X = 1 or 2) prompt.

NOTE: This LSK causes the ENGINE X BITE TEST MAIN MENU to show. Also, the ENGINE X LSK automatically applies power to the EEC and causes the EEC to initialize. The FMCS CDU will show INITIALIZING EEC X and EEC sorting Fault History Data, for a short time, just before the ENGINE X BITE TEST MAIN MENU shows.

(d) Look for a loss of the oil temperature and EGT displays on the center Display Unit (DU).

(2) If you can not see the oil temperature and EGT displays, then there is a dual data bus failure:

(a) Do this task: CDS BITE Procedure, 31-62 TASK 801.

(b) Do the corrective action for related EEC data and DEU data maintenance messages that you find first.

- 1) Do the Repair Confirmation at the end of this task.
- 2) If you do not find the maintenance messages or the problem continues, then continue.

(3) If you can see the oil temperature and EGT displays, then continue.

(4) Do this task: EEC BITE Procedure, 73-00 TASK 801.

EFFECTIVITY  
AKS ALL

## 79-05 TASK 807

D633A103-AKS

Page 208  
Oct 15/2015

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (a) Look for maintenance message numbers 79-31091 (Ch A and Ch B, Eng 1) and 79-31092 (Ch A and Ch B, Eng 2).
  - 1) If the maintenance message shows for the applicable engine, do the fault isolation procedure for the message first and then continue this procedure.
  - 2) If the maintenance message does not show, then continue.
- (5) Do this task: CDS BITE Procedure, 31-62 TASK 801.
  - (a) Do the corrective action for related EEC data and DEU data maintenance messages that you find first.
    - 1) Do the Repair Confirmation at the end of this task.
  - (b) If you do not find the maintenance messages or the problem continues, then continue.

### F. Repair Confirmation

- (1) Do these steps:
  - (a) Put the applicable ENGINE START switch on the overhead panel, P5 to CONT.  
NOTE: This step causes the EEC to power-up.
  - (b) If the oil pressure indication is shown on the display unit, you corrected the fault.
  - (c) Put the ENGINE START switch to OFF.
- (2) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

### — END OF TASK —

## 808. Engine Oil Quantity is High - Fault Isolation

### A. Description

- (1) The oil quantity display on the center Display Unit (DU) shows the oil quantity to be high.

### B. Possible Causes

- (1) Oil indication failure
- (2) Oil Quantity Transmitter, M213
- (3) Fuel in the oil due to:
  - (a) Main Oil/Fuel Heat Exchanger inter-circuit leakage
  - (b) Servo-Fuel Heater inter-circuit leakage.
- (4) Oil system overservicing due to oil retention.

### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

#### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

- (2) For Engine 2:



## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (a) These are the primary circuit breakers related to the fault:

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

### D. Related Data

- (1) Refer to WDM 79-31-11.

### E. Fault Isolation Procedure

- (1) Open the applicable access doors on the right fan cowl panel.

<u>Number</u>	<u>Name/Location</u>
414AR	Oil Tank Access Door, Engine 1
424AR	Oil Tank Access Door, Engine 2

- (2) Compare the oil level at the oil tank sight gage with the oil quantity display on the center DU.
- (a) If the oil level in the sight gage agrees with the oil quantity display on the center DU, do the steps below for the oil level through the sight gage is high.
- (b) If you can not see the oil level in the sight gage, add engine oil to the oil tank (AMM TASK 12-13-11-600-801).
- (c) If the oil level in the sight gage does not agree with the oil quantity indication, then continue.
- (3) Do these steps to examine the electrical power at the Oil Quantity Transmitter, M213:

- (a) For the applicable engine, open these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (b) Disconnect the electrical connector, DP1301, from the oil quantity transmitter.
- (c) For the applicable engine, close these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI



## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (d) Look for  $8 \pm 2$  VDC between pins 1 (voltage) and 2 (ground).
  - 1) If you find the voltage, replace the oil quantity transmitter (AMM TASK 79-31-01-000-801-F00 and AMM TASK 79-31-01-400-801-F00).
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, replace a subsequent LRU from the Possible Causes list.
    - c) Do the Repair Confirmation at the end of this task.
- (e) If you do not find the voltage, do these steps to examine the electrical power at the D30228 (Eng 1) or D30428 (Eng 2) strut receptacle:
  - 1) For the applicable engine, open these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- 2) Connect the electrical connector, DP1301, to the oil quantity transmitter.
- 3) Disconnect the electrical connector, DP1328, from the receptacle in the strut.
- 4) For the applicable engine, close these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- 5) Look for  $8 \pm 2$  VDC between pins 8 (voltage) and 20 (ground) of the applicable strut receptacle, D30228 (Eng 1) or D30428 (Eng 2).
    - a) If you find the voltage, replace the MW0313 wire harness (AMM TASK 71-51-03-000-801-F00 and AMM TASK 71-51-03-400-801-F00).
    - b) Do the Repair Confirmation at the end of this task.
  - 6) If you do not find the voltage, examine and repair the wires between the strut receptacle and the terminal block TB3102.
    - a) Do the Repair Confirmation at the end of this task.
- (4) If the oil level through the sight gage is high, do these steps:
- (a) Open the filler cap to the oil tank.
  - (b) Do a smell check for fuel in the oil.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (c) If you confirm that the oil contains fuel, do these steps:
  - 1) Replace the servo-fuel heater (AMM TASK 73-11-07-000-801-F00 and AMM TASK 73-11-07-400-801-F00).
  - 2) Replace the main oil/fuel heat exchanger (AMM TASK 79-21-02-000-801-F00 and AMM TASK 79-21-02-400-801-F00).
  - 3) Do this task: Drain the Engine Oil, AMM TASK 12-13-11-600-803.
    - a) Do the Repair Confirmation at the end of this task.
- (d) If you do not confirm that the oil contains fuel, do these steps:
  - 1) Do this task: Drain the Engine Oil, AMM TASK 12-13-11-600-803.
  - 2) To correct the oil retention problems, do this task: Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation, 79-05 TASK 801.
    - a) Do the Repair Confirmation at the end of this task.

### F. Repair Confirmation

- (1) If the oil level is low, replenish the oil (AMM TASK 12-13-11-600-801).
  - (2) Close the applicable access doors on the right fan cowl panel.
- | Number | Name/Location                  |
|--------|--------------------------------|
| 414AR  | Oil Tank Access Door, Engine 1 |
| 424AR  | Oil Tank Access Door, Engine 2 |
- (3) Compare the oil level at the oil tank sight gage with the oil quantity display on the center DU.
    - (a) If the oil quantity indication shows and is accurate, then you corrected the fault.
      - 1) Monitor the airplane on the subsequent flights.

————— END OF TASK —————

### 809. Engine Oil Quantity is Low - Fault Isolation

#### A. Description

- (1) The oil quantity display on the center Display Unit (DU) shows low oil quantity.

#### B. Possible Causes

- (1) High oil consumption
- (2) Oil indication failure
- (3) Oil system overservicing due to oil retention
- (4) Oil quantity transmitter, M213.

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

##### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

##### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 808-809

D633A103-AKS

Page 212  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (2) For Engine 2:
- (a) These are the primary circuit breakers related to the fault:

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

### D. Related Data

- (1) Refer to WDM 79-31-11.

### E. Fault Isolation Procedure

- (1) Open the applicable access doors on the right fan cowl panel.

<u>Number</u>	<u>Name/Location</u>
414AR	Oil Tank Access Door, Engine 1
424AR	Oil Tank Access Door, Engine 2

- (2) Compare the oil level at the oil tank sight gage with the oil quantity display on the center DU.
- (a) If the oil level in the sight gage agrees with the oil quantity display on the center DU:
- 1) Do this task: Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation, 79-05 TASK 801.
- (b) If you can not see the oil level in the sight gage, replenish the engine oil (AMM TASK 12-13-11-600-801).
- (c) If the oil level in the sight gage does not agree with the oil quantity indication, then continue.
- (3) Do one of these Fault Isolation Procedures:
- (a) For Engine 1, do this task: Engine 1 Oil Quantity Invalid - Fault Isolation, 31-62 TASK 841.
- (b) For Engine 2, do this task: Engine 2 Oil Quantity Invalid - Fault Isolation, 31-62 TASK 842.
- 1) Do the Repair Confirmation at the end of this task.

### F. Repair Confirmation

- (1) Prepare for the Repair Confirmation:
- (a) Do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.
- 1) Make sure that the oil tank sight gage and the oil quantity indication on the center DU show full and agree.
- (2) Close the applicable access doors on the right fan cowl panel.
- | <u>Number</u> | <u>Name/Location</u>           |
|---------------|--------------------------------|
| 414AR         | Oil Tank Access Door, Engine 1 |
| 424AR         | Oil Tank Access Door, Engine 2 |
- (3) Monitor the oil consumption during the subsequent flight.
- (a) If the problem continues:

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 1) Do this task: Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation, 79-05 TASK 801.

————— **END OF TASK** —————

### 810. Engine Oil Quantity is Inaccurate, Intermittent, Remains Constant or Blank - Fault Isolation

#### A. Description

- (1) The oil quantity display is inaccurate, intermittent, constant or blank and this indication is known (or thought) to be wrong.

#### B. Possible Causes

- (1) Oil indication failure
- (2) Oil quantity transmitter, M213
- (3) MW0313 wire harness
- (4) DEU, M1808 (DEU1) or M1809 (DEU2).

#### C. Circuit Breakers

- (1) For Engine 1:

- (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	10	C01361	DISPLAY DEU 1 HOLDUP

- (2) For Engine 2:

- (a) These are the primary circuit breakers related to the fault:

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

#### D. Related Data

- (1) Refer to WDM 79-31-11.

#### E. Fault Isolation Procedure

- (1) Do this task: CDS BITE Procedure, 31-62 TASK 801.
  - (a) Do the corrective action for internal DEU faults or engine oil quantity maintenance messages that you find first.
    - 1) Do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then continue.
    - (b) If you do not find the maintenance messages, then continue.
  - (2) Examine the electrical connector, DP1301, at the oil quantity transmitter:

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 809-810

D633A103-AKS

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (a) For the applicable engine, open these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (b) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (c) See if the electrical connector, DP1301, is correctly connected to the oil quantity transmitter, and continue.
- (d) Disconnect the electrical connector, DP1301, from the oil quantity transmitter.
- (e) Visually examine the oil quantity transmitter receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
- 1) If the oil quantity transmitter receptacle is damaged, replace the oil quantity transmitter, M213 (AMM TASK 79-31-01-000-801-F00 and AMM TASK 79-31-01-400-801-F00).
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
  - 2) If the harness connector is damaged, replace the wire harness, MW0313 (AMM TASK 73-21-06-000-801-F00 and AMM TASK 73-21-06-400-801-F00).
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
  - 3) If the connector was not correctly connected and no other problem was found, re-connect the connector and do the Repair Confirmation at the end of this task.
    - a) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
- (f) If you did not find a problem, then continue.
- (3) Do this check for  $8 \pm 2$  VDC at the oil quantity transmitter, M213:
- (a) Disconnect the electrical connector, DP1301, from the oil quantity transmitter.
  - (b) For the applicable engine, close these circuit breakers:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP

EFFECTIVITY  
AKS ALL

## 79-05 TASK 810

D633A103-AKS

Page 215  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	11	C01360	DISPLAY DEU 2 PRI

- (c) Do a check for  $8 \pm 2$  VDC between pin 1 and pin 2 (ground).
- 1) If there is  $8 \pm 2$  VDC at pin 1 of DP1301, do these steps:
    - a) Replace the oil quantity transmitter (AMM TASK 79-31-01-000-801-F00 and AMM TASK 79-31-01-400-801-F00).
    - b) Do the Repair Confirmation at the end of this task.
    - c) If the Repair Confirmation is not satisfactory, replace a subsequent LRU from the Possible Causes list.
    - d) Do the Repair Confirmation at the end of this task.
  - (d) If there is not  $8 \pm 2$  VDC at pin 1 of DP1301, do this step and continue:
    - 1) Re-connect the electrical connector, DP1301, to the oil quantity transmitter.
- (4) Examine the electrical connector, DP1328, from the strut receptacle:
- (a) For the applicable engine, open these circuit breakers:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

**F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (b) See if the electrical connector, DP1328, is correctly connected to the strut receptacle, and continue.
- (c) Disconnect the electrical connector, DP1328, from the oil quantity transmitter.
- (d) Visually examine the strut receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
  - 1) If the strut receptacle is damaged, repair or replace the receptacle (SWPM Ch 20).
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
  - 2) If the harness connector is damaged, replace the wire harness, MW0313 (AMM TASK 73-21-06-000-801-F00 and AMM TASK 73-21-06-400-801-F00).
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
  - 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.

EFFECTIVITY  
AKS ALL

# 79-05 TASK 810

D633A103-AKS

Page 216  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- a) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue.
- (e) If you did not find a problem, then continue.
- (5) Do a check for  $8 \pm 2$  VDC at the strut receptacle:
  - (a) For the applicable engine, close these circuit breakers:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

**F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (b) Do a check for  $8 \pm 2$  VDC between pin 8 and pin 20 (ground) of the applicable strut receptacle, D30228 (Eng 1) or D30428 (Eng 2).
  - 1) If there is  $8 \pm 2$  VDC at pin 8, replace the MW0313 wire harness (AMM TASK 71-51-03-000-801-F00 and AMM TASK 71-51-03-400-801-F00).
    - a) Do the Repair Confirmation at the end of this task.
  - 2) If there is not  $8 \pm 2$  VDC at pin 8, do these steps:
    - a) Examine and repair the wires between the strut receptacle and the terminal block, TB3102.
    - b) Re-connect the electrical connector, DP1328 to the receptacle in the strut.
    - c) Do the Repair Confirmation at the end of this task.

**F. Repair Confirmation**

- (1) If not already done, do these steps to prepare for the Repair Confirmation:
  - (a) For the applicable engine, open these circuit breakers:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

**F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (b) Connect the electrical connector, DP1328, to the applicable receptacle in the strut.
- (c) For the applicable engine, close these circuit breakers:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (2) Prepare for the Repair Confirmation:
  - (a) Do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.
    - 1) Make sure that the oil tank sight gage and the oil quantity indication on the center DU show full and agree.
- (3) Compare the oil level at the oil tank sight gage with the oil quantity display on the center DU.
  - (a) If the oil quantity indication shows and is accurate, then you corrected the fault.
    - 1) Monitor the airplane on the subsequent flights.
- (4) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

————— **END OF TASK** —————

### 811. Engine Oil Temperature is High (Amber) - Fault Isolation

#### A. Description

- (1) The oil temperature display on the center Display Unit (DU) shows the AMBER Alert.

#### B. Possible Causes

- (1) Engine bearing failure
- (2) Oil system overservicing due to oil retention
- (3) IDG overheat
- (4) Lubrication unit
- (5) Fuel in the oil due to:
  - (a) Main oil/fuel heat exchanger inter-circuit leakage.

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

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## 79-05 TASKS 810-811

D633A103-AKS



## 737-600/700/800/900 FAULT ISOLATION MANUAL

**D. Related Data**

- (1) Refer to WDM 79-34-11.

**E. Fault Isolation Procedure**

- (1) Do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.
  - (a) If there is unusual contamination, do the corrective action for the unusual contamination.
  - (b) If there is no unusual contamination, do the Repair Confirmation at the end of this task.
- (2) Do a check of the pilots' log for IDG overheat fault.
  - (a) If you find that an IDG overheat fault occurred, do the applicable fault isolation procedure for that fault.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, then continue.
  - (b) If you do not find that an IDG overheat fault occurred, then continue.
- (3) Examine the oil level in the oil tank:
  - (a) Use the center DU in the flight compartment to examine the quantity of engine oil in the tank.
  - (b) If the oil level is high in the tank, do this task: Engine Oil Quantity is High - Fault Isolation, 79-05 TASK 808.
  - (c) If the oil level is abnormally low, do this task: Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation, 79-05 TASK 801.
  - (d) If the oil quantity is satisfactory, then continue.
- (4) Replace the lubrication unit (AMM TASK 79-21-01-000-801-F00 and AMM TASK 79-21-01-400-801-F00).
  - (a) Do the Repair Confirmation at the end of this task.
  - (b) If the Repair Confirmation is not satisfactory, then continue.
- (5) Replace the main oil/fuel heat exchanger (AMM TASK 79-21-02-000-801-F00 and AMM TASK 79-21-02-400-801-F00).
  - (a) Do the Repair Confirmation at the end of this task.

**F. Repair Confirmation**

- (1) Monitor the oil temperature on the display as you do these steps:
 

NOTE: If engine operation is necessary as a post-installation test after you repair or replace a component, you can do this step at the same time.

  - (a) Do this task: Start the Engine Procedure (Selection), AMM TASK 71-00-00-800-807-F00.
  - (b) Let the engine become stable at idle for a minimum of 5 minutes (AMM TASK 71-00-00-700-819-F00).
  - (c) If the oil temperature display is satisfactory, then you corrected the fault.
- (2) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

————— **END OF TASK** —————

**812. Engine Oil Temperature is High (Red) - Fault Isolation****A. Description**

- (1) The oil temperature display on the center Display Unit (DU) shows the RED Alert.

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 811-812

D633A103-AKS

Page 219  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### B. Possible Causes

- (1) Engine bearing failure
- (2) Oil system overservicing due to oil retention
- (3) Lubrication unit
- (4) Fuel in the oil due to:
  - (a) Main oil/fuel heat exchanger inter-circuit leakage.

### C. Fault Isolation Procedure

- (1) Do this task: Inspection After Engine Operations Above the Limits and High Engine Stress, AMM TASK 71-00-00-800-804-F00.
  - (a) If the engine is not in the specified limits, replace the engine (AMM TASK 71-00-02-000-801-F00 and AMM TASK 71-00-02-400-801-F00).
  - (b) If the engine is in the specified limits, then continue.
- (2) Do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.
  - (a) If there is unusual contamination, do the corrective action for the unusual contamination.
  - (b) If there is no unusual contamination, do the Repair Confirmation at the end of this task.
- (3) Examine the oil level in the oil tank:
  - (a) Use the center DU in the flight compartment to examine the quantity of engine oil in the oil tank.
  - (b) If the oil level is high in the tank, do this task: Engine Oil Quantity is High - Fault Isolation, 79-05 TASK 808.
  - (c) If the oil level is abnormally low, do this task: Engine Oil Consumption is High (Oil Quantity Decreases at a Quick Rate) - Fault Isolation, 79-05 TASK 801.
  - (d) If the oil quantity is satisfactory, then continue.
- (4) Replace the lubrication unit (AMM TASK 79-21-01-000-801-F00 and AMM TASK 79-21-01-400-801-F00).
  - (a) Do the Repair Confirmation at the end of this task.
  - (b) If the Repair Confirmation is not satisfactory, then continue.
- (5) Replace the main oil/fuel heat exchanger (AMM TASK 79-21-02-000-801-F00 and AMM TASK 79-21-02-400-801-F00).
  - (a) Do the Repair Confirmation at the end of this task.

### D. Repair Confirmation

- (1) Monitor the oil temperature on the display as you do these steps:
 

NOTE: If engine operation is necessary as a post-installation test after you repair or replace a component, you can do this step at the same time.

  - (a) Do this task: Start the Engine Procedure (Selection), AMM TASK 71-00-00-800-807-F00.
  - (b) Let the engine become stable at idle for a minimum of 5 minutes (AMM TASK 71-00-00-700-819-F00).
  - (c) If the oil temperature display is satisfactory, then you corrected the fault.
- (2) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

————— END OF TASK —————

EFFECTIVITY  
AKS ALL

## 79-05 TASK 812

D633A103-AKS

Page 220  
Jun 15/2016

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

**815. Engine Oil Temperature is Intermittent or Blank - Fault Isolation**

**A. Description**

- (1) The oil temperature indicator on the center display unit (DU) is intermittent or blank.

**B. Possible Causes**

- (1) Dual loss of EEC output buses
  - (a) Oil pressure and EGT is blank.
- (2) Oil indication failure
- (3) Oil temperature sensor, T432
- (4) EEC, M1818
- (5) DEU, M1808 (DEU1) or M1809 (DEU2)
- (6) J6 wire harness.

**C. Circuit Breakers**

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

**D. Related Data**

- (1) Refer to WDM 79-34-11.

**E. Fault Isolation Procedure**

- (1) Do these steps to apply power to the EEC (to show INITIALIZING EEC X for Engine 1 or Engine 2):
  - (a) If you are not at one of the ENGINE 1 or ENGINE 2 BITE TEST displays, then do these steps:
 

**NOTE:** The FMCS CDU does not support a type-ahead function. You must have the prompt on the FMCS CDU screen before you type in the response.

    - 1) Push the INIT REF function key.
    - 2) If the PERF INIT display shows, then push the line select key next to the INDEX prompt.
 

**NOTE:** This makes the INIT/REF INDEX show.
    - 3) Push the line select key (LSK) next to the MAINT prompt.

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

- (b) From the MAINT BITE INDEX, push the line select key (LSK) next to the ENGINE prompt.  
NOTE: This LSK causes the ENGINE/EXCEED BITE INDEX screen to show.
- (c) Push the LSK next to the Applicable ENGINE X, (X = 1 or 2) prompt.  
NOTE: This LSK causes the ENGINE X BITE TEST MAIN MENU to show. Also, the ENGINE X LSK automatically applies power to the EEC and causes the EEC to initialize. The FMCS CDU will show INITIALIZING EEC X and EEC sorting Fault History Data, for a short time, just before the ENGINE X BITE TEST MAIN MENU shows.
- (d) Look for a loss of the oil pressure and EGT indicators on the center Display Unit (DU).
- (2) If you can not see the oil pressure and EGT indicators, then there is a dual data bus failure:
  - (a) Do this task: CDS BITE Procedure, 31-62 TASK 801.
  - (b) Do the corrective action for related EEC data and DEU data maintenance messages that you find first.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If you do not find the maintenance messages or the problem continues, then continue.
- (3) If you can see the oil pressure and EGT indicators, then continue.
- (4) Do this task: EEC BITE Procedure, 73-00 TASK 801.
  - (a) Look for maintenance message numbers 79-31101 (Ch A and Ch B, Eng 1) and 79-31102 (Ch A and Ch B, Eng 2).
    - 1) If the maintenance message shows for the applicable engine, do the fault isolation procedure for the message first and then continue this procedure.
    - 2) If the maintenance message does not show, then continue.
- (5) Do this task: CDS BITE Procedure, 31-62 TASK 801.
  - (a) Do the corrective action for related EEC data and oil temperature sensor maintenance messages that you find first.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, then continue.
  - (b) If you do not find the maintenance messages, then continue.

**F. Repair Confirmation**

- (1) Do these steps:
  - (a) Put the applicable ENGINE START switch on the overhead panel, P5 to CONT.  
NOTE: This step causes the EEC to power-up.
  - (b) If the oil pressure indication is shown on the display unit, you corrected the fault.
  - (c) Put the ENGINE START switch to OFF.
- (2) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

————— **END OF TASK** —————

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### 817. OIL FILTER BYP Message Shows - Fault Isolation

#### A. Description

- (1) The OIL FILTER BYP message can be caused by one or more of these conditions:
  - (a) The oil filter is in impending bypass.
  - (b) The EEC senses that the oil filter signals disagree.
  - (c) The clogging transmitter failed.
  - (d) The wires and connectors between the clogging transmitter and the EECs failed.

#### B. Possible Causes

- (1) Scavenge oil filter element contamination:
  - (a) Oil system contamination
  - (b) Contamination caused by engine failure.
- (2) For the filter condition monitoring system fault:
  - (a) Scavenge oil filter clogging transmitter, S125
  - (b) J7 wire harness.

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

#### D. Related Data

- (1) Component Location (Figure 301)
- (2) Refer to WDM 79-33-11.

#### E. Fault Isolation Procedure

- (1) Do the EEC BITE Procedure, 73-00 TASK 801. Check for the 79-11121 (Ch A, Eng 1), 79-11122 (Ch A, Eng 2), 79-21121 (Ch B, Eng 1), 79-21122 (Ch B, Eng 2), 79-31121 (Ch A and Ch B, Eng 1), or 79-31122 (Ch A and Ch B, Eng 2) maintenance message, for "THE OIL FILTER SIGNALS DISAGREE" message.
- (2) If the "Oil Filter Signals Disagree" maintenance message shows, do these steps:
  - (a) Do the visual inspection of the electrical connectors and receptacles of the OFDPS, EEC and J7 harness.
    - 1) Make sure that the electrical connectors of J7 harness are correctly connected to the OFDPS and EEC receptacles.
    - 2) If a connector is not correctly connected and no other problem is found, clean and connect the connector again.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue to the next step.
  - (b) Do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.
    - 1) Do the applicable corrective actions for any contamination found and continue to the next step of this procedure.
  - (c) Replace the applicable clogging transmitter, S125, AMM TASK 79-21-07-000-801-F00 and AMM TASK 79-21-07-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, open the circuit breakers above and continue to the next step.
  - (d) Replace the applicable J7 wire harness, AMM TASK 73-21-06-000-801-F00 and AMM TASK 73-21-06-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
- (3) If there is no fault code found for "THE OIL FILTER SIGNALS DISAGREE" message, get access to the CDU INPUT MONITORING/OIL FILTER screen on the FMCS CDU.
  - (a) Record the FILTER BYPASS status.

**NOTE:** These are the usual states, but other states can be found.

<b>FILTER INPUTS</b>	<b>OIL FILTER BYPASS STATE "NOT CLOGGED"</b>	<b>OIL FILTER BYPASS STATE "CLOGGED"</b>
SW 1 CH A SW 1 CH B	CLOSED	OPEN
SW 2 CH A SW 2 CH B	OPEN	CLOSED

EFFECTIVITY  
AKS ALL

## 79-05 TASK 817

D633A103-AKS

Page 224  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (b) If the test shows that the FILTER BYPASS status is "CLOGGED", do these steps:
  - 1) Do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.
    - a) Do the applicable corrective actions for any contamination found and continue to the next step of this procedure.
  - 2) Replace the applicable clogging transmitter, S125, AMM TASK 79-21-07-000-801-F00 and AMM TASK 79-21-07-400-801-F00.
  - 3) Do the Repair Confirmation at the end of this task.
- (c) If the test shows that the FILTER BYPASS status is "NOT CLOGGED", do these steps:
  - 1) Do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.
    - a) Do the applicable corrective actions for any contamination found and continue to the next step of this procedure.
  - 2) Remove and examine the applicable scavenge oil filter element. Do this task: Scavenge Oil Filter Element Removal, AMM TASK 79-21-06-000-801-F00.
    - a) Do the applicable corrective actions for any contamination found.
    - b) If you find contamination on the removed scavenge oil filter, remove and examine the applicable oil supply filter element. Do this task: Oil Supply Filter Removal, AMM TASK 79-21-03-000-802-F00.

NOTE: The oil supply filter inspection is a way to know if the scavenge filter was bypassed and oil exchangers were contaminated with bypassed debris.

  - <1> If the supply and scavenge filters have the same type of contamination and the supply filter has a lower quantity of contamination, do these steps:
    - <a> Replace the main oil fuel heat exchanger, AMM TASK 79-21-02-000-801-F00 and AMM TASK 79-21-02-400-801-F00.
    - <b> Replace the servo fuel heater, AMM TASK 73-11-07-000-801-F00 and AMM TASK 73-11-07-400-801-F00.
  - <2> Install a new oil supply filter, AMM TASK 79-21-03-400-801-F00.
  - c) Install a new Scavenge Oil Filter Element, AMM TASK 79-21-06-400-801-F00.
  - 3) Do the Repair Confirmation at the end of this task.
  - 4) If the Repair Confirmation is not satisfactory, replace the applicable clogging transmitter, S125, AMM TASK 79-21-07-000-801-F00 and AMM TASK 79-21-07-400-801-F00.

### F. Repair Confirmation

- (1) Do this task: Test 3B - Part-Power Leak Check, AMM TASK 71-00-00-700-823-F00.
  - (a) If the OIL FILTER BYPASS light comes on again during the test, continue the troubleshooting.
  - (b) If the OIL FILTER BYPASS light does not come on again during the test, then you corrected the fault.

EFFECTIVITY  
AKS ALL

## 79-05 TASK 817

D633A103-AKS

Page 225  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 1) Record the steps that you did to find and repair this fault.
- (2) Monitor the airplane on the subsequent flights. If the fault does not show on subsequent flights, then you corrected the fault.

————— END OF TASK —————

### 818. OIL FILTER BYP message does not show during the EEC Test - Fault Isolation

#### A. Description

- (1) The OIL FILTER BYP message does not show during the EEC Test.

#### B. Possible Causes

- (1) DEU, M1808 (DEU1) or M1809 (DEU2)
- (2) EEC, M1818

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

##### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	5	C01359	DISPLAY DEU 1 PRI

##### **F/O Electrical System Panel, P6-1**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	9	C01362	DISPLAY DEU 2 HOLDUP
D	10	C01361	DISPLAY DEU 1 HOLDUP
D	11	C01360	DISPLAY DEU 2 PRI

##### **F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

#### D. Related Data

- (1) Refer to WDM 31-62-24 and WDM 79-33-11.

EFFECTIVITY  
AKS ALL

## 79-05 TASKS 817-818

D633A103-AKS



**737-600/700/800/900  
FAULT ISOLATION MANUAL****E. Fault Isolation Procedure**

- (1) Do this task: CDS BITE Procedure, 31-62 TASK 801.
  - (a) If the CDS BITE test shows an internal DEU or EEC data fault, go to the fault isolation task for the applicable maintenance message to correct the fault.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the Repair Confirmation is not satisfactory, then continue.
  - (b) If the CDS BITE test does not show an internal DEU fault or EEC data fault, then continue.
- (2) Replace the DEU from the most likely possible causes list (AMM TASK 31-62-21-000-801 and AMM TASK 31-62-21-400-801).
  - (a) Do the Repair Confirmation at the end of this task.
  - (b) If the Repair Confirmation is not satisfactory, replace the subsequent LRU from the Possible Causes list.
    - 1) Do the Repair Confirmation at the end of this task.

**F. Repair Confirmation**

- (1) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (a) If the OIL FILTER BYP message shows and goes off correctly during the test, then you corrected the fault.

————— **END OF TASK** —————

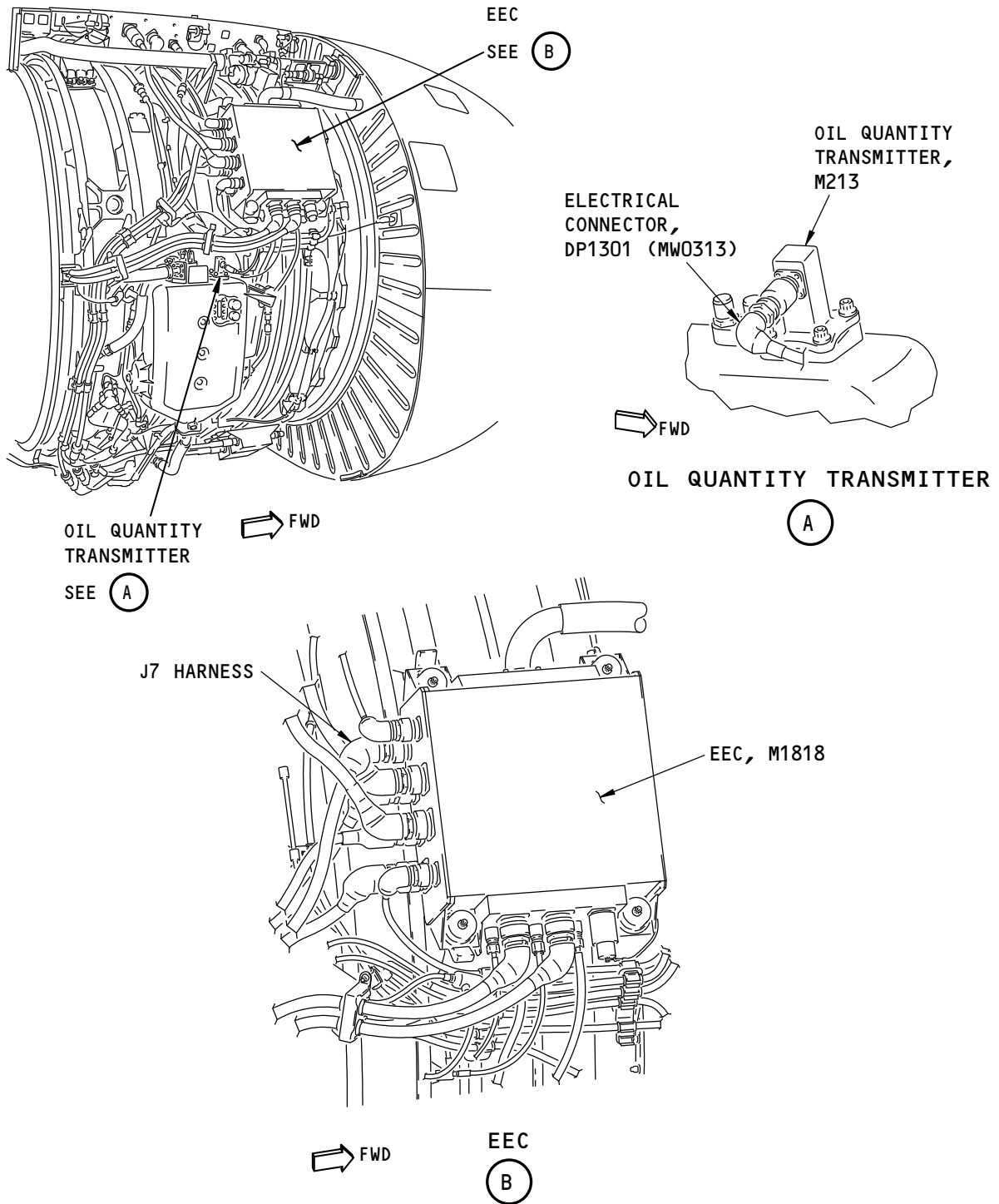
EFFECTIVITY  
AKS ALL

**79-05 TASK 818**

D633A103-AKS

Page 227  
Jun 15/2016

# 737-600/700/800/900 FAULT ISOLATION MANUAL



H84498 S0006746554\_V1

Engine Oil Indicating System - Component Location  
Figure 301/79-05-00-990-801-F00 (Sheet 1 of 2)

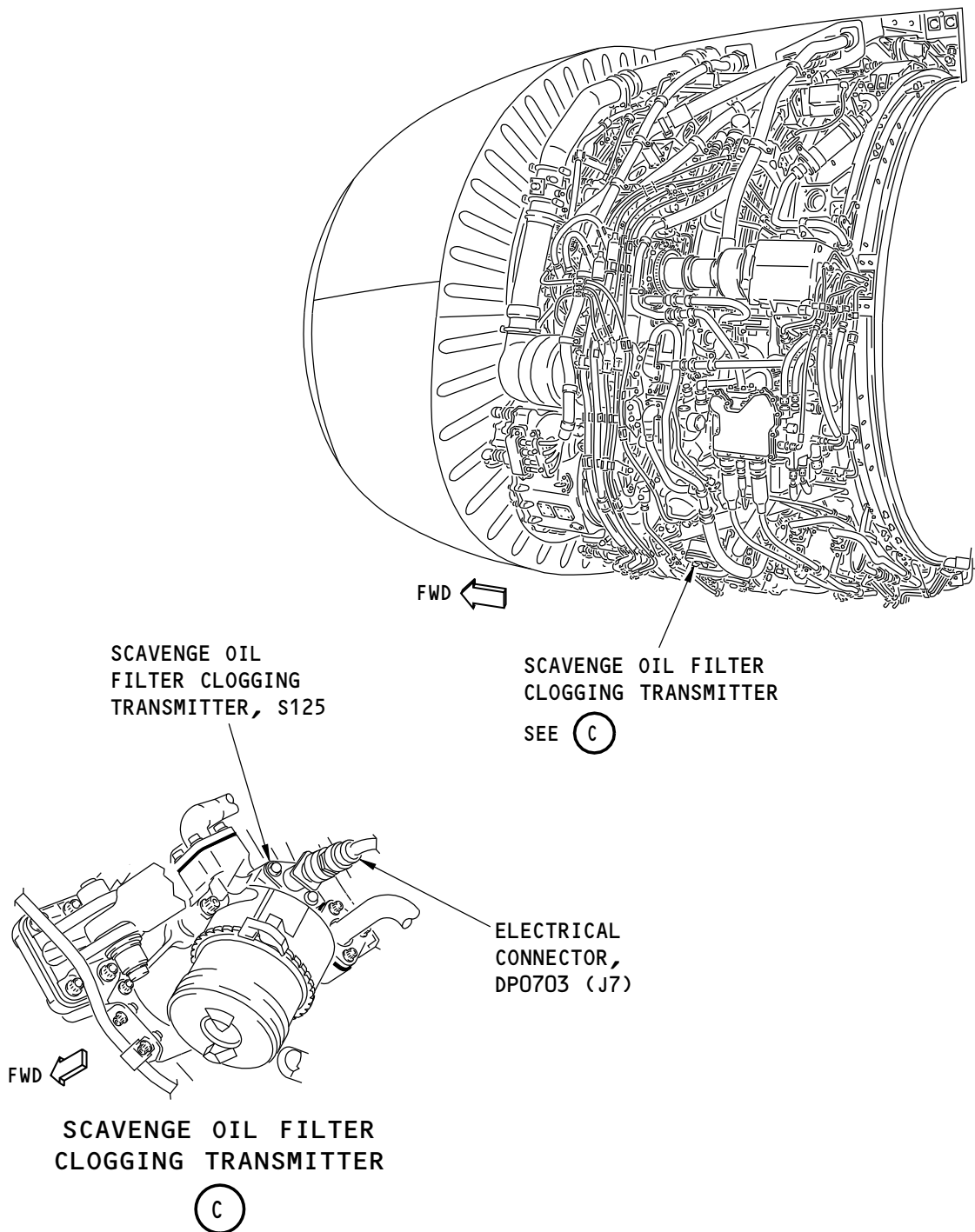
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## 79-05 TASK SUPPORT

D633A103-AKS

Page 301  
Feb 15/2013

737-600/700/800/900  
FAULT ISOLATION MANUAL



H84511 S0006746555\_V1

Engine Oil Indicating System - Component Location  
Figure 301/79-05-00-990-801-F00 (Sheet 2 of 2)

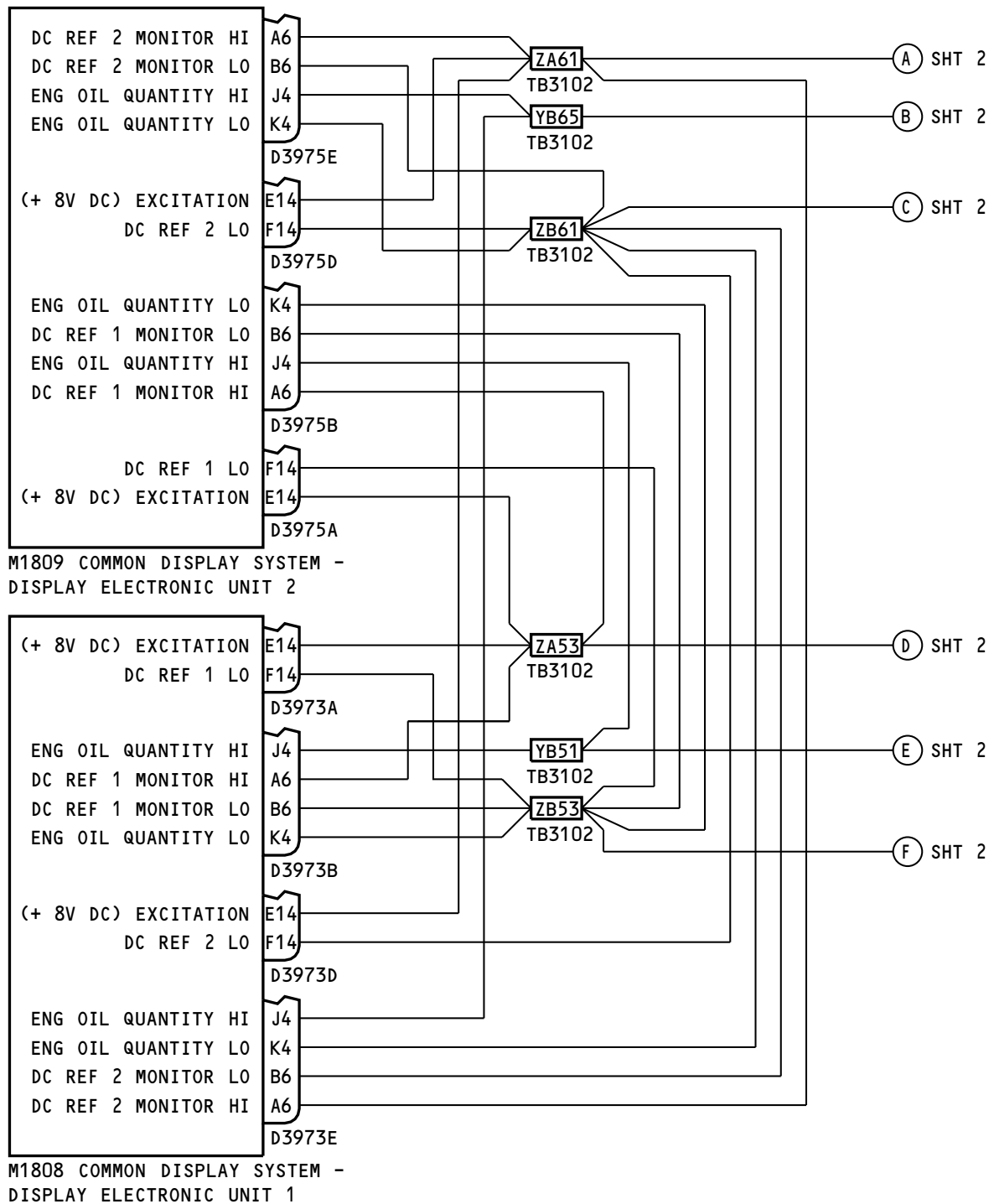
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## 79-05 TASK SUPPORT

D633A103-AKS

Page 302  
Feb 15/2013

# 737-600/700/800/900 FAULT ISOLATION MANUAL



H85954 S0006746556\_V1

**Engine Oil Indicating System - Simplified Schematic**  
Figure 302/79-05-00-990-802-F00 (Sheet 1 of 2)

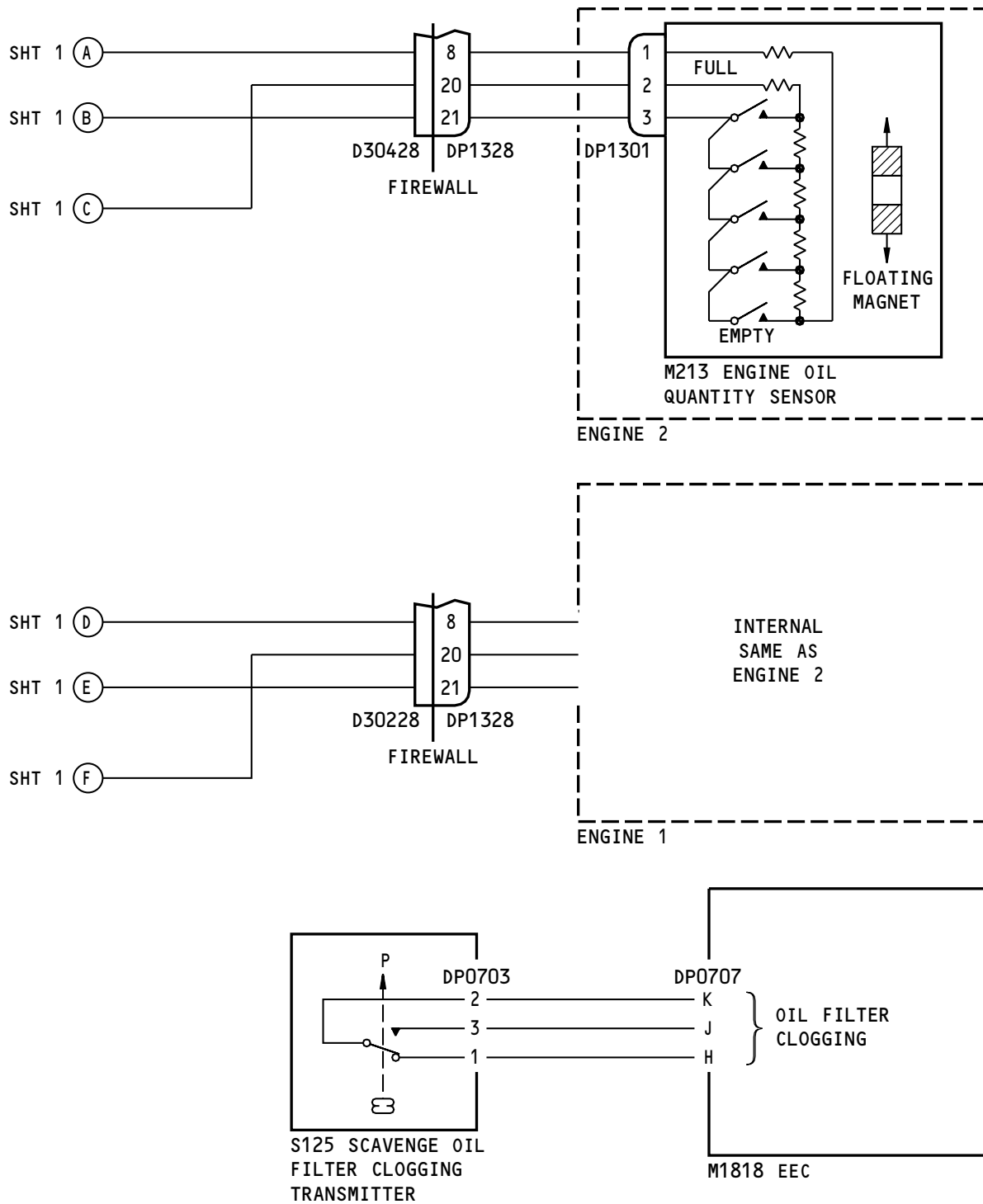
EFFECTIVITY  
AKS ALL

## 79-05 TASK SUPPORT

D633A103-AKS

Page 303  
Feb 15/2013

## 737-600/700/800/900 FAULT ISOLATION MANUAL



H86009 S0006746557\_V1

Engine Oil Indicating System - Simplified Schematic  
Figure 302/79-05-00-990-802-F00 (Sheet 2 of 2)

EFFECTIVITY  
AKS ALL

# 79-05 TASK SUPPORT

D633A103-AKS

Page 304  
Feb 15/2013

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### 801. The Engine Oil Pressure Signal (PEO) Is Out of Range - Fault Isolation

#### A. Description

- (1) This task is for these maintenance message numbers:
  - (a) 79-11091, 79-11092, 79-21091, 79-21092, 79-31091 and 79-31092.
- (2) For the maintenance message 79-X109Y; where X = EEC Channel (1=Channel A, 2=Channel B, 3=Dual Channel), and Y = Engine Position (1=Eng 1, 2=Eng 2), do the applicable Fault Isolation:
  - (a) If X=1, do the Fault Isolation Procedure - Single Channel Fault for channel A.
  - (b) If X=2, do the Fault Isolation Procedure - Single Channel Fault for channel B.
  - (c) If X=1 and 2 (two messages), or X=3, do the Fault Isolation Procedure - Dual Channel Fault.
- (3) The EEC detects that the Pressure Engine Oil (PEO) signal is out of the valid range.
  - (a) This fault is reported on the active channel of the EEC when the engine is in operation.
- (4) Also, because the Channel A excitation circuit for the engine oil pressure (PEO) position LVDT and the thrust lever angle (TLA) resolver are from a common source in the EEC, a short in one of the two excitation circuits can set Channel A fault messages for the two systems.
- (5) Also, because the Channel B excitation circuit for the engine oil pressure (PEO) position LVDT and the thrust lever angle (TLA) resolver are from a common source in the EEC, a short in one of the two excitation circuits can set Channel B fault messages for the two systems.

#### B. Possible Causes

- (1) Oil pressure sensor, T429
- (2) EEC, M1818
- (3) J7 (Ch A) or J8 (Ch B) wire harness.

**NOTE:** For more information, see the Description section.

#### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

##### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

##### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

#### D. Related Data

- (1) Component Location (Figure 301)
- (2) Simplified Schematic (Figure 302)

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (3) (SSM 79-32-11)
- (4) (WDM 79-32-11)

### E. Initial Evaluation

- (1) Do this task: EEC BITE Procedure, 73-00 TASK 801.

- (a) If one of these groups of maintenance messages show, then do the applicable Fault Isolation Procedure:

NOTE: These messages can be caused by a short in the excitation circuit for the thrust lever angle (TLA) resolver or the LVDT for the engine oil pressure (PEO). For more information, see the Description section.

- 1) 79-11091 and 73-11451 (Engine 1, Ch A)
    - a) Do this task: FADEC2/FADEC3 (Ch A) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH A) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 813.
  - 2) 79-11092 and 73-11452 (Engine 2, Ch A)
    - a) Do this task: FADEC2/FADEC3 (Ch A) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH A) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 813.
  - 3) 79-21091 and 73-21451 (Engine 1, Ch B)
    - a) Do this task: FADEC2/FADEC3 (Ch B) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH B) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 814.
  - 4) 79-21092 and 73-21452 (Engine 2, Ch B).
    - a) Do this task: FADEC2/FADEC3 (Ch B) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH B) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 814.
- (2) Do these steps to find out if the fault is still active:
    - (a) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
    - (b) If maintenance message 79-11091 (Ch A, Eng 1), 79-11092 (Ch A, Eng 2), 79-21091 (Ch B, Eng 1) or 79-21092 (Ch B, Eng 2) shows, then do the Fault Isolation Procedure - Single Channel Fault for the applicable channel.
    - (c) If maintenance message 79-31091 (Ch A and B, Eng 1) or 79-31092 (Ch A and B, Eng 2) shows, then do the Fault Isolation Procedure - Dual Channel Fault.
    - (d) If the maintenance message does not show on the FMCS CDU, then the Initial Evaluation has shown that the fault is not active at this time and you have an intermittent fault.
      - 1) If you cannot find the fault at this time, then the Fault Isolation Procedure cannot isolate the fault.
      - 2) For an intermittent fault you must use your judgment, your airline policies, and the Possible Causes list to make the decision if you will try to correct the fault.
      - 3) If you will try to correct the fault, it is recommended that you do these steps:
        - a) Do the visual checks of the electrical connectors in the applicable fault isolation procedure below.
        - b) Use the WDM references to identify intermediate electrical connections in the wire harness and do a visual check.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- c) If you find no problems, then replace components as listed in the Possible Causes list above.
- 4) Monitor the airplane on the subsequent flight.

### F. Fault Isolation Procedure - Single Channel Fault

- (1) Do the Initial Evaluation to see if there is an excitation circuit fault and if the fault is still active.

NOTE: A fault in the excitation circuit of other LRU's could cause this fault. For more information, see the Description section.

- (2) Prepare for the procedure:

- (a) For Engine 1:

- 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2:

- 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (3) Examine the electrical connector, DP0705 (Ch A) or DP0805 (Ch B), at the oil pressure sensor:
  - (a) See if the electrical connector, DP0705 (Ch A) or DP0805 (Ch B), is correctly connected to the oil pressure sensor, and continue.
  - (b) Disconnect the electrical connector, DP0705 (Ch A) or DP0805 (Ch B), from the oil pressure sensor.
  - (c) Visually examine the oil pressure sensor receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
    - 1) If the oil pressure sensor receptacle is damaged, then replace the oil pressure sensor, T429.  
These are the tasks:  
Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,  
Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If the harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).



## 737-600/700/800/900 FAULT ISOLATION MANUAL

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
- b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
  - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (4) Do these steps to isolate the oil pressure sensor as the cause of the fault:
  - (a) Connect the electrical connector, DP0705 OIL PRESS-A (Ch A), on the oil pressure sensor receptacle, CH B.
  - (b) Connect the electrical connector, DP0805 OIL PRESS-B (Ch B), on the oil pressure sensor receptacle, CH A.
  - (c) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (d) If the maintenance message does not show, then do these steps:
    - 1) Re-connect the electrical connector, DP0705 OIL PRESS-A (Ch A), on the oil pressure sensor receptacle, CH A.
    - 2) Re-connect the electrical connector, DP0805 OIL PRESS-B (Ch B), on the oil pressure sensor receptacle, CH B.
    - 3) Do the Repair Confirmation at the end of this task.
  - (e) If maintenance message shows on the other channel, then replace the oil pressure sensor, T429.

These are the tasks:

Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,  
Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
- (f) If maintenance message shows on the same channel, then do these steps and continue:
  - 1) Re-connect the electrical connector, DP0705 OIL PRESS-A (Ch A), on the oil pressure sensor receptacle, CH A.
  - 2) Re-connect the electrical connector, DP0805 OIL PRESS-B (Ch B), on the oil pressure sensor receptacle, CH B.
- (5) Examine the electrical connector, DP0707 (Ch A) or DP0808 (Ch B), at the EEC:
 

**NOTE:** The electrical connector, DP0707 (Ch A), is on the J7 wire harness. The electrical connector, DP0808 (Ch B), is on the J8 wire harness.

  - (a) See if the electrical connector, DP0707 (Ch A) or DP0808 (Ch B), is correctly connected to the EEC, and continue.
  - (b) Disconnect the electrical connector, DP0707 (Ch A) or DP0808 (Ch B), from the EEC.
  - (c) Visually examine the EEC receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 1) If the EEC receptacle is damaged, then replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
- b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.

- 2) If the harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
- b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.

- 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.

- a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.

- (d) If you did not find a problem, then continue.

- (6) Replace the wire harness, J7 (Ch A) or J8 (Ch B).

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- (a) Do the Repair Confirmation at the end of this task.
- (b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.

- (7) If the fault was found by the Initial Evaluation, then do one of these steps:

**NOTE:** Because an excitation circuit fault in a different system can set this fault, the replacement of the EEC will not necessarily correct this fault.

- (a) Replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
- 2) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.

- (b) Do the TLA Resolver and PEO LVDT Excitation Circuit Fault Isolation for the applicable channel:

- 1) For Channel A; do this task: FADEC2/FADEC3 (Ch A) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH A) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 813

EFFECTIVITY  
AKS ALL

# 79-21 TASK 801

D633A103-AKS

Page 205  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 2) For Channel B; do this task: FADEC2/FADEC3 (Ch B) Excitation Group 1: Thrust Lever Angle Resolver and PEO (CH B) LVDT Excitation Circuit Fault - Fault Isolation, 75-34 TASK 814
- 3) Do the Repair Confirmation at the end of this task.

### G. Fault Isolation Procedure - Dual Channel Fault

- (1) Do these steps to prepare for the procedure:

- (a) For Engine 1:

- 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2:

- 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (2) Examine the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), at the oil pressure sensor:
  - (a) See if the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), are correctly connected to the oil pressure sensor and continue.
  - (b) Disconnect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), from the oil pressure sensor.
  - (c) Visually examine the oil pressure sensor receptacles and wire harness connectors (AMM TASK 70-70-01-200-801-F00).
    - 1) If an oil pressure sensor receptacle is damaged, replace the oil pressure sensor, T429.  
 These are the tasks:  
 Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,  
 Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If a harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).  
 These are the tasks:

## 737-600/700/800/900 FAULT ISOLATION MANUAL

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
  - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
  - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (3) Examine the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), at the EEC:
 

**NOTE:** The electrical connector, DP0707 (Ch A), is on the J7 wire harness. The electrical connector, DP0808 (Ch B), is on the J8 wire harness.

  - (a) See if the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), are correctly connected to the EEC, and continue.
  - (b) Disconnect the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), from the EEC.
  - (c) Visually examine the EEC receptacles and wire harness connectors (AMM TASK 70-70-01-200-801-F00).
    - 1) If an EEC receptacle is damaged, then replace the EEC, M1818.  
These are the tasks:  
EEC Removal, AMM TASK 73-21-60-000-801-F00,  
EEC Installation, AMM TASK 73-21-60-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If a harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - (d) If you did not find a problem, then continue.
  - (4) Connect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) on a new spare oil pressure sensor and do these steps:
    - (a) Do the Repair Confirmation at the end of this task.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show then open the circuit breakers above and replace the engine oil pressure sensor, T429 with a new spare sensor.

These are the tasks:

Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,

Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.

- (c) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and do these steps:

- 1) Disconnect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) from the new spare oil pressure sensor.
- 2) Re-connect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) on the oil pressure sensor.
- 3) Replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- 4) Do the Repair Confirmation at the end of this task.

### H. Repair Confirmation

- (1) Prepare for the procedure:

- (a) Make sure that the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), are connected at the EEC.

**CAUTION:** MAKE SURE THAT YOU CONNECT THE CHANNEL A ELECTRICAL CONNECTOR TO THE OIL PRESSURE SENSOR RECEPTACLE, CH A, AND THE CHANNEL B ELECTRICAL CONNECTOR TO THE OIL PRESSURE SENSOR RECEPTACLE, CH B. THE ELECTRICAL CONNECTORS ARE INTERCHANGEABLE. OIL PRESSURE SENSOR FAULTS AND OUTPUT DATA WILL SHOW ON THE WRONG CHANNELS.

- (b) Make sure that the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), are connected at the pressure sensor.

- (c) For Engine 1:

- 1) Remove the safety tags and close these circuit breakers:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (d) For Engine 2:

- 1) Remove the safety tags and close these circuit breakers:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT

EFFECTIVITY  
AKS ALL

# 79-21 TASK 801

D633A103-AKS

Page 208  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (2) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (a) If the maintenance message does not show, then you corrected the fault.
- (3) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

**END OF TASK**
**802. The Engine Oil Temperature Signal (TEO) is Out of Range - Fault Isolation****A. Description**

- (1) This task is for these maintenance message numbers:
  - (a) 79-11101, 79-11102, 79-21101, 79-21102, 79-31101 and 79-31102.
- (2) The maintenance messages 79-X110Y; where X = EEC Channel (1=Channel A, 2=Channel B, 3=Dual Channel), and Y = Engine Position (1=Eng 1, 2=Eng 2).
  - (a) If X=1, then do the Fault Isolation Procedure for Channel A.
  - (b) If X=2, then do the Fault Isolation Procedure for Channel B.
  - (c) If X=1 and 2 (two messages), or X=3, then do the Fault Isolation Procedure for Channel A and B.
- (3) The temperature engine oil (TEO) signal is out of the valid range.
  - (a) This fault is reported on the active channel of the EEC when the engine is in operation.

**B. Possible Causes**

- (1) Oil temperature sensor, T432
- (2) EEC, M1818
- (3) J6 wire harness.

**C. Circuit Breakers**

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

 EFFECTIVITY  
AKS ALL

# 79-21 TASKS 801-802

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### D. Related Data

- (1) Component Location (Figure 301)
- (2) Simplified Schematic (Figure 302)
- (3) (SSM 79-34-11)
- (4) (WDM 79-34-11)

### E. Initial Evaluation

- (1) Do these steps to find out if the fault is still active:
  - (a) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (b) If maintenance message 79-11101 (Ch A, Eng 1), 79-11102 (Ch A, Eng 2), 79-21101 (Ch B, Eng 1), 79-21102 (Ch B, Eng 2) 79-31101 (Ch A and B, Eng 1) or 79-31102 (Ch A and B, Eng 2) shows, then do the Fault Isolation Procedure for the applicable channel or channels.
  - (c) If the maintenance message does not show on the FMCS CDU, then the Initial Evaluation has shown that the fault is not active at this time and you have an intermittent fault.
    - 1) If you cannot find the fault at this time, then the Fault Isolation Procedure cannot isolate the fault.
    - 2) For an intermittent fault you must use your judgment, your airline policies, and the Possible Causes list to make the decision if you will try to correct the fault.
    - 3) If you will try to correct the fault, it is recommended that you do these steps:
      - a) Do the visual checks of the electrical connectors in the applicable fault isolation procedure below.
      - b) Use the WDM references to identify intermediate electrical connections in the wire harness and do a visual check.
      - c) If you find no problems, then replace components as listed in the Possible Causes List above.
    - 4) Monitor the airplane on the subsequent flight.

### F. Fault Isolation Procedure

- (1) Do these steps to prepare for the procedure:
  - (a) For Engine 1:
    - 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2:
  - 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT

EFFECTIVITY  
AKS ALL

# 79-21 TASK 802

D633A103-AKS

Page 210  
Jun 15/2016



## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (2) Examine the electrical connector, DP0602 (Ch A or Ch B), at the oil temperature sensor:
- NOTE: Channel A and B of the oil temperature sensor are connected through one connector.
- (a) See if the electrical connector, DP0602 (Ch A or Ch B), is correctly connected to the oil temperature sensor, and continue.
  - (b) Disconnect the electrical connector, DP0602 (Ch A or Ch B), from the oil temperature sensor.
  - (c) Visually examine the oil temperature sensor receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
    - 1) If the oil temperature sensor receptacle is damaged, then replace the oil temperature sensor, T432.  
These are the tasks:  
Oil Temperature Sensor Removal, AMM TASK 79-34-02-000-801-F00,  
Oil Temperature Sensor Installation, AMM TASK 79-34-02-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - (d) If the harness connector is damaged, then replace the J6 wire harness.  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - (e) If you did not find a problem or the fault continues, then continue.
- (3) Measure the resistance between these pins at the oil temperature sensor receptacle:



## 737-600/700/800/900 FAULT ISOLATION MANUAL

**RECEPTACLE****DP0602****CHANNEL A****PIN****STUD****RESISTANCE**

PIN 1 .....

PIN 2

155 TO 322 OHMS

PIN 1 .....

CONNECTOR SHELL

GREATER THAN 20  
MEGOHNS

PIN 2 .....

CONNECTOR SHELL

GREATER THAN 20  
MEGOHNS**RECEPTACLE****DP0602****CHANNEL B****PIN****STUD****RESISTANCE**

PIN 3 .....

PIN 4

155 TO 322 OHMS

PIN 3 .....

CONNECTOR SHELL

GREATER THAN 20  
MEGOHMS

PIN 4 .....

CONNECTOR SHELL

GREATER THAN 20  
MEGOHMS

- (a) If the resistance is not in the specified range, then replace the oil temperature sensor, T432.

These are the tasks:

Oil Temperature Sensor Removal, AMM TASK 79-34-02-000-801-F00,

Oil Temperature Sensor Installation, AMM TASK 79-34-02-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
  - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (b) If the resistance is in the specified range, then do this step and continue:
  - 1) Connect the electrical connector, DP0602 (Ch A or Ch B), to the oil temperature sensor.
- (4) Examine the electrical connector, DP0606 (Ch A or Ch B), at the EEC:
 

NOTE: The electrical connector, DP0606 (Ch A or Ch B), is on the J6 wire harness.

  - (a) See if the electrical connector, DP0606 (Ch A or Ch B), is correctly connected to the EEC, and continue.
  - (b) Disconnect the electrical connector, DP0606 (Ch A or Ch B), from the EEC.
  - (c) Visually examine the EEC receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
    - 1) If the EEC receptacle is damaged, then replace the EEC, M1818.
 

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If the harness connector is damaged, then replace the J6 wire harness.

EFFECTIVITY  
AKS ALL

## 79-21 TASK 802

D633A103-AKS

Page 212  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
- b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
  - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (5) Measure the resistance between these pins to examine the wires between the EEC connector on the wire harness and the oil temperature sensor:

NOTE: The electrical connector, DP0606 (Ch A or Ch B), is on the J6 wire harness.

### CONNECTOR

#### DP0606

CHANNEL A	PIN	STUD	RESISTANCE
	PIN S .....	PIN R	155 TO 322 OHMS
	PIN S .....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS
	PIN R .....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS

### CONNECTOR

#### DP0606

CHANNEL B	PIN	STUD	RESISTANCE
	PIN P .....	PIN N	155 TO 322 OHMS
	PIN P .....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS
	PIN N .....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS

- (a) If the resistance is in the specified range and the fault was found during the Initial Evaluation, then replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
- (b) If the resistance is not in the specified range, then replace the J6 wire harness.

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.

EFFECTIVITY  
AKS ALL

## 79-21 TASK 802

D633A103-AKS

Page 213  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### G. Repair Confirmation

- (1) Do these steps to prepare for the procedure:
  - (a) Make sure that the electrical connector, DP0602 (Ch A and Ch B), is correctly connected to the oil temperature sensor.
  - (b) Make sure that the electrical connector, DP0606 (Ch A and Ch B), is correctly connected to the EEC.
  - (c) For Engine 1:
    - 1) Remove the safety tags and close these circuit breakers:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (d) For Engine 2:
  - 1) Remove the safety tags and close these circuit breakers:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (2) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (a) If the maintenance message does not show, then you corrected the fault.
- (3) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

### — END OF TASK —

## 806. The Oil Filter Signals Disagree - Fault Isolation

### A. Description

- (1) This task is for these maintenance messages:
  - (a) 79-11121, 79-11122, 79-21121, 79-21122, 79-31121 and 79-31122.
- (2) For the maintenance message 79-X112Y; where X = EEC Channel (1=Channel A, 2=Channel B, 3=Dual Channel), and Y = Engine Position (1=Eng 1, 2=Eng 2), do the applicable Fault Isolation:
  - (a) If X=1, then do the Fault Isolation Procedure - Single Channel Fault for channel A.
  - (b) If X=2, then do the Fault Isolation Procedure - Single Channel Fault for channel B.
  - (c) If X=1 and 2 (two messages), or X=3, then do the Fault Isolation Procedure - Dual Channel Fault.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (3) The scavenge oil filter clogging transmitter signal from channel A disagrees with the signal from channel B. This message is also set when the two switches (SW 1 and SW 2) are both set to open or closed.

**NOTE:** The usual clogging transmitter position is; SW 1 closed and SW 2 open when the filter is not clogged or SW 1 open and SW 2 closed when the filter is clogged (engine in operation).

- (a) This fault is reported when the EEC has electrical power.
- (b) The fault will cause the OIL FILTER BYP light on the upper display unit (DU) to show on the ground.

### B. Possible Causes

- (1) For the Single Channel Maintenance Messages:
  - (a) EEC, M1818.
- (2) For the Dual Channel Maintenance Messages:
  - (a) Scavenge oil filter clogging transmitter, S125
  - (b) EEC, M1818
  - (c) J7 Wire Harness.

### C. Circuit Breakers

- (1) For Engine 1:
  - (a) These are the primary circuit breakers related to the fault:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
  - (a) These are the primary circuit breakers related to the fault:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

### D. Related Data

- (1) Component Location (Figure 301)
- (2) Simplified Schematic (Figure 302)
- (3) (SSM 79-33-11)
- (4) (WDM 79-33-11)

### E. Initial Evaluation

- (1) You must do the Initial Evaluation in the "OIL FILTER BYP Message Shows" fault isolation procedure to identify which task is necessary in this procedure (79-05 TASK 817).

**NOTE:** When this message is set, it will also cause the OIL FILTER BYP message to go on shortly after landing. Therefore, this message and the OIL FILTER BYP message must be considered as one problem. The initial evaluation in the OIL FILTER BYP message procedure will direct you to this procedure if it is necessary.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

### F. Fault Isolation Procedure - Single Channel Fault

- (1) You must get the results of the Initial Evaluation in the "OIL FILTER BYP Message Shows" fault isolation procedure before you do the Fault Isolation Procedure (79-05 TASK 817).

**NOTE:** The results of that Initial Evaluation are necessary to identify which procedure you must use to correct the fault.

- (2) If the fault was found during the Initial Evaluation, then replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- (a) Do the Repair Confirmation at the end of this task.

### G. Fault Isolation Procedure - Dual Channel Fault Detected During Initial Evaluation

- (1) You must get the results of the Initial Evaluation in the "OIL FILTER BYP Message Shows" fault isolation procedure before you do the Fault Isolation Procedure (79-05 TASK 817).

**NOTE:** The results of that Initial Evaluation are necessary to identify which procedure you must use to correct the fault.

- (2) Do these steps to prepare for the procedure:

- (a) For Engine 1:

- 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2

- 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.

- (3) Examine the electrical connector, DP0703, at the scavenge oil filter clogging transmitter:

- (a) See if the electrical connector, DP0703, is correctly connected to the scavenge oil filter clogging transmitter, and continue.

- (b) Disconnect the electrical connector, DP0703, from the scavenge oil filter clogging transmitter.

- (c) Visually examine the scavenge oil filter clogging transmitter receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).

- 1) If the receptacle is found damaged, then replace the scavenge oil filter clogging transmitter, S125.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

These are the tasks:

Scavenge Oil Filter Clogging Transmitter Removal, AMM  
TASK 79-21-07-000-801-F00,

Scavenge Oil Filter Clogging Transmitter Installation, AMM  
TASK 79-21-07-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
  - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- 2) If the harness connector is damaged, then replace the J7 wire harness.

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
  - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
- a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (4) Measure the resistance between these pins at the scavenge oil filter clogging transmitter receptacle, DP0703:

### RECEPTACLE

#### DP0703

#### PINS

PIN 1	PIN 2	LESS THAN 5 OHMS
PIN 2	PIN 3	GREATER THAN 0.1 MEGOHMS
PIN 1	GROUND	GREATER THAN 20 MEGOHMS
PIN 2	GROUND	GREATER THAN 20 MEGOHMS
PIN 3	GROUND	GREATER THAN 20 MEGOHMS

- (a) If the resistance is not in the specified range, then replace the scavenge oil filter clogging transmitter, S125.

These are the tasks:

Scavenge Oil Filter Clogging Transmitter Removal, AMM TASK 79-21-07-000-801-F00,

Scavenge Oil Filter Clogging Transmitter Installation, AMM TASK 79-21-07-400-801-F00.

- 1) If the OIL FILTER BYP Message does not come on during the leak test in the clogging transmitter installation test, then do the Repair Confirmation at the end of this task.

EFFECTIVITY  
AKS ALL

## 79-21 TASK 806

D633A103-AKS

Page 217  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- 2) If the OIL FILTER BYP Message comes on during the leak test in the clogging transmitter installation test, then, do this task: EEC BITE Procedure, 73-00 TASK 801.
  - a) If the maintenance message does not show in flight leg 0, then Do the Fault Isolation Procedure - Impending Bypass in the "OIL FILTER BYP Message Shows" task (79-05 TASK 817).
  - b) If the maintenance message shows in Flight Leg 0, then continue.
- (b) If the resistance is in the specified range, then do this step and continue:
  - 1) Re-connect the electrical connector, DP0703, to the scavenge oil filter clogging transmitter receptacle.
- (5) Examine the electrical connector, DP0707, at the EEC:
 

NOTE: The electrical connector, DP0707, is on the J7 wire harness.

  - (a) See if the electrical connector, DP0707, is correctly connected to the EEC, and continue.
  - (b) Disconnect the electrical connector, DP0707, from the EEC.
  - (c) Visually examine the EEC receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
    - 1) If the EEC receptacle is damaged, then replace the EEC, M1818.  
 These are the tasks:  
 EEC Removal, AMM TASK 73-21-60-000-801-F00,  
 EEC Installation, AMM TASK 73-21-60-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If the harness connector is damaged, then replace the J7 wire harness.  
 These are the tasks:  
 Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
 Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - (d) If you did not find a problem, then continue.
  - (6) Measure the resistance between these pins to examine the wires between the EEC connector on the J7 wire harness through the scavenge oil filter clogging transmitter, S125:

## 737-600/700/800/900 FAULT ISOLATION MANUAL

**CONNECTOR****DP0707****PINS**

PIN H	.....	PIN K	LESS THAN 5 OHMS
PIN J	.....	PIN K	GREATER THAN 0.1 MEGOHMS
PIN J	.....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS
PIN K	.....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS
PIN H	.....	CONNECTOR SHELL	GREATER THAN 20 MEGOHMS

- (a) If the resistance is in the specified range and the fault was found during the Initial Evaluation, then replace the EEC, M1818.

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,

EEC Installation, AMM TASK 73-21-60-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.

- (b) If the resistance is not in the specified range, then replace the J7 wire harness.

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.

### H. Fault Isolation Procedure - Dual Channel Fault Not Detected During Initial Evaluation

- (1) You must get the results of the Initial Evaluation in the "OIL FILTER BYP Message Shows" fault isolation procedure before you do the Fault Isolation Procedure (79-05 TASK 817).

**NOTE:** The results of that Initial Evaluation are necessary to identify which procedure you must use to correct the fault.

- (2) Do these steps to prepare for the procedure:

- (a) For Engine 1:

- 1) Open these circuit breakers and install safety tags:

#### **CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2:

- 1) Open these circuit breakers and install safety tags:

#### **F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT

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# 79-21 TASK 806



## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (3) Examine the electrical connector, DP0703, at the scavenge oil filter clogging transmitter:
- (a) See if the electrical connector, DP0703, is correctly connected to the scavenge oil filter clogging transmitter and continue.
  - (b) Disconnect the electrical connector, DP0703, from the scavenge oil filter clogging transmitter.
  - (c) Visually examine the scavenge oil filter clogging transmitter receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
    - 1) If the receptacle is found damaged, then replace the scavenge oil filter clogging transmitter, S125.  
 These are the tasks:  
 Scavenge Oil Filter Clogging Transmitter Removal, AMM TASK 79-21-07-000-801-F00,  
 Scavenge Oil Filter Clogging Transmitter Installation, AMM TASK 79-21-07-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 2) If the harness connector is damaged, then replace the J7 wire harness.  
 These are the tasks:  
 Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
 Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
      - a) Do the Repair Confirmation at the end of this task.
      - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
      - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - (d) If you did not find a problem, then continue.
- (4) Install a jumper between pin 2 and pin 3 of the DP0703 electrical connector at the clogging transmitter.
- (5) Examine the electrical connector, DP0707, at the EEC:
- NOTE:** The electrical connector, DP0707, is on the J7 wire harness.
- (a) See if the electrical connector, DP0707, is correctly connected to the EEC, and continue.
  - (b) Disconnect the electrical connector, DP0707, from the EEC.

**737-600/700/800/900  
FAULT ISOLATION MANUAL**

- (c) Visually examine the EEC receptacle and wire harness connector (AMM TASK 70-70-01-200-801-F00).
- 1) If the EEC receptacle is damaged, then replace the EEC, M1818.  
These are the tasks:  
EEC Removal, AMM TASK 73-21-60-000-801-F00,  
EEC Installation, AMM TASK 73-21-60-400-801-F00.
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - 2) If the harness connector is damaged, then replace the J7 wire harness.  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - 3) If the connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
    - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (6) Look for continuity between pin K and pin J of the DP0707 electrical connector at the EEC.
- (a) If you do not find continuity, then replace the J7 wire harness.  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
  - (b) If you find the continuity, then continue.
- (7) Look for an open circuit between pin H and pin K of the DP0707 electrical connector at the EEC.
- (a) If you do not find the open circuit, then replace the J7 wire harness.  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
  - (b) If you find the open circuit, then continue.
- (8) Look for an open circuit between pin H and pin J of the DP0707 electrical connector at the EEC.
- (a) If you do not find the open circuit, then replace the J7 wire harness.  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,

## 737-600/700/800/900 FAULT ISOLATION MANUAL

Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
- (b) If you find the open circuit, then continue.
- (9) Remove the jumper from the DP0703 electrical connector at the clogging transmitter.
- (10) Look for an open circuit between pin K, pin H, and pin J of the DP0707 electrical connector and airplane ground.
- (a) If you do not find the open circuit, then replace the J7 wire harness.

These are the tasks:

Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.

- 1) Do the Repair Confirmation at the end of this task.
- (b) If you find the open circuit, then continue.
- (11) Replace the scavenge oil filter clogging transmitter, S125 (the most likely LRU from the Possible Causes list).

These are the tasks:

Scavenge Oil Filter Clogging Transmitter Removal, AMM TASK 79-21-07-000-801-F00,  
Scavenge Oil Filter Clogging Transmitter Installation, AMM TASK 79-21-07-400-801-F00.

- (a) Do this task: EEC BITE Procedure, 73-00 TASK 801.

**NOTE:** The engine is operated for the Idle Leak Test in the installation test of the clogging transmitter. Therefore, if the fault is still active, then the EEC Test should find it in Flight Leg 0.

- 1) If the message shows in Flight Leg 0, then replace the EEC (the subsequent LRU from the Possible Causes list).

These are the tasks:

EEC Removal, AMM TASK 73-21-60-000-801-F00,  
EEC Installation, AMM TASK 73-21-60-400-801-F00.

- a) Do the Repair Confirmation at the end of this task.
- 2) If the message does not show in Flight Leg 0, then do the Repair Confirmation at the end of this task.

### I. Repair Confirmation

- (1) Prepare for the procedure:
  - (a) Make sure that the electrical connector, DP0703, is correctly connected to the scavenge oil filter clogging transmitter.
  - (b) Make sure that the electrical connector, DP0707, is correctly connected to the EEC.
  - (c) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.
  - (d) For Engine 1:
    - 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT

EFFECTIVITY  
AKS ALL

## 79-21 TASK 806

## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**CAPT Electrical System Panel, P18-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

(e) For Engine 2:

- 1) Open these circuit breakers and install safety tags:

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (2) Do these steps if you could find the problem with the Input Monitoring in the Initial Evaluation in the "OIL FILTER BYP Message Shows":
  - (a) Get access to the CDU INPUT MONITORING/OIL FILTER screen on the FMCS CDU.
  - (b) Record the FILTER BYPASS status.

NOTE: These are the usual states, but other states can be found.

<b>FILTER INPUTS</b>	<b>OIL FILTER BYPASS STATE "NOT CLOGGED"</b>	<b>OIL FILTER BYPASS STATE "CLOGGED"</b>
SW 1 CH A SW 1 CH B	CLOSED	OPEN
SW 2 CH A SW 2 CH B	OPEN	CLOSED

- (c) If the FILTER BYPASS state indicates that the filter is "NOT CLOGGED", then you corrected the fault.
- (3) Do these steps if you could not find the problem with the Input Monitoring in the Initial Evaluation in the "OIL FILTER BYP Message Shows":
  - (a) Record the steps that you completed to correct the fault.
  - (b) Monitor the airplane on the subsequent flight.

————— **END OF TASK** —————

**809. The Engine Oil Pressure Signals (PEO) Disagree - Fault Isolation****A. Description**

- (1) This task is for these maintenance messages:
  - (a) 79-11341, 79-11342, 79-21341, 79-21342, 79-31341 and 79-31342.
- (2) For the maintenance message 79-X134Y; where X = EEC Channel (1=Channel A, 2=Channel B, 3=Dual Channel), and Y = Engine Position (1=Eng 1, 2=Eng 2), do the applicable Fault Isolation:
  - (a) If X=1, then do the Fault Isolation Procedure - Single Channel Fault for channel A.
  - (b) If X=2, then do the Fault Isolation Procedure - Single Channel Fault for channel B.
  - (c) If X=1 and 2 (two messages), or X=3, then do the Fault Isolation Procedure - Dual Channel Fault.

EFFECTIVITY  
AKS ALL

## 79-21 TASKS 806-809

D633A103-AKS

Page 223  
Jun 15/2016

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (3) The absolute value of the difference between the oil pressure sensed by channel A and channel B is out of valid range.
- (a) This fault is reported on the active channel of the EEC when the engine is in operation.

### B. Possible Causes

- (1) Oil pressure sensor, T429
- (2) EEC, M1818
- (3) J7 (Ch A) or J8 (Ch B) wire harness.

### C. Circuit Breakers

- (1) For Engine 1:
- (a) These are the primary circuit breakers related to the fault:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (2) For Engine 2:
- (a) These are the primary circuit breakers related to the fault:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

### D. Related Data

- (1) Component Location (Figure 301)
- (2) Simplified Schematic (Figure 302)
- (3) (SSM 79-32-11)
- (4) (WDM 79-32-11)

### E. Initial Evaluation

- (1) Do these steps to find out if the fault is still active, and if another related maintenance message was set:

**NOTE:** This fault is normally reported by channel A and channel B. If the fault is reported by only a single channel, then an additional fault in the EEC is present.

- (a) For RECENT FAULTS, do this task: EEC BITE Procedure, 73-00 TASK 801.
- (b) If maintenance message number 79-11091, 79-11092, 79-21091, 79-21092, 79-31091 or 79-31092 shows, then, do this task: The Engine Oil Pressure Signal (PEO) Is Out of Range - Fault Isolation, 79-21 TASK 801.
- (c) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
- (d) If maintenance message 79-11341 (Ch A, Eng 1), 79-11342 (Ch A, Eng 2), 79-21341 (Ch B, Eng 1) or 79-21342 (Ch B, Eng 2) shows, then do the Fault Isolation Procedure - Single Channel Fault for the applicable channel.
- (e) If maintenance message 79-31341 (Ch A and B, Eng 1) or 79-31342 (Ch A and B, Eng 2) shows, then do the Fault Isolation Procedure - Dual Channel Fault.

## 737-600/700/800/900 FAULT ISOLATION MANUAL

- (f) If the maintenance message does not show on the FMCS CDU, then the Initial Evaluation has shown that the fault is not active at this time and you have an intermittent fault.
- 1) If you cannot find the fault at this time, then the Fault Isolation Procedure cannot isolate the fault.
  - 2) For an intermittent fault you must use your judgment, your airline policies, and the Possible Causes list to make the decision if you will try to correct the fault.
  - 3) If you will try to correct the fault, it is recommended that you do these steps:
    - a) Do the visual checks of the electrical connectors in the applicable fault isolation procedure below.
    - b) Use the WDM references to identify intermediate electrical connections in the wire harness and do a visual check.
    - c) If you find no problems, then replace components as listed in the Possible Causes list above.
  - 4) Monitor the airplane on the subsequent flight.

### F. Fault Isolation Procedure - Single Channel Fault

- (1) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.
  - (a) Look for INTERNAL EEC FAULTs on the CDU.
  - (b) Do the Fault Isolation Procedure for the INTERNAL EEC FAULT that you found first.
    - 1) Do the Repair Confirmation at the end of this task.
    - 2) If the dual channel fault shows or the problem continues, then do the Fault Isolation Procedure - Dual Channel Fault.
  - (c) If an INTERNAL EEC FAULT did not show during the EEC test, then do the Fault Isolation Procedure - Dual Channel Fault.

### G. Fault Isolation Procedure - Dual Channel Fault

- (1) To identify if the "Engine oil pressure signal is out of range" fault is set, do the Initial Evaluation above.
- (2) Do these steps to prepare for the procedure:
  - (a) For Engine 1:
    - 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

- (b) For Engine 2:
  - 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT

## 737-600/700/800/900 FAULT ISOLATION MANUAL

(Continued)

**F/O Electrical System Panel, P6-2**

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

- (c) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.
- (3) Examine the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), at the oil pressure sensor:
- See if the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), are correctly connected to the oil pressure sensor, and then continue.
  - Disconnect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), from the oil pressure sensor.
  - Visually examine the oil pressure sensor receptacles and wire harness connectors (AMM TASK 70-70-01-200-801-F00).
    - If a oil pressure sensor receptacle is damaged, then replace the oil pressure sensor, T429.  
 These are the tasks:  
 Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,  
 Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.
      - Do the Repair Confirmation at the end of this task.
      - If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - If a harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).  
 These are the tasks:  
 Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
 Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
      - Do the Repair Confirmation at the end of this task.
      - If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
    - If a connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
      - If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (4) Examine the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), at the EEC:
- NOTE:** The electrical connector, DP0707 (Ch A), is on the J7 wire harness. The electrical connector, DP0808 (Ch B), is on the J8 wire harness.
- See if the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), are correctly connected to the EEC, and then continue.
  - Disconnect the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), from the EEC.



**737-600/700/800/900  
FAULT ISOLATION MANUAL**

- (c) Visually examine the EEC receptacles and wire harness connectors (AMM TASK 70-70-01-200-801-F00).
- 1) If an EEC receptacle is damaged, then replace the EEC, M1818.  
These are the tasks:  
EEC Removal, AMM TASK 73-21-60-000-801-F00,  
EEC Installation, AMM TASK 73-21-60-400-801-F00.
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - 2) If a harness connector is damaged, then replace the wire harness, J7 (Ch A) or J8 (Ch B).  
These are the tasks:  
Fan Wiring Harness Removal, AMM TASK 73-21-06-000-801-F00,  
Fan Wiring Harness Installation, AMM TASK 73-21-06-400-801-F00.
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
  - 3) If a connector was not correctly connected and no other problem was found, then re-connect the connector and do the Repair Confirmation at the end of this task.
    - a) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and continue.
- (d) If you did not find a problem, then continue.
- (5) Connect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) on a new spare oil pressure sensor and do these steps:
- (a) Do the Repair Confirmation at the end of this task.
  - (b) If the maintenance message does not show then open the circuit breakers above and replace the engine oil pressure sensor, T429 with a new spare sensor.  
These are the tasks:  
Oil Pressure Sensor Removal, AMM TASK 79-32-01-000-801-F00,  
Oil Pressure Sensor Installation, AMM TASK 79-32-01-400-801-F00.
    - 1) Do the Repair Confirmation at the end of this task.
- (c) If the Repair Confirmation is not satisfactory, then open the circuit breakers above and do these steps:
- 1) Disconnect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) from the new spare oil pressure sensor.
  - 2) Re-connect the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B) on the oil pressure sensor.
  - 3) Replace the most likely LRU from the Possible Causes list.
    - a) Do the Repair Confirmation at the end of this task.
    - b) If the Repair Confirmation is not satisfactory, then replace the subsequent most likely LRU from the Possible Causes list.



## 737-600/700/800/900 FAULT ISOLATION MANUAL

### H. Repair Confirmation

(1) Prepare for the procedure:

- (a) Make sure that the electrical connectors, DP0707 (Ch A) and DP0808 (Ch B), are connected at the EEC.

**CAUTION:** MAKE SURE THAT YOU CONNECT THE CHANNEL A ELECTRICAL CONNECTOR TO THE OIL PRESSURE SENSOR RECEPTACLE, CH A, AND THE CHANNEL B ELECTRICAL CONNECTOR TO THE OIL PRESSURE SENSOR RECEPTACLE, CH B. THE ELECTRICAL CONNECTORS ARE INTERCHANGEABLE. OIL PRESSURE SENSOR FAULTS AND OUTPUT DATA WILL SHOW ON THE WRONG CHANNELS.

- (b) Make sure that the electrical connectors, DP0705 (Ch A) and DP0805 (Ch B), are connected at the oil pressure sensor.

(c) For Engine 1:

- 1) Open these circuit breakers and install safety tags:

#### CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

(d) For Engine 2

- 1) Open these circuit breakers and install safety tags:

#### F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

(2) Do this task: EEC TEST, AMM TASK 73-21-00-700-804-F00.

- (a) If the maintenance message does not show, then you corrected the fault.

(3) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.

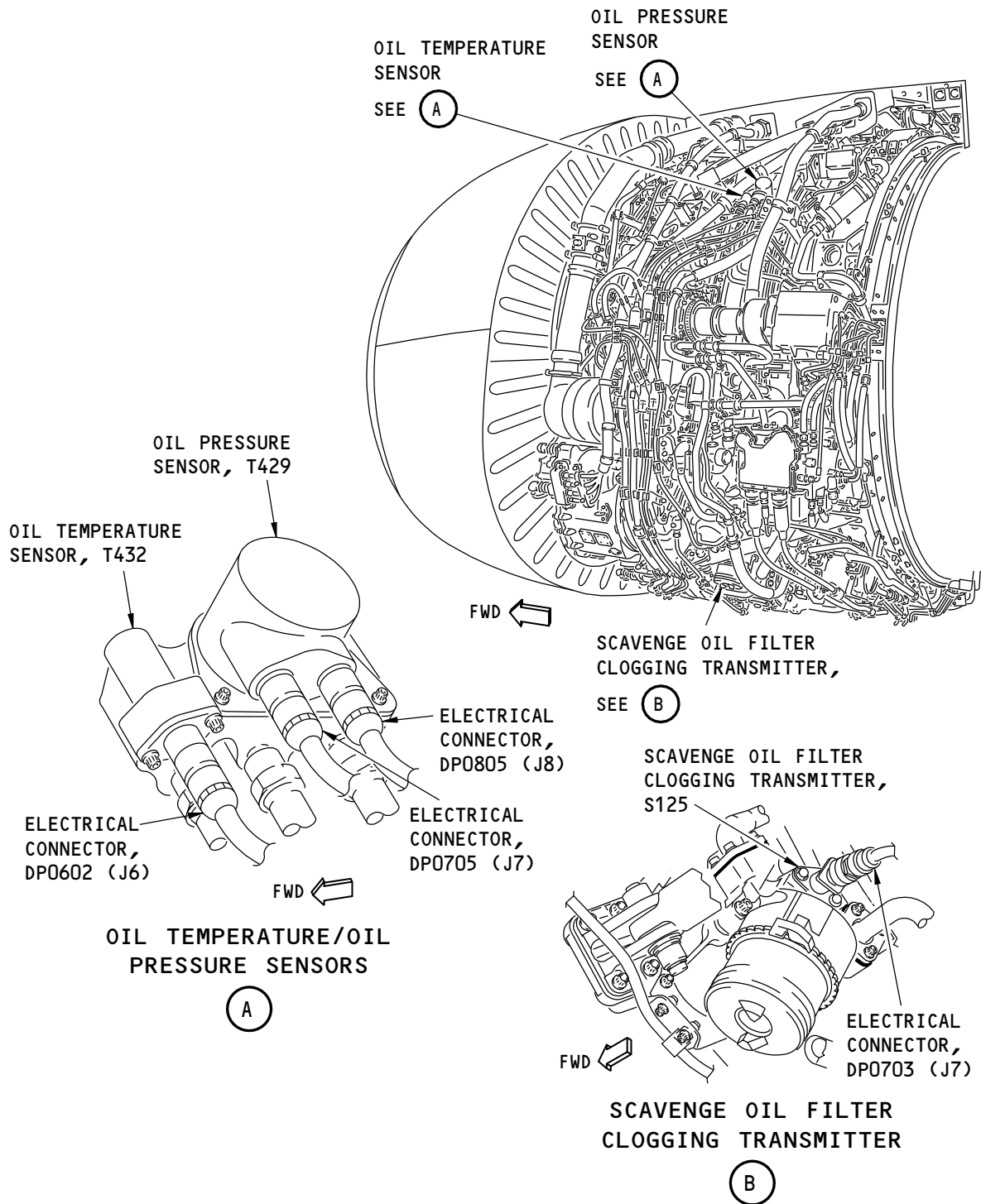
————— **END OF TASK** —————

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# 79-21 TASK 809

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# 737-600/700/800/900 FAULT ISOLATION MANUAL



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**Oil Indicating System Component Location**  
Figure 301/79-21-00-990-801-F00 (Sheet 1 of 2)

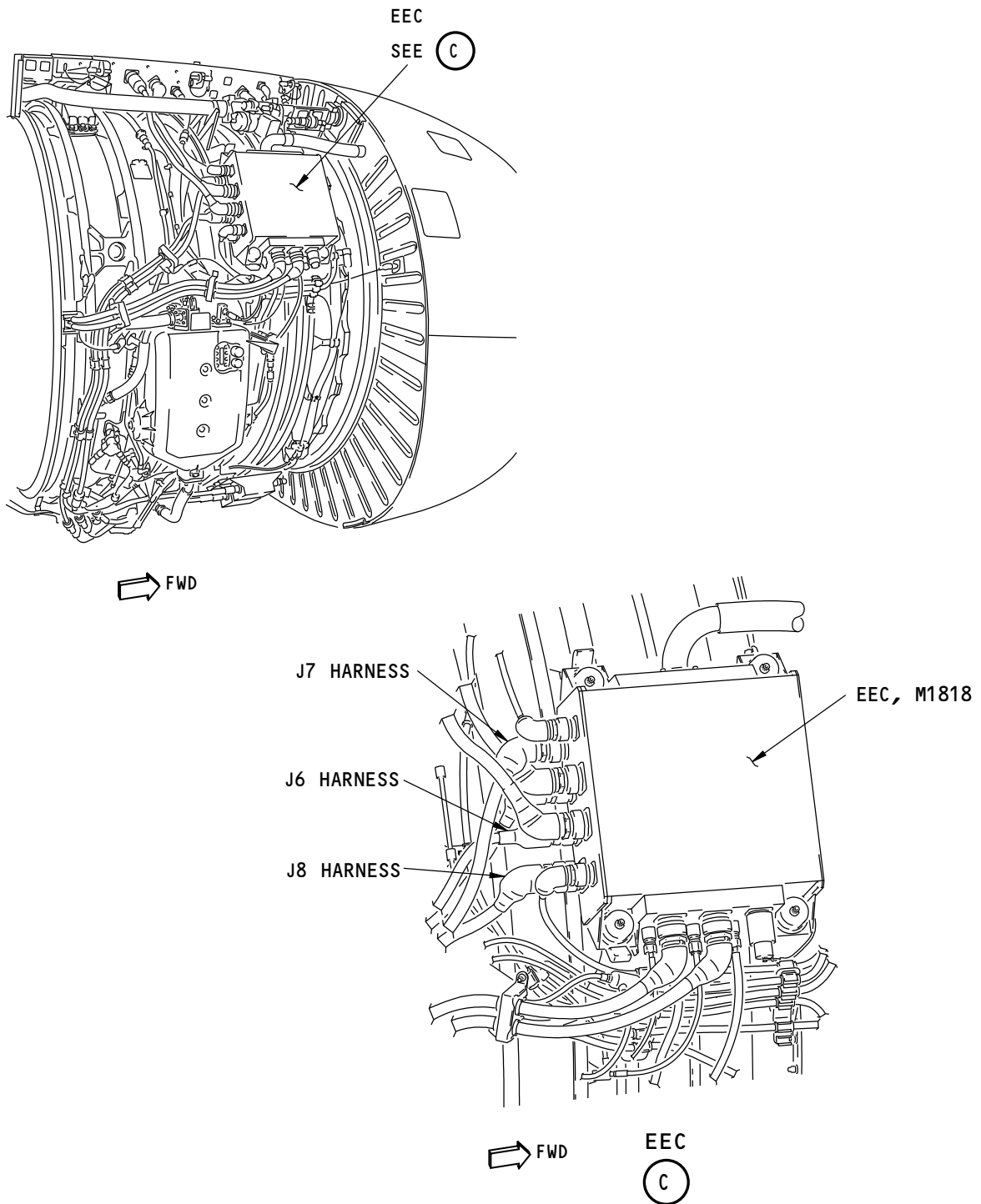
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## 79-21 TASK SUPPORT

D633A103-AKS

Page 301  
Feb 15/2013

# 737-600/700/800/900 FAULT ISOLATION MANUAL



H31548 S0006746585\_V1

**Oil Indicating System Component Location**  
Figure 301/79-21-00-990-801-F00 (Sheet 2 of 2)

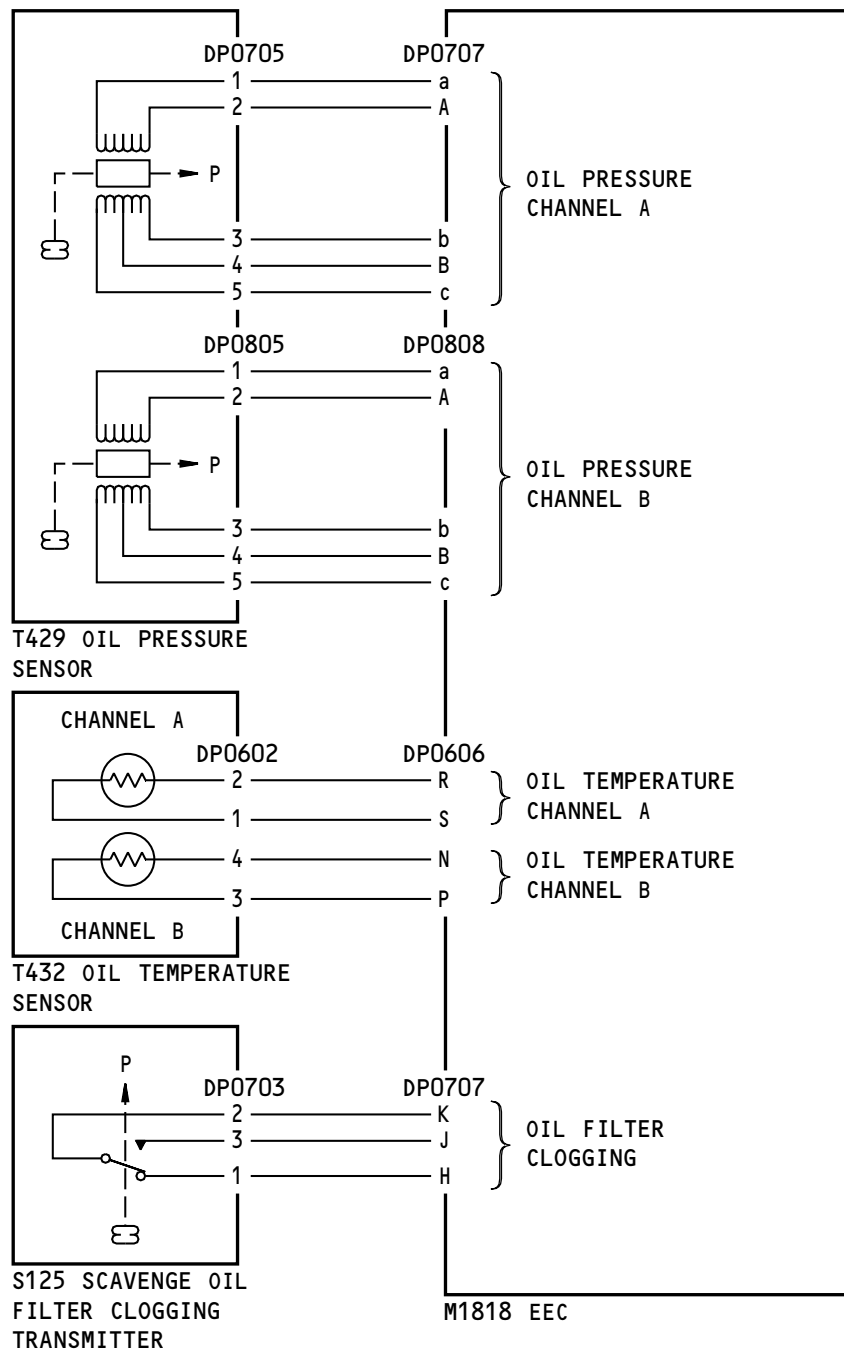
EFFECTIVITY  
AKS ALL

## 79-21 TASK SUPPORT

D633A103-AKS

Page 302  
Feb 15/2013

## 737-600/700/800/900 FAULT ISOLATION MANUAL



1 THE WDM/SSM ADD A DASH TO THE PIN LETTER TO DENOTE A LOWER CASE PIN, SUCH AS A- = a.

H31727 S0006746588\_V1

**Oil Indicating System Simplified Schematic**  
**Figure 302/79-21-00-990-802-F00**

EFFECTIVITY  
AKS ALL

## 79-21 TASK SUPPORT

D633A103-AKS

Page 303  
Feb 15/2013