CHAPTER

25

EQUIPMENT/ FURNISHINGS

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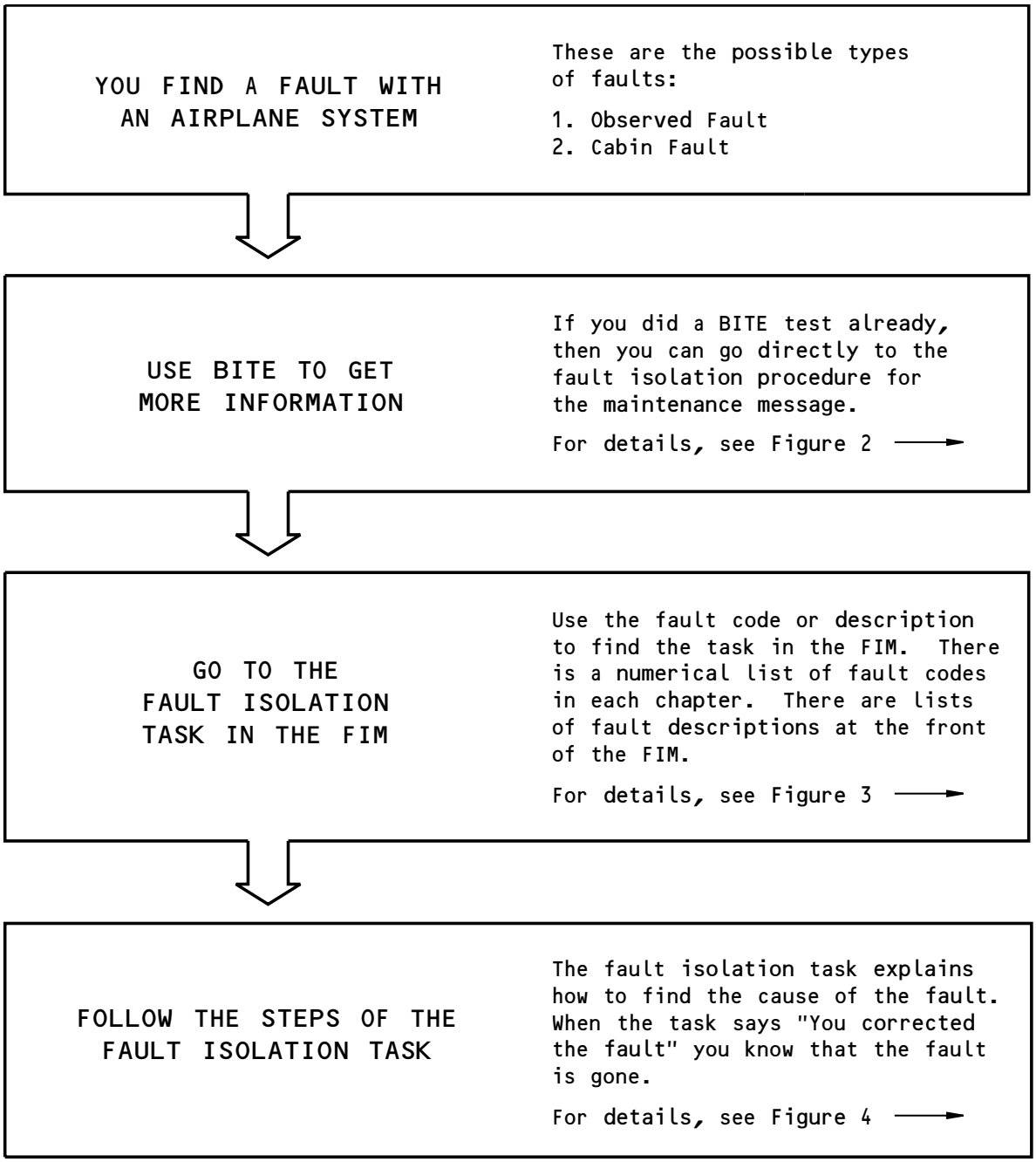
EQUIPMENT/FURNISHINGS

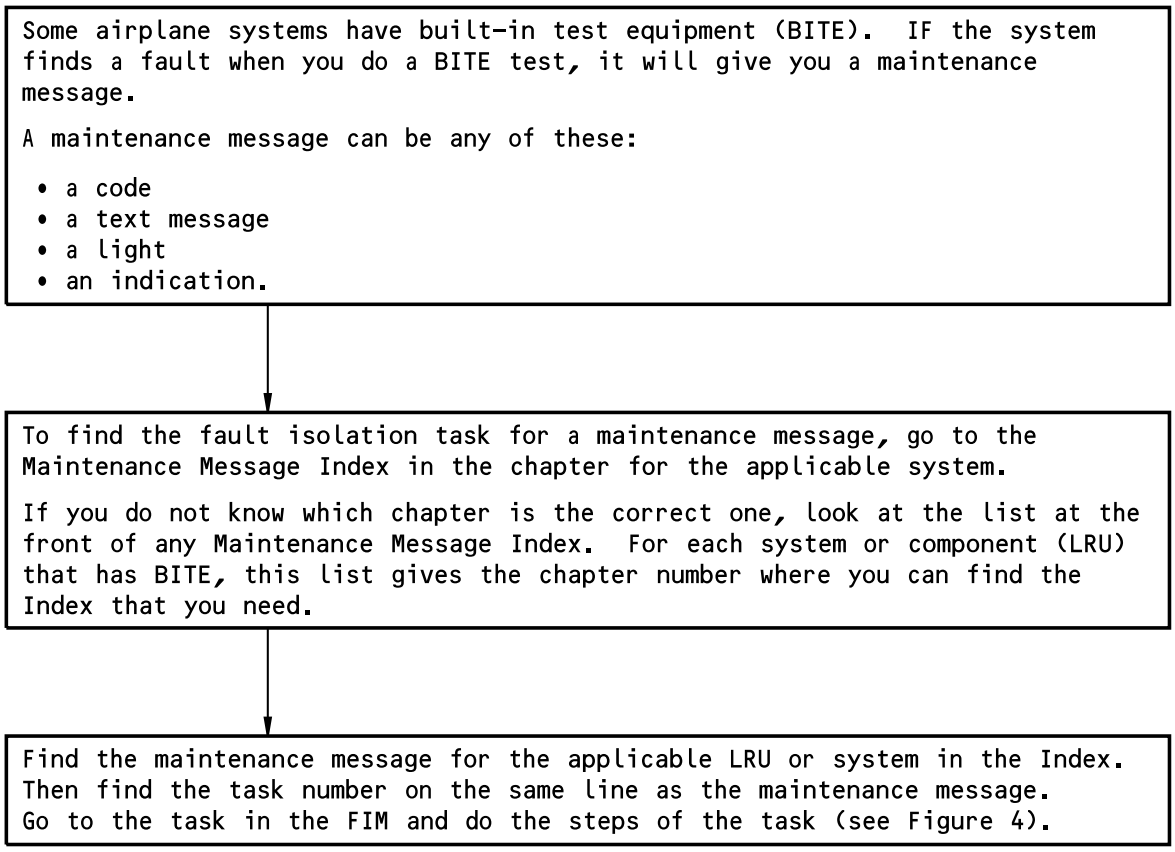
A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

25-EFFECTIVE PAGES



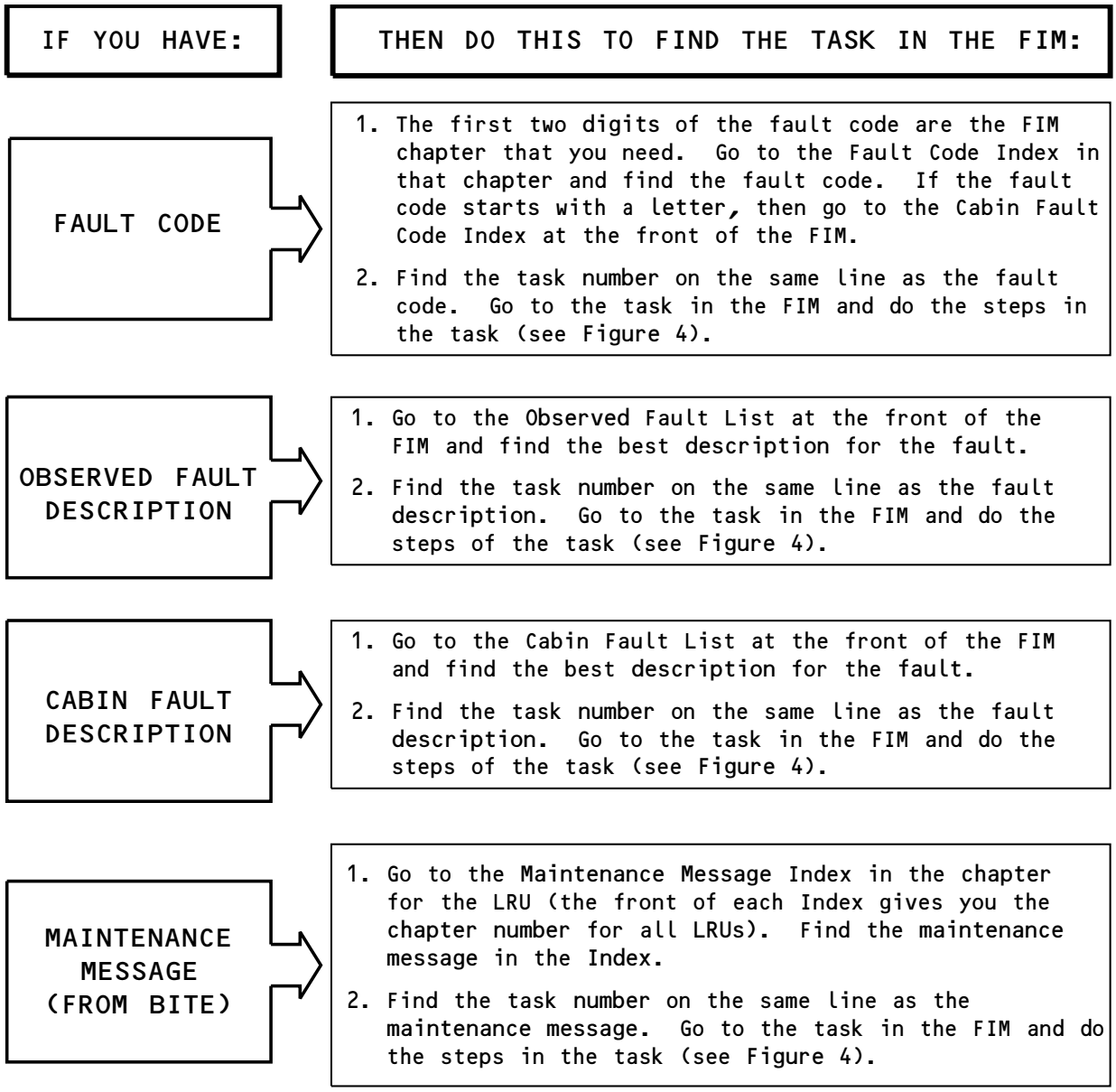
G04902 S0000148576_V1

Basic Fault Isolation Process
Figure 1



G04950 S0000148578_V1

Getting Fault Information from BITE
Figure 2



G04979 S0000148579_V2

Finding the Fault Isolation Task in the FIM
Figure 3

ASSUMED CONDITIONS AT START OF TASK

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

POSSIBLE CAUSES

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

INITIAL EVALUATION PARAGRAPH

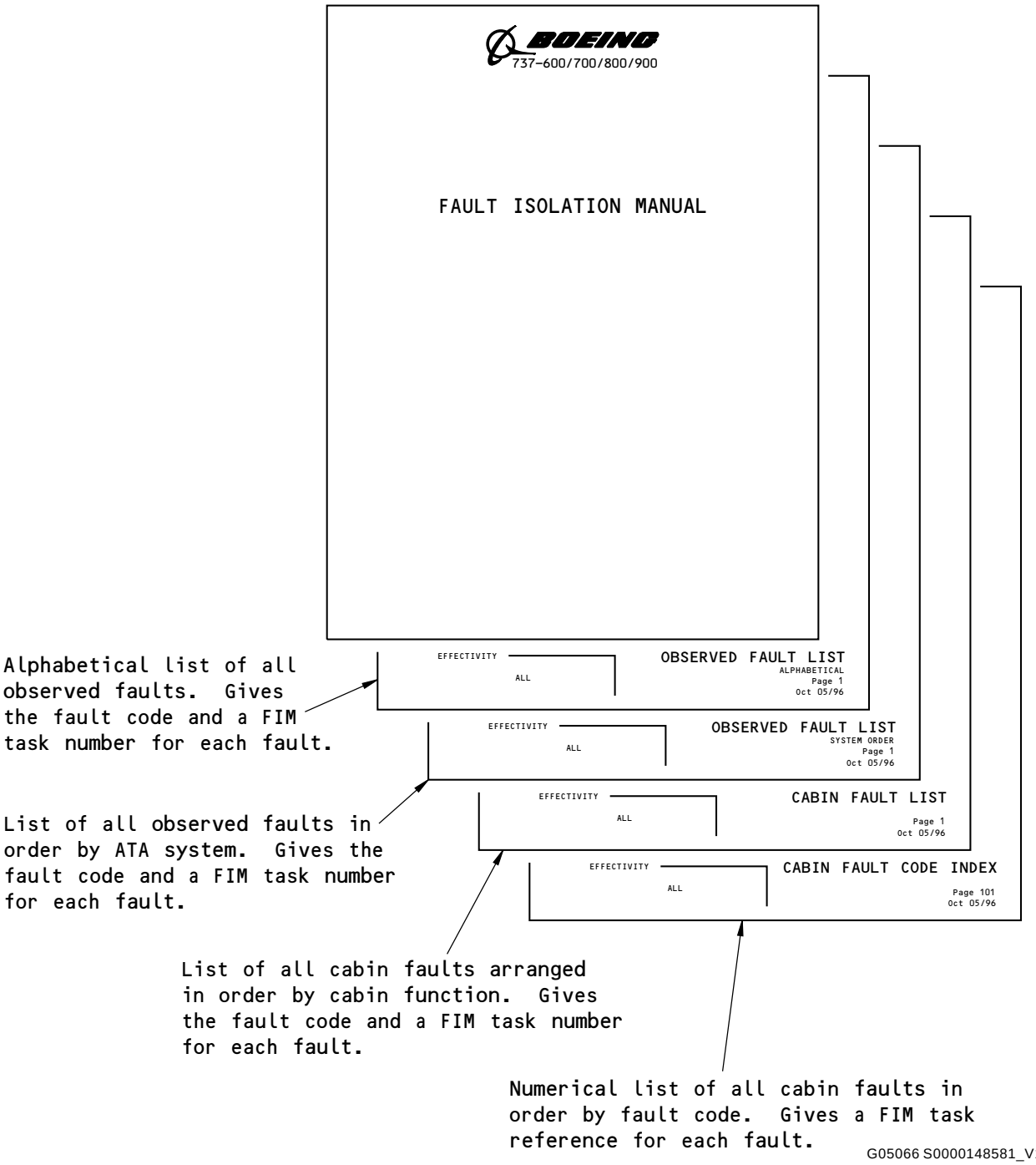
- The primary purpose of the Initial Evaluation paragraph at the start of the task is to help you find out if you can detect the fault right now:
  - If you cannot detect the fault right now, then the task cannot isolate the fault and the Initial Evaluation paragraph will say that there was an intermittent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

FAULT ISOLATION STEPS

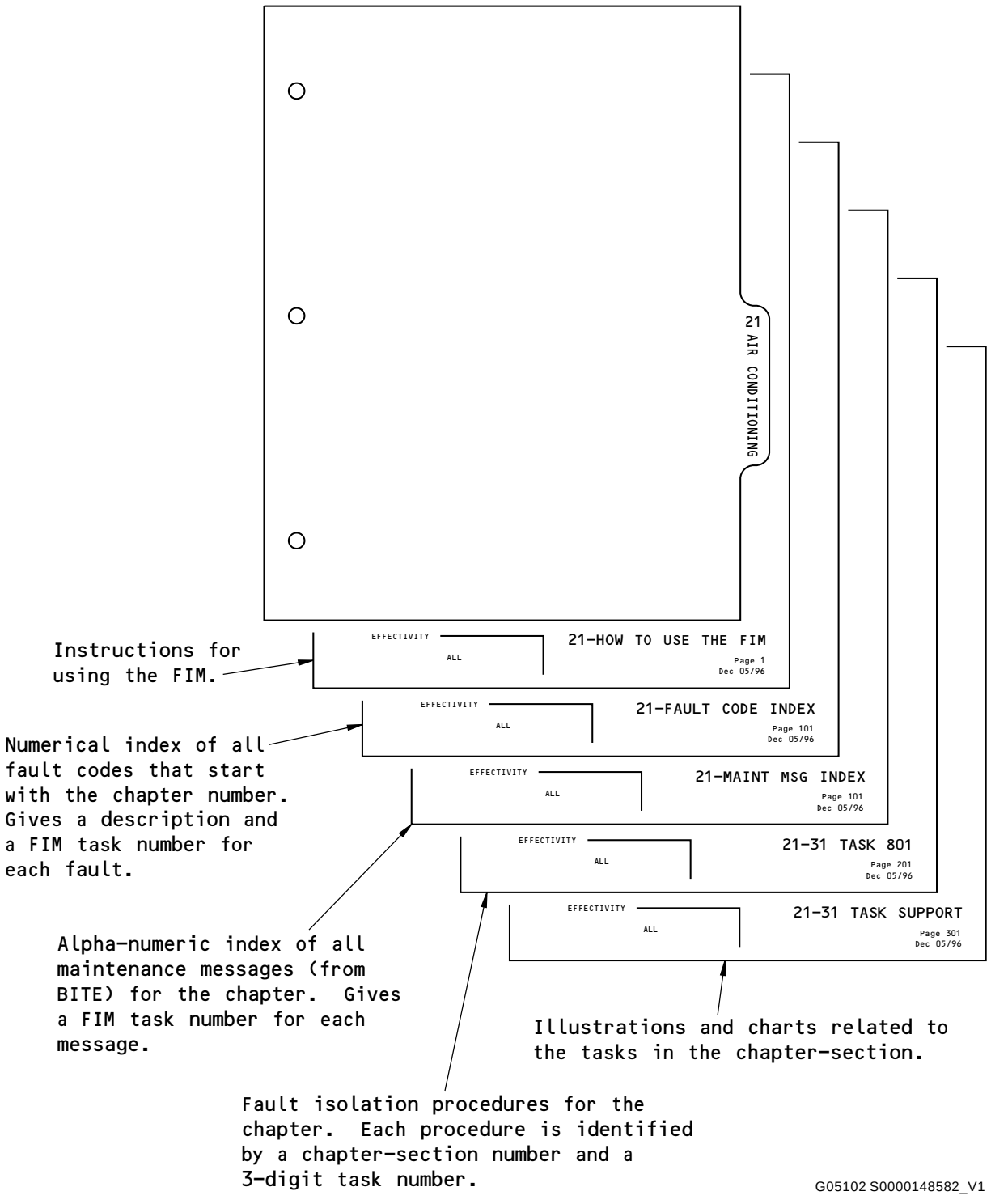
- The FIM task steps are presented in a specified order. The "If... then" statements will guide you along a logical path. But if you do not plan to follow the FIM task exactly, make sure that you read it before you start to isolate the fault. Some FIM procedures start with important steps that have an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

G05009 S0000148580_V3

Doing the Fault Isolation Task
Figure 4



Subjects at Front of FIM
Figure 5



Subjects in Each FIM Chapter
Figure 6

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
251 020 31	Seat: horizontal adjustment problem - captain's.	25-99 TASK 801
251 020 32	Seat: horizontal adjustment problem - first officer's.	25-99 TASK 801
251 030 31	Seat: lumbar adjustment problem - captain's.	25-99 TASK 801
251 030 32	Seat: lumbar adjustment problem - first officer's.	25-99 TASK 801
251 040 31	Seat: recline adjustment problem - captain's.	25-99 TASK 801
251 040 32	Seat: recline adjustment problem - first officer's.	25-99 TASK 801
251 050 31	Seat: vertical adjustment problem - captain's.	25-99 TASK 801
251 050 32	Seat: vertical adjustment problem - first officer's.	25-99 TASK 801
251 060 31	Seat arm rest problem - captain's.	25-99 TASK 801
251 060 32	Seat arm rest problem - first officer's.	25-99 TASK 801
251 070 31	Seat belt problem - captain's.	25-99 TASK 801
251 070 32	Seat belt problem - first officer's.	25-99 TASK 801
251 070 33	Seat belt problem - first observer's.	25-99 TASK 801
251 070 34	Seat belt problem - second observer's.	25-99 TASK 801
251 080 31	Seat track: does not move freely - captain's.	25-99 TASK 801
251 080 32	Seat track: does not move freely - first officer's.	25-99 TASK 801
251 090 31	Shoulder harness: Does not extend or retract - captain's.	25-99 TASK 801
251 090 32	Shoulder harness: Does not extend or retract - first officer's.	25-99 TASK 801
251 090 33	Shoulder harness: Does not extend or retract - first observer's.	25-99 TASK 801
251 100 31	Assist handle problem - captain's.	25-99 TASK 801
251 100 32	Assist handle problem - first officer's.	25-99 TASK 801
251 110 00	Spare bulb kit: needs replenishing.	25-99 TASK 801
251 120 31	Sun visor problem - captain's.	25-99 TASK 801
251 120 32	Sun visor problem - first officer's.	25-99 TASK 801
251 130 31	Chart holder, sidewall problem - captain's.	25-99 TASK 801
251 130 32	Chart holder, sidewall problem - first officer's.	25-99 TASK 801
251 140 31	Cup holder problem - captain's.	25-99 TASK 801
251 140 32	Cup holder problem - first officer's.	25-99 TASK 801
251 681 31	PC power system for flight deck: Status LED at outlet does not operate normally - captain's.	23-82 TASK 801
251 681 32	PC power system for flight deck: Status LED at outlet does not operate normally - first officer's.	23-82 TASK 801
252 401 00	Passenger Compartments: Overhead Stowage Bin does not close correctly.	25-24 TASK 801
252 402 00	Passenger Compartments: Overhead Stowage Bin does not open correctly.	25-24 TASK 801

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
252 403 00	Passenger Compartments: Overhead Stowage Bin is out of adjustment.	25-24 TASK 801
252 404 00	Passenger Compartments: Boeing Sky Interior (BSI) Overhead Space Bin makes excessive noise.	25-24 TASK 802
252 405 00	Passenger Compartments: Boeing Sky Interior (BSI) Overhead Space Bin rattles.	25-24 TASK 802
256 010 00	Fireproof gloves: missing.	25-99 TASK 801
256 015 00	Fireproof gloves: damaged.	25-99 TASK 801
256 020 00	Crash ax: missing.	25-99 TASK 801
256 050 31	Life vest: missing/damaged - captain's.	25-99 TASK 801
256 050 32	Life vest: missing/damaged - first officer's.	25-99 TASK 801
256 050 33	Life vest: missing/damaged - first observer's.	25-99 TASK 801
256 050 34	Life vest: missing/damaged - second observer's.	25-99 TASK 801
256 060 31	Smoke goggles: missing - captain's.	25-99 TASK 801
256 060 32	Smoke goggles: missing - first officer's.	25-99 TASK 801
256 070 00	Flashlight: Battery low.	25-99 TASK 801
256 080 00	Flashlight: damaged.	25-99 TASK 801
256 090 00	Flashlight: does not come on.	33-55 TASK 801
256 091 00	Flashlight: Does not go off.	33-55 TASK 801
256 100 00	Flashlight: missing.	25-99 TASK 801
256 110 00	Flashlight LED: does not come on.	33-55 TASK 801
256 120 31	Escape rope (lanyard) compartment cover: will not close - captain's.	25-61 TASK 801
256 120 32	Escape rope (lanyard) compartment cover: will not close - first officer's.	25-61 TASK 801
256 130 31	Escape rope (lanyard): damaged - captain's.	25-61 TASK 802
256 130 32	Escape rope (lanyard): damaged - first officer's.	25-61 TASK 802
256 140 31	Escape rope (lanyard): unstowed - captain's.	25-61 TASK 803
256 140 32	Escape rope (lanyard): unstowed - first officer's.	25-61 TASK 803
256 201 00	Circuit breaker collars (spare): missing.	25-99 TASK 801

803. Cabin Window Shade - Fault Isolation

A. Description

(1) This task is for the cabin window shade:

(a) The cabin window shade is stuck.

(b) The cabin window shade does not open/close smoothly.

(c) The cabin window shade is too loose.

B. Possible Causes

(1) The cabin window shade is stuck if:

(a) There is unwanted material in the track.

(b) The shade and track are too tight.

(2) The cabin window shade does not open/close smoothly if:

(a) There is an obstruction in the track.

(b) The shade and track are too tight.

(3) The cabin window shade is too loose if:

(a) The shade or track is worn.

(b) The shade and track do not fit correctly.

C. Initial Evaluation

(1) Do this check of the cabin window shade:

(a) Make sure that the cabin window shade opens/closes.

1) If the window shade is stuck, then do the Fault Isolation Procedure - Cabin Window Shade Is Stuck.

(b) Make sure that the cabin window shade opens/closes smoothly.

1) If the window shade does not open/close smoothly, then do the Fault Isolation Procedure - Cabin Window Shade Does Not Open/Close Smoothly.

(c) Make sure the window shade stays in all positions:

1) If the window shade does not stay in the adjusted position, then do the Fault Isolation Procedure - Cabin Window Shade Is Too Loose.

D. Fault Isolation Procedure - Cabin Window Shade Is Stuck

(1) Remove unwanted material from the window shade tracks.

(a) Open and close the window shade three to five times.

(b) If the window shade opens/closes correctly, then you corrected the fault.

(c) If the window shade does not open/close correctly, then continue.

(2) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) Open and close the window shade three to five times.

(b) If the window shade opens/closes correctly, then you corrected the fault.

(c) If the window shade does not open/close correctly, then continue.

(3) Remove the window shade. To remove the window shade, do this task: Snap In Window Shade and Reveal Assembly Removal, AMM TASK 25-21-12-000-804.

(a) Examine the window shade and track. Remove unwanted material, apply silicone lubricant, and make necessary adjustments.

(b) Re-install the window shade. To install it, do this task: Snap In Window Shade and Reveal Assembly Installation, AMM TASK 25-21-12-400-805.

(c) If the window shade opens/closes correctly, then you corrected the fault.

(d) If the window shade does not open/close correctly, then continue.

(4) Replace the window shade.

These are the tasks:

Snap In Window Shade and Reveal Assembly Removal, AMM TASK 25-21-12-000-804,

Snap In Window Shade and Reveal Assembly Installation, AMM TASK 25-21-12-400-805.

(a) If the window shade opens/closes correctly, then you corrected the fault.

E. Fault Isolation Procedure - Cabin Window Shade Does Not Open/Close Smoothly

(1) Make sure that unwanted material is not caught in the window shade track area.

(a) If unwanted material is present, then remove this material and make sure that the window shade opens and closes.

(b) If the window shade closes correctly, then you corrected the fault.

(c) If the window shade does not close correctly, then continue.

(2) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) If the window shade closes correctly, then you corrected the fault.

(b) If the window shade does not close correctly, then continue.

(3) Remove the window shade. To remove the window shade, do this task: Snap In Window Shade and Reveal Assembly Removal, AMM TASK 25-21-12-000-804.

(a) Inspect shade and track. Remove unwanted material, apply silicon lubricant, and adjust as necessary.

(b) Re-install the window shade. To install it, do this task: Snap In Window Shade and Reveal Assembly Installation, AMM TASK 25-21-12-400-805.

(c) If the shade and track operate correctly, then you corrected the fault.

(d) If the window shade does not operate correctly, then continue.

(4) Replace the window shade. To replace the window shade, do this task: Snap In Window Shade and Reveal Assembly Installation, AMM TASK 25-21-12-400-805.

(a) If the window shade opens/closes correctly, then you corrected the fault.

F. Fault Isolation Procedure - Window Shade Is Too Loose

(1) Replace window shade.

These are the tasks:

Snap In Window Shade and Reveal Assembly Removal, AMM TASK 25-21-12-000-804,

Snap In Window Shade and Reveal Assembly Installation, AMM TASK 25-21-12-400-805.

(a) If the window shade operates correctly, then you corrected the fault.

——— END OF TASK ———

804. Emergency Exit Door Window Shade - Fault Isolation

A. Description

(1) This task is for the emergency exit door window shade:

(a) The emergency exit door window shade is stuck.

(b) The emergency exit door window shade does not open/close smoothly.

(c) The emergency exit door window shade is too loose.

B. Possible Causes

(1) The emergency exit door window shade is stuck if:

(a) There is unwanted material in the track.

(b) The shade handle/stiffener and track are too tight.

(2) The emergency exit door window shade does not open/close smoothly if:

(a) There is unwanted material in the track.

(b) The shade handle/stiffener and track are too tight.

(3) The emergency exit door window shade is too loose if:

(a) The velcro pad on the handle/stiffener or the track is worn.

(b) The handle/stiffener and track do not fit correctly.

C. Initial Evaluation

(1) Do this check of the emergency exit door window shade:

(a) Make sure that the emergency exit door window shade opens and closes.

1) If the emergency exit door window shade is stuck, then do the Fault Isolation Procedure - Emergency Exit Door Window Shade Is Stuck.

(b) Make sure that the emergency exit door window shade opens and closes smoothly.

1) If the emergency exit door window shade does not open/close smoothly, then do the Fault Isolation Procedure - Emergency Exit Door Window Shade Does Not Open/Close Smoothly.

(c) Make sure the emergency exit door window shade stays in all positions:

1) If the emergency exit door window shade does not stay in the adjusted position, then do the Fault Isolation Procedure - Emergency Exit Door Window Shade Is Too Loose.

D. Fault Isolation Procedure - Emergency Exit Door Window Shade Is Stuck

(1) Remove unwanted material from the emergency exit door window shade tracks.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes correctly, then you corrected the fault.

(c) If the emergency exit door window does not open/close correctly, then continue.

(2) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes correctly, then you corrected the fault.

(c) If the emergency exit door window shade does not open correctly, then continue.

(3) Remove the emergency exit door window shade and reveal assembly. To remove this assembly, do this task: Reference Not Currently Available.

(4) Examine the velcro pad that is on each end of the handle/stiffener assembly for damage.

(a) If the velcro pad is damaged, then replace the velcro pad.

(5) Examine the velcro pad and the shade track surfaces for unwanted material.

(a) If there is unwanted material on the velcro pad, then remove the unwanted material.

(6) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(7) Examine the emergency exit door window shade roller to make sure that the spring moves freely, and that there is no unwanted material in the area of the bearing.

(a) If there is unwanted material in this area, then remove this material.

(8) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes correctly, then you corrected the fault.

(c) If the emergency exit door window shade does not open/close correctly, then continue.

(9) Replace the emergency exit door window shade and reveal assembly. To install this assembly, do this task: Reference Not Currently Available.

E. Fault Isolation Procedure - Emergency Exit Door Window Shade Does Not Open/Close Smoothly

(1) Remove unwanted material from the emergency exit door window shade tracks.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes smoothly, then you corrected the fault.

(c) If the emergency exit door window does not open/close smoothly, then continue.

(2) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes smoothly, then you corrected the fault.

(c) If the emergency exit door window shade does not open smoothly, then continue.

(3) Remove the emergency exit door window shade and reveal assembly. To remove this assembly, do this task: Reference Not Currently Available.

(4) Examine the velcro pad that is on each end of the handle/stiffener assembly for damage.

(a) If the velcro pad is damaged, then replace the velcro pad.

(5) Examine the velcro pad and the shade track surfaces for unwanted material.

(a) If there is unwanted material on the velcro pad, then remove the unwanted material.

(6) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(7) Examine the emergency exit door window shade roller to make sure that the spring moves freely, and that there is no unwanted material in the area of the bearing.

(a) If there is unwanted material in this area, then remove this material.

(8) Apply a small amount (one drop) of Xiameter PMX-200 fluid, D00050, or GE Silicones VISC-5M, or silicone compound, D00254 to the side of each track with a small cotton swab.

(a) Open and close the emergency exit door window shade three to five times.

(b) If the emergency exit door window shade opens/closes smoothly, then you corrected the fault.

(c) If the emergency exit door window shade does not open/close smoothly, then continue.

(9) Replace the emergency exit door window shade and reveal. To install this assembly, do this task: Reference Not Currently Available.

F. Fault Isolation Procedure - Emergency Exit Door Window Shade Is Too Loose

(1) Replace the emergency exit door window shade.

These are the tasks:

Reference Not Currently Available,

Reference Not Currently Available.

(a) If the emergency exit door window shade operates correctly, then you corrected the fault.

——— END OF TASK ———

801. Passenger Seat Back Problem - Fault Isolation

A. Description

(1) This task is for these seat back problems:

(a) A damaged seat back.

(b) The seat back does not recline.

(c) The seat back does not stay in position.

B. Possible Causes

(1) Unwanted material prevents correct movement of the seat back

(2) Damaged seat back mechanism

C. Initial Evaluation

(1) Do this check of the seat back:

(a) Push the seat back release button.

(b) Move the seat back forward and aft.

(c) If the seat back does not move correctly, then do the Fault Isolation Procedure below.

(d) If the seat back moves correctly, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Look for unwanted material that can prevent the movement of the seat.

(a) If you find unwanted material, then do these steps:

1) Remove the unwanted material.

2) Push the seat back release button.

3) Move the seat back forward and aft.

4) If the seat moved correctly, then you corrected the fault.

(b) If you do not find unwanted material, then continue.

(2) Replace the seat.

These are the tasks:

Passenger Seat - Removal, AMM TASK 25-22-00-000-801,

Passenger Seat - Installation, AMM TASK 25-22-00-400-802.

(a) Push the seat back release button.

(b) Move the seat back forward and aft.

(c) If the back of the seat moves, then you corrected the fault.

——— END OF TASK ———

801. Passenger Service Unit Problem - Fault Isolation

A. Description

(1) This task is for these passenger service unit (PSU) problems:

(a) The PSU does not close correctly.

(b) The PSU is loose.

(c) The PSU air outlet is inoperative.

B. Possible Causes

(1) The PSU does not close correctly if:

(a) The gasper air hose is out of its position.

(b) The wire bundle or other object is in the way.

(c) The spacer panel is not adjusted correctly.

(d) The latch assembly is worn or does not operate correctly.

(2) The PSU is loose if:

(a) Unwanted material is in the door, latch, or hinge area.

(b) The latch mechanism is worn or does not operate correctly.

(c) The springs are worn or do not operate correctly.

(d) The spacer panel is not aligned correctly.

(3) The PSU air outlet is inoperative if:

(a) Unwanted material is present.

(b) The air outlet is worn.

C. Initial Evaluation

(1) Do this check of the passenger service unit:

(a) Make sure that the passenger service unit panel opens and closes correctly.

1) If it does not close correctly, then do the Fault Isolation Procedure - Passenger Service Unit Panel Does Not Close Correctly.

(b) Make sure that the passenger service unit is not too loose.

1) If it does not fit correctly, then do the Fault Isolation Procedure - Passenger Service Unit Is Loose.

(c) Make sure that the passenger service unit air outlet operates correctly:

1) Make sure that air flows through the outlet.

2) Make sure that the outlet is adjustable.

3) If the air outlet does not operate correctly, then do the Fault Isolation Procedure - Passenger Service Unit Air Outlet Is Inoperative.

D. Fault Isolation Procedure - Passenger Service Unit Panel Does Not Close Correctly

(1) Make sure the gasper air hose is in its correct position.

(a) If the passenger service unit closes correctly, then you corrected the fault.

(b) If the passenger service unit does not close correctly, then continue.

(2) Make sure that the wire bundle or other objects are not blocking the movement of the passenger service unit.

(a) If the passenger service unit closes correctly, then you corrected the fault.

(b) If the passenger service unit does not close correctly, then continue.

(3) Adjust the adjacent spacer panels. To adjust the panels, do this task: : Passenger Service Unit (PSU) - Adjustment, AMM TASK 25-23-61-820-801.

NOTE: This adjustment is for airplanes with the Boeing Sky Interior PSUs.

(a) If the PSU closes correctly, then you corrected the fault.

(b) If the PSU does not close correctly, then continue.

(4) Replace the springs.

(a) Open and close the PSU three to five times.

(b) If the PSU closes correctly, then you corrected the fault.

(c) If the PSU does not close correctly, then continue.

(5) Replace the latch assemblies.

(a) Open and close the PSU three to five times.

(b) If the PSU closes correctly, then you corrected the fault.

(c) If the PSU does not close correctly, then continue.

E. Fault Isolation Procedure - Passenger Service Unit Panel Is Loose

(1) Adjust the adjacent spacer panels. To adjust the panels, do this task: Passenger Service Unit (PSU) - Adjustment, AMM TASK 25-23-61-820-801.

NOTE: This adjustment is for airplanes with the Boeing Sky Interior PSUs.

(a) If the PSU panel closes correctly, then you corrected the fault.

(b) If the PSU does not close correctly, then continue.

(2) Replace the springs, as necessary.

(a) Open and close the PSU three to five times.

(b) If the PSU closes correctly, then you corrected the fault.

(c) If the PSU does not close correctly, then continue.

(3) Replace the latch assemblies, as necessary.

(a) Open and close PSU three to five times.

(b) If the PSU closes correctly, then you corrected the fault.

(c) If the PSU does not close correctly, then continue.

(4) Make sure that unwanted material is not caught in the door, latch, or hinge area.

(a) If unwanted material is present, then remove this material and make sure that the door closes correctly.

(b) If the door closes correctly, then you corrected the fault.

F. Fault Isolation Procedure - Passenger Service Unit Air Outlet Is Inoperative.

(1) If unwanted material is present, then remove this material and make sure that the outlet operates correctly.

(a) If the air outlet operates correctly, then you corrected the fault.

(b) If the PSU does not close correctly, then continue.

(2) Replace the air outlet.

(a) If the air outlet operates correctly, then you corrected the fault.

END OF TASK

801. Overhead Stowage Bin Problem - Fault Isolation

A. Description

(1) This task is for these overhead stowage bin problems on airplanes without the Boeing Sky Interior:

(a) The overhead stowage bin door does not open correctly.

(b) The overhead stowage bin door does not close correctly.

(c) The overhead stowage bin door needs adjustment.

B. Possible Causes

(1) The overhead stowage bin door does not open correctly if:

(a) The latch assembly is worn or does not operate correctly.

(2) The overhead stowage bin door does not close correctly if:

(a) Unwanted material is in the door, latch, or hinge area.

(b) The latch mechanism is not aligned correctly with the strike assembly.

(c) The latch mechanism is worn or does not operate correctly.

(3) Adjustment of the overhead stowage bin door can become necessary after the door is opened and closed many times.

C. Initial Evaluation

(1) Do this check of the overhead stowage bin door:

(a) Make sure that the stowage bin door opens correctly.

1) If it does not open correctly, then do the Fault Isolation Procedure below - Overhead Stowage Bin Door Does Not Open Correctly.

(b) Make sure that the stowage bin door closes correctly.

1) If it does not close correctly, then do the Fault Isolation Procedure below - Overhead Stowage Bin Door Does Not Close Correctly.

(c) Do this check of the stowage bin door adjustment:

1) Make sure there is approximately the same space at each end of the stowage bin door when the door is closed.

2) Make sure the stowage bin door aligns with the adjacent stowage bin doors when the doors are open.

3) If the stowage bin door is not adjusted correctly, then do the Fault Isolation Procedure below - Overhead Stowage Bin Door Adjustment.

D. Fault Isolation Procedure - Overhead Stowage Bin Door Does Not Open Correctly

(1) To open the overhead stowage bin door when the latch mechanism does not operate correctly, do this task: Overhead Stowage Bin Door Latch - Alternate Release Method, AMM TASK 25-24-36-820-801.

(a) Open and close the stowage bin door three to five times.

(b) If the stowage bin door opens correctly, then you corrected the fault.

(c) If the stowage bin door does not open correctly, then continue.

(2) Replace the latch assembly.

These are the tasks: Overhead Stowage Bin Latch Assembly Removal, AMM TASK 25-24-36-000-803 and Overhead Stowage Bin Latch Assembly Installation, AMM TASK 25-24-36-400-804.

(a) Open and close the stowage bin door three to five times.

(b) If the stowage bin door opens correctly, then you corrected the fault.

E. Fault Isolation Procedure - Overhead Stowage Bin Door Does Not Close Correctly

(1) Make sure that unwanted material is not caught in the door, latch, or hinge area.

(a) If unwanted material is present, then remove this material and make sure that the door opens and closes.

(b) If the door closes correctly, then you corrected the fault.

(c) If the door does not close correctly, then continue.

(2) It is possible that the latch mechanism is not aligned with the strike assembly, or the latch is worn.

(a) To make a small adjustment to align the latch mechanism with the strike assembly, do this task: Overhead Stowage Bin Door Adjustment - Closed Position, AMM TASK 25-24-36-820-802.

(b) If the door closes correctly, then you corrected the fault.

(c) If the door does not close correctly, then continue.

(d) Replace the latch mechanism.

These are the tasks: Overhead Stowage Bin Latch Assembly Removal, AMM TASK 25-24-36-000-803 and Overhead Stowage Bin Latch Assembly Installation, AMM TASK 25-24-36-400-804.

(e) If the door closes correctly, then you corrected the fault.

(f) If the door does not close correctly, then continue.

(g) Remove and install the stowage bin.

Overhead Stowage Bin - Removal, AMM TASK 25-24-31-000-801-001 or Overhead Stowage Bin Module - Removal, AMM TASK 25-24-31-000-802-001,

Overhead Stowage Bin - Installation, AMM TASK 25-24-31-400-803-001 or Overhead Stowage Bin Module - Installation, AMM TASK 25-24-31-400-804-001.

(h) If the door closes correctly, then you corrected the fault.

F. Fault Isolation Procedure - Overhead Stowage Bin Door Adjustment

(1) To adjust the stowage bin door so that there is the same space at each end of the door, do this task: Overhead Stowage Bin Door Adjustment - Closed Position, AMM TASK 25-24-36-820-802.

(2) To adjust the stowage bin door so that the door aligns with the adjacent stowage bin doors when the doors are open, do this task: Overhead Stowage Bin Door Adjustment - Open Position, AMM TASK 25-24-36-820-803.

——— END OF TASK ———

802. Boeing Sky Interior (BSI) Space Bin Rattle/Noise - Fault Isolation

A. Description

(1) This task is for airplanes equipped with BSI Space Bins.

(a) The overhead stowage bin rattles, or makes excessive noise.

NOTE: Some movement or audible noise is acceptable.

(2) The strongback assembly will be referred to as the bin module assembly in this procedure.

B. Possible Causes

(1) The silicone grommet attached on either side of the bin module assembly just above the latch is worn or missing.

(2) Nylon blocks attached on the upper corners of the bucket assembly exterior and bin module assembly interior may be worn or missing.

(3) The latch does not fully engage, or malfunctions.

NOTE: If the bin latches securely, there is no need to hold an aircraft at the gate or terminal. Inspection at the next available interval is acceptable.

C. Fault Isolation Procedure

(1) Make sure that the silicone grommets attached on either side of the bin module assembly are in an acceptable condition.

(a) Repair or replace the silicone grommets as necessary.

1) If the space bin no longer rattles or makes noise, then you corrected the problem.

2) If the space bin continues to rattle or make noise, then continue.

(2) Make sure that the nylon blocks attached on the upper corners of the bucket assembly and bin module assembly interior are in an acceptable condition.

(a) Repair or replace the nylon blocks as necessary.

1) If the space bin no longer rattles or makes noise, then you corrected the problem.

2) If the space bin continues to rattle or make noise, then continue.

(3) Open and close the space bin three to five times to make sure that the latch is working correctly.

(a) If the latch does not engage correctly, replace the latch. These are the tasks:

- Overhead Stowage Bin Latch Assembly Removal, AMM TASK 25-24-36-000-803
- Overhead Stowage Bin Latch Assembly Installation, AMM TASK 25-24-36-400-804

(b) If the bin no longer rattles or makes noise, then you corrected the problem.

END OF TASK

801. Inoperative Galley Power - Fault Isolation

A. Description

(1) This task is for no galley power.

(a) The Galley Power Switch or Cabin/Util Switch is located on the P5-13 module provides power control to all of the galleys through the Bus Power Control Unit (BPCU).

(b) The BPCU will automatically remove power to the galleys by de-energizing the Load Shed Relays when an overcurrent condition is sensed.

(c) The BPCU is located on the E4-2 rack in the Electronic Equipment Area.

(d) The Load Shed Relays are located in the back of the P91 and P92 Power Distribution Panels.

(e) The Galley Power Switch or Cabin/Util Switch is located on the P5-13 module on the P5 overhead panel in the Flight Compartment.

B. Possible Causes

(1) Load Shed Relays

(2) Bus Power Control Unit, G15

(3) Galley Power or Cabin/Util Control Switch (S4), P5-13

(4) Wiring

C. Circuit Breakers

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

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	7	C01288	GEN 1 LOAD SHED
F	7	C00913	GALLEY BUS C
F	8	C00915	GALLEY BUS D

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	7	C01289	GEN 2 LOAD SHED
F	7	C00912	GALLEY BUS A
F	8	C00914	GALLEY BUS B

D. Related Data

(1) (WDM 24-28-41)

(2) (WDM 24-51-11)

(3) (WDM 24-51-21)

(4) (WDM 24-61-11)

(5) (WDM 25-31-11)

E. Initial Evaluation

(1) Make sure that the power source supplies sufficient power for the equipment available in the galley.

NOTE: If the power source is not sufficient, then load shedding of the galley (the automatic removal of electrical power) will occur.

(2) Do this check for power in each galley:

(a) Set all switches in the galley to the ON position.

(3) If there is no power available in the galley, then do the Fault Isolation Procedure below.

(4) If there is power available in the galley, then there was an intermittent fault.

F. Fault Isolation Procedure

(1) Do this check of the galley power system:

(a) Set the Galley Power or Cabin/Util Switch on the P5-13 module to the OFF position.

(b) Open these circuit breakers:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	7	C01288	GEN 1 LOAD SHED

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	7	C01289	GEN 2 LOAD SHED

(c) Disconnect the applicable galley power connector (WDM 25-31-11).

NOTE: Do not let the connector touch the airplane structure/ground.

(d) Close these circuit breakers:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	7	C01288	GEN 1 LOAD SHED

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	7	C01289	GEN 2 LOAD SHED

(e) Set the Galley Power or Cabin/Util Switch on the P5-13 module to the ON position.

(f) Do a check for 3-phase 115 VAC from pins A, B, and C to pin D on the connector that was removed from the galley.

1) If 3-phase 115 VAC is present, then the problem is in the galley.

a) If there is a problem with power in the galley, then use the standard method of your airline to correct this fault.

2) If 3-phase 115 VAC is not present, then continue.

(g) Set the Galley Power or Cabin/Util Switch to the OFF position.

(h) Remove external power. To remove external power, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

(i) Re-connect the galley power connector to the galley.

(2) Do the Bus Power Control Unit (BPCU) BITE procedure. To do this procedure, do this task: Bus Power Control Unit BITE Procedure, 24-41 TASK 801.

(a) If no faults are detected, then continue.

(b) If a fault is detected, then do the fault isolation task for the applicable maintenance message.

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

(d) If the repair confirmation is not satisfactory, then continue.

(3) Replace the applicable Load Shed Relay (WDM 24-51-11), (WDM 24-51-21).

These are the tasks:

Load Shed Relay Removal, AMM TASK 24-51-11-000-801,

Load Shed Relay Installation, AMM TASK 24-51-11-400-801.

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

(b) If the repair confirmation is not satisfactory, then continue.

(4) Replace the Galley Power or Cabin/Util Switch (S4). To replace this switch, replace the P5-13 Module.

These are the tasks:

Electrical Meters, Battery and Galley Power Module Removal, AMM TASK 24-21-53-000-801,

Electrical Meters, Battery and Galley Power Module Installation, AMM TASK 24-21-53-400-801.

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

(b) If the repair confirmation is not satisfactory, then continue.

(5) Do these checks of the wiring:

(a) Do a check of the wiring between the Transformer Rectifier Units and the Generator Load Shed Circuit Breakers C1288 and C1289 (WDM 24-61-11).

1) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Do the Repair Confirmation at the end of this task.

2) If you do not find a problem with the wiring, then continue.

(b) Do a check of the wiring between the pins of the Galley Power or Cabin/Util Switch (S4) in the P5-13 module and the Bus Power Control Unit (G15) (WDM 24-28-41).

1) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Do the Repair Confirmation at the end of this task.

2) If you do not find a problem with the wiring, then continue.

(c) Do a check of the wiring between the pins of the Bus Power Control Unit (G15) and the Load Shed Relays (WDM 24-51-11), (WDM 24-51-21), (WDM 24-28-41).

1) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Do the Repair Confirmation at the end of this task.

2) If you do not find a problem with the wiring, then continue.

(d) Do a check of the wiring between the galley bus circuit breakers and the galley connector (WDM 25-31-11).

1) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Do the Repair Confirmation at the end of this task.

G. Repair Confirmation

(1) Do these steps:

(a) Set the Galley Power or Cabin/Util Switch to the ON position.

(b) Set all switches in the galley to the ON position.

(c) If power is available in the galley, then you corrected the fault.

——— END OF TASK ———

801. Lavatory Waste Chute Door Problem - Fault Isolation

A. Description

(1) This task is for this lavatory waste chute door problems:

(a) The waste chute door is misaligned.

B. Possible Causes

(1) Unwanted material in the chute door.

(2) Damaged spring.

(3) Damaged hinge components.

(4) Damaged chute door.

C. Initial Evaluation

(1) Do this check of the waste chute door:

(a) Depress waste chute door and release.

(b) If the chute door does not move or align correctly, then do the Fault Isolation Procedure below.

(c) If the chute door opens and closes correctly, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) To look for unwanted material that can prevent the movement of the waste chute door, do this task: Lavatory Waste Compartment Inspection, AMM TASK 25-40-08-200-801.

(a) If you find unwanted material, then do these steps:

1) Remove the unwanted material.

2) Depress the waste chute door and release.

a) If the waste chute door operates correctly, then you corrected the fault.

(b) If you do not find unwanted material, then continue.

(2) Examine the spring for the waste chute door.

(a) If the spring is broken, then do these steps:

1) Replace the spring.

2) Depress the waste chute door and release.

a) If the waste chute door is aligned and operates correctly, then you corrected the fault.

(b) If the spring is not broken, then continue.

(3) Examine the hinge for the waste chute door.

(a) If the hinge is damaged or has parts missing, then do these steps:

1) Replace the hinge.

2) Depress waste chute door and release.

a) If the waste chute door is aligned and operates correctly, then you corrected the fault.

(4) Examine the waste chute door.

(a) If waste chute door is bent, then do these steps:

1) Replace the waste chute door.

2) Depress waste chute door and release.

a) If the waste chute door is aligned and operates correctly, then you corrected the fault.

——— END OF TASK ———

801. Escape Rope (Escape Lanyard) Compartment Cover Will Not Close - Fault Isolation

A. Description

(1) This task is for a cover that will not close on the compartment containing the escape rope (escape lanyard) installed:

(a) Above the captain's seat.

(b) Above the first officer's seat.

B. Possible Causes

(1) Escape rope not stowed correctly

C. Initial Evaluation

(1) To make sure the escape rope is stowed correctly, do this task: Flight Compartment Escape Rope Inspection, AMM TASK 25-61-10-210-801.

(2) If the escape rope is not stowed correctly, then do the Fault Isolation Procedure below.

D. Fault Isolation Procedure

(1) Install the escape rope. To install the escape rope, do this task: Flight Compartment Escape Rope Installation, AMM TASK 25-61-10-400-801.

END OF TASK

802. Damaged Escape Rope (Escape Lanyard) - Fault Isolation

A. Description

(1) This task is for a damaged escape rope (escape lanyard) installed in the flight compartment:

(a) Above the captain's seat.

(b) Above the first officer's seat.

(2) Damage to an escape rope can occur if:

(a) There are knots in the escape rope.

(b) The escape rope is wet when stowed in its compartment.

(c) The anchor plate in the escape rope compartment is loose or shows corrosion.

(d) The anchor fitting in the escape rope compartment is bent or shows corrosion.

(e) The anchor fitting is not correctly engaged in the detent at the center of the anchor plate.

(f) The escape rope is not correctly coiled and stowed in its compartment.

(g) The escape rope compartment cover is not closed.

B. Initial Evaluation

(1) To examine the escape rope for damage, do this task: Flight Compartment Escape Rope Inspection, AMM TASK 25-61-10-210-801.

(a) If the escape rope is damaged, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

(1) Replace the escape rope.

These are the tasks:

Flight Compartment Escape Rope Removal, AMM TASK 25-61-10-000-801,

Flight Compartment Escape Rope Installation, AMM TASK 25-61-10-400-801.

END OF TASK

803. Unstowed Escape Rope (Escape Lanyard) - Fault Isolation

A. Description

(1) This task is for an unstowed escape rope (escape lanyard) installed:

(a) Above the captain's seat.

(b) Above the first officer's seat.

B. Initial Evaluation

(1) To make sure the escape rope is correctly stowed, do this task: Flight Compartment Escape Rope Inspection, AMM TASK 25-61-10-210-801.

(a) If the escape rope is not correctly stowed, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

(1) Install the escape rope. To install the escape rope, do this task: Flight Compartment Escape Rope Installation, AMM TASK 25-61-10-400-801.

——— END OF TASK ———

805. Unstowed Emergency Exit Hatch Lifeline (Escape Strap) - Fault Isolation

A. Description

(1) This task is for an unstowed emergency exit hatch lifeline (escape strap) installed in the passenger cabin near the emergency exit.

(2) The lifeline is installed in a stowage tube. Damage can occur if:

(a) The cloth cover that holds the hook and lifeline is damaged or missing.

(b) The lifeline is wet when stowed in its stowage tube.

(c) The anchor plate in the stowage tube is loose or shows corrosion.

(d) The lifeline is not correctly folded and stowed in its compartment.

B. Initial Evaluation

(1) To make sure the lifeline is correctly stowed, do this task: Emergency Exit Door Life Line Check, AMM TASK 25-61-10-710-801.

(a) If the lifeline is not correctly stowed, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

(1) Install the lifeline. To install the lifeline, do this task: Emergency Exit Door Life Line Installation, AMM TASK 25-61-10-400-802.

——— END OF TASK ———

801. Procedure by Airline Method - Fault Isolation

A. Initial Evaluation

NOTE: Use the standard method of your airline to correct this fault.

END OF TASK