CHAPTER

26

FIRE PROTECTION



CHAPTER 26 FIRE PROTECTION

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 $\mbox{A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change} \label{eq:added}$

26-EFFECTIVE PAGES



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26-20 TASKS								
201	Jun 15/2013							
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O 205	Jun 15/2016							
O 206	Jun 15/2016							
O 207	Jun 15/2016							
O 208	Jun 15/2016							
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O 210	Jun 15/2016							
O 211	Jun 15/2016							
O 212	Jun 15/2016							
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O 205	Jun 15/2016							
O 206	Jun 15/2016							
207	Oct 15/2015							
208	BLANK							
26-99 TASKS								
201	Feb 15/2013							
202	BLANK							

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26-EFFECTIVE PAGES



YOU FIND A FAULT WITH AN AIRPLANE SYSTEM

These are the possible types of faults:

- 1. Observed Fault
- 2. Cabin Fault

USE BITE TO GET MORE INFORMATION

If you did a BITE test already, then you can go directly to the fault isolation procedure for the maintenance message.

For details, see Figure 2 ---

GO TO THE FAULT ISOLATION TASK IN THE FIM

Use the fault code or description to find the task in the FIM. There is a numerical list of fault codes in each chapter. There are lists of fault descriptions at the front of the FIM.

For details, see Figure 3 -

FOLLOW THE STEPS OF THE FAULT ISOLATION TASK

The fault isolation task explains how to find the cause of the fault. When the task says "You corrected the fault" you know that the fault is gone.

For details, see Figure 4 ──►

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Basic Fault Isolation Process Figure 1

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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

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IF YOU HAVE:

THEN DO THIS TO FIND THE TASK IN THE FIM:

FAULT CODE

- 1. The first two digits of the fault code are the FIM chapter that you need. Go to the Fault Code Index in that chapter and find the fault code. If the fault code starts with a letter, then go to the Cabin Fault Code Index at the front of the FIM.
- 2. Find the task number on the same line as the fault code. Go to the task in the FIM and do the steps in the task (see Figure 4).

OBSERVED FAULT DESCRIPTION

- 1. Go to the Observed Fault List at the front of the FIM and find the best description for the fault.
- 2. Find the task number on the same line as the fault description. Go to the task in the FIM and do the steps of the task (see Figure 4).

CABIN FAULT DESCRIPTION

- 1. Go to the Cabin Fault List at the front of the FIM and find the best description for the fault.
- 2. Find the task number on the same line as the fault description. Go to the task in the FIM and do the steps of the task (see Figure 4).

MAINTENANCE MESSAGE (FROM BITE)

- Go to the Maintenance Message Index in the chapter for the LRU (the front of each Index gives you the chapter number for all LRUs). Find the maintenance message in the Index.
- 2. Find the task number on the same line as the maintenance message. Go to the task in the FIM and do the steps in the task (see Figure 4).

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Finding the Fault Isolation Task in the FIM Figure 3

EFFECTIVITY -

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ASSUMED CONDITIONS AT START OF TASK

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

POSSIBLE CAUSES

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

INITIAL EVALUATION PARAGRAPH

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

FAULT ISOLATION STEPS

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

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Doing the Fault Isolation Task Figure 4

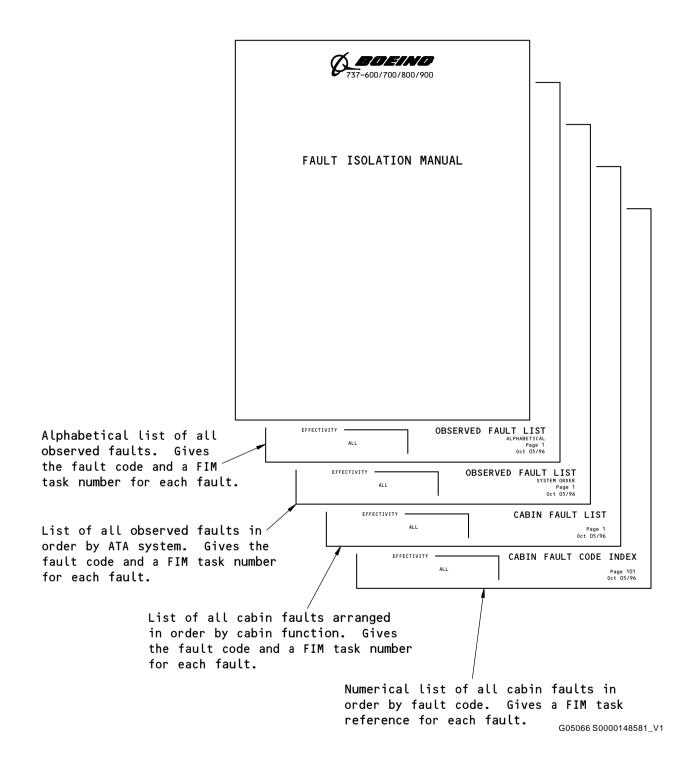
EFFECTIVITY AKS ALL

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FAULT ISOLATION MANUAL

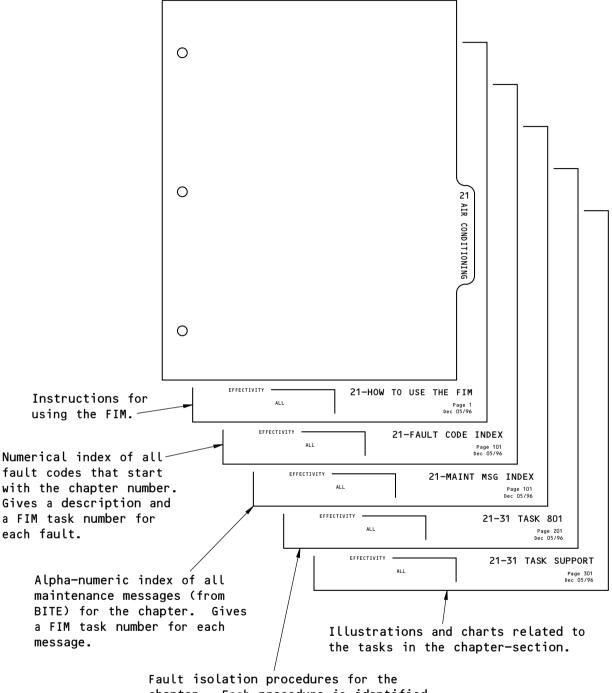


Subjects at Front of FIM Figure 5

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Fault isolation procedures for the chapter. Each procedure is identified by a chapter-section number and a 3-digit task number.

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Subjects in Each FIM Chapter Figure 6

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261 011 52	FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
261 021 51 Engine fire light: light is on - engine 1. 26-10 TASK 811 261 021 52 Engine fire light: light is on - engine 2. 26-10 TASK 811 261 030 51 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - engine 1. 26-10 TASK 801 261 030 52 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - engine 2. 26-10 TASK 801 261 040 51 FAULT light for the fire detection system on (P8 control stand) - engine 2. 26-10 TASK 801 261 050 00 APU DET INOP light: light on. 26-10 TASK 801 261 050 00 APU BET INOP light: light on. 26-10 TASK 801 261 070 00 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - APU. 26-10 TASK 801 261 100 00 WHEEL WELL light: light on. 26-18 TASK 801 261 1100 00 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - wheel well. 26-18 TASK 801 261 1100 00 WING-BODY OVERHEAT light: light does not come on when OVHT/TEST switch is pushed - left. 26-18 TASK 801 261 120 42 WING-BODY OVERHEAT light: light does not come on when OVHT/TEST switch is pushed - right. 26-18 TASK 801 261 200 44 Cargo fire test: Test failed, AFT cargo fire light does not come on, DETECTOR FAULT light i	261 011 51	ENG 1 OVERHEAT light: light is on.	26-10 TASK 811
261 021 52	261 011 52	ENG 2 OVERHEAT light: light is on.	26-10 TASK 811
261 030 51 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - engine 1. 26-10 TASK 801 261 030 52 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - engine 2. 26-10 TASK 801 261 040 51 FAULT light for the fire detection system on (P8 control stand) - engine 1. 26-10 TASK 801 261 040 52 FAULT light for the fire detection system on (P8 control stand) - engine 2. 26-10 TASK 801 261 050 00 APU DET INOP light: light on. 26-10 TASK 801 261 060 00 APU. Fire false alarm. 26-10 TASK 801 261 060 00 APU. Fire false alarm. 26-10 TASK 801 261 070 00 OVHT/FIRE TEST: Test failed, warning lights and alarm do not operate - APU. 26-10 TASK 801 261 100 00 WHEEL WELL light: light on. 26-18 TASK 801 261 100 00 WING-BODY OVERHEAT light: light on. 26-18 TASK 801 261 120 41 WING-BODY OVERHEAT light: light does not come on when OVHT/TEST switch is pushed - left. 26-18 TASK 801 261 120 42 WING-BODY OVERHEAT light: light does not come on when OVHT/TEST switch is pushed - left and right. 26-18 TASK 801 261 200 44 Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light is off. 26-18 TASK 804 26-10 TASK 804 26-10 TASK 805 26-10 TASK 806 26-10 TASK 806 26-10 TASK 807 26-10 T	261 021 51	Engine fire light: light is on - engine 1.	26-10 TASK 811
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26-10 TASK 801	261 030 51		26-10 TASK 801
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on, DETECTOR FAULT light is off. 26-16 TASK 806 261 205 44 Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at A. 26-16 TASK 804	261 200 44		26-16 TASK 806
on, DETECTOR FAULT light comes on - DET SELECT switch at A. 26-16 TASK 804 261 205 45 Cargo fire test: Test failed, AFT cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at A. 26-16 TASK 804 261 210 44 Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at	261 200 45		26-16 TASK 806
on, DETECTOR FAULT light comes on - DET SELECT switch at A. 26-16 TASK 804 261 210 44 Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at	261 205 44	on, DETECTOR FAULT light comes on - DET SELECT switch at	26-16 TASK 804
on, DETECTOR FAULT light comes on - DET SELECT switch at	261 205 45	on, DETECTOR FAULT light comes on - DET SELECT switch at	26-16 TASK 804
	261 210 44	Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at	26-16 TASK 804

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FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
261 210 45	Cargo fire test: Test failed, AFT cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at B.	26-16 TASK 804
261 215 44	Cargo fire test: Test failed, FWD cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at NORM.	26-16 TASK 804
261 215 45	Cargo fire test: Test failed, AFT cargo fire light does not come on, DETECTOR FAULT light comes on - DET SELECT switch at NORM.	26-16 TASK 804
261 220 00	Cargo fire test: Test failed, warning lights and alarm do not operate.	26-16 TASK 807
261 225 00	Cargo fire detection: MAIN cargo fire light on (false alarm).	26-16 TASK 801
261 225 44	Cargo fire detection: FWD cargo fire light on (false alarm).	26-16 TASK 801
261 225 45	Cargo fire detection: AFT cargo fire light on (false alarm).	26-16 TASK 801
262 010 00	Engine fire extinguishing: indication not normal when the EXT TEST switch is moved to 1.	26-20 TASK 801
262 020 00	Engine fire extinguishing: indication not normal when the EXT TEST switch is moved to 2.	26-20 TASK 801
262 030 00	Engine fire extinguishing: left bottle does not release extinguishant when the fire handle is turned.	26-20 TASK 803
262 040 00	Engine fire extinguishing: right bottle does not release extinguishant when the fire handle is turned.	26-20 TASK 803
262 050 00	L BOTTLE DISCHARGED light: light on for the engine fire extinguishing.	26-20 TASK 802
262 060 00	R BOTTLE DISCHARGED light: light on for the engine fire extinguishing.	26-20 TASK 802
262 070 00	APU BOTTLE DISCHARGED light for the APU fire extinguishing system: light on.	26-20 TASK 802
262 080 00	APU fire extinguishing: indication not normal when the EXT TEST switch is moved to 1 or 2.	26-20 TASK 801
262 090 00	Fire extinguisher, flight compartment: seal broken or missing.	26-99 TASK 801
262 100 00	Fire extinguisher, flight compartment: used.	26-99 TASK 801
262 110 00	Fire extinguisher, flight compartment: missing.	26-99 TASK 801
262 120 00	APU fire extinguishing: Bottle does not release extinguishant when the fire handle is turned.	26-20 TASK 803
262 130 00	APU fire extinguishing: Bottle does not release extinguishant when activated at the remote APU fire control panel.	26-20 TASK 804
262 140 00	APU fire extinguishing: Bottle does not release extinguishant automatically, extinguishant releases when manually activated.	26-20 TASK 805
262 200 00	Cargo fire extinguishing: Bottle does not release extinguishant when DISCH switch is pushed.	26-23 TASK 803

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FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
262 205 00	Cargo fire extinguishing: DISCH light on, DISCH switch not pushed.	26-23 TASK 802
262 210 44	Cargo fire test: Test failed, EXT FWD light does not come on.	26-23 TASK 812
262 210 45	Cargo fire test: Test failed, EXT AFT light does not come on.	26-23 TASK 812
262 221 00	APU fire extinguishing: APU light on fire control panel comes on when not commanded.	26-20 TASK 806

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LRU/SYSTEM	SHORT NAME	CHAPTER
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 INTRROGTR	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

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LRU/SYSTEM	SHORT NAME	CHAPTER
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

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LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - FWD	A1 (off during self-test)	26-16 TASK 805
CEU - FWD	A1 (stays on)	26-16 TASK 803
CEU - FWD	A1 and A2 (stay on)	26-16 TASK 803
CEU - FWD	A2 (off during self-test)	26-16 TASK 805
CEU - FWD	A2 (stays on)	26-16 TASK 803
CEU - FWD	B1 (off during self-test)	26-16 TASK 805
CEU - FWD	B1 (stays on)	26-16 TASK 803
CEU - FWD	B1 and B2 (stay on)	26-16 TASK 803
CEU - FWD	B2 (off during self-test)	26-16 TASK 805
CEU - FWD	B2 (stays on)	26-16 TASK 803
CEU - LOWER	A1 (off during self-test)	26-16 TASK 805
CEU - LOWER	A1 (stays on)	26-16 TASK 803
CEU - LOWER	A1 and A2 (stay on)	26-16 TASK 803
CEU - LOWER	A1, A2, and A3 (stay on)	26-16 TASK 803
CEU - LOWER	A2 (off during self-test)	26-16 TASK 805
CEU - LOWER	A2 (stays on)	26-16 TASK 803
CEU - LOWER	A3 (off during self-test)	26-16 TASK 805
CEU - LOWER	A3 (stays on)	26-16 TASK 803
CEU - LOWER	B1 (off during self-test)	26-16 TASK 805
CEU - LOWER	B1 (stays on)	26-16 TASK 803
CEU - LOWER	B1 and B2 (stay on)	26-16 TASK 803
CEU - LOWER	B1, B2, and B3 (stay on)	26-16 TASK 803
CEU - LOWER	B2 (off during self-test)	26-16 TASK 805
CEU - LOWER	B2 (stays on)	26-16 TASK 803
CEU - LOWER	B3 (off during self-test)	26-16 TASK 805
CEU - LOWER	B3 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A1 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	A1 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A1 and A2 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A1, A2, A3, and A4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A1, A2, and A3 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A2 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	A2 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A2 and A3 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A2, A3, and A4 (stay on)	26-16 TASK 803

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LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - MAIN AFT	A3 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	A3 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A3 and A4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A4 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	A4 (stays on)	26-16 TASK 803
CEU - MAIN AFT	B1 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	B1 (stays on)	26-16 TASK 803
CEU - MAIN AFT	B1 and B2 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B1, B2, B3, and B4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B1, B2, and B3 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B2 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	B2 (stays on)	26-16 TASK 803
CEU - MAIN AFT	B2 and B3 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B2, B3, and B4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B3 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	B3 (stays on)	26-16 TASK 803
CEU - MAIN AFT	B3 and B4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	B4 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	B4 (stays on)	26-16 TASK 803
CEU - MAIN FWD	A1 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	A1 (stays on)	26-16 TASK 803
CEU - MAIN FWD	A1 and A2 (stay on)	26-16 TASK 803
CEU - MAIN FWD	A1, A2, and A3 (stay on)	26-16 TASK 803
CEU - MAIN FWD	A2 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	A2 (stays on)	26-16 TASK 803
CEU - MAIN FWD	A2 and A3 (stay on)	26-16 TASK 803
CEU - MAIN FWD	A3 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	A3 (stays on)	26-16 TASK 803
CEU - MAIN FWD	B1 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	B1 (stays on)	26-16 TASK 803
CEU - MAIN FWD	B1 and B2 (stay on)	26-16 TASK 803
CEU - MAIN FWD	B1, B2, and B3 (stay on)	26-16 TASK 803
CEU - MAIN FWD	B2 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	B2 (stays on)	26-16 TASK 803
CEU - MAIN FWD	B3 (off during self-test)	26-16 TASK 805

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LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - MAIN FWD	B3 (stays on)	26-16 TASK 803
ENG/APU FIRE	APU - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	APU - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 808
ENG/APU FIRE	APU - LOWER DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - TAILPIPE DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - UPPER DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 809
ENG/APU FIRE	APU - WIRING SHORT TO GND	26-10 TASK 809
ENG/APU FIRE	ENGINE 1 - LOOP A - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 1 - LOOP A - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 1 - LOOP B - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 2 - LOOP A - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805

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LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
ENG/APU FIRE	ENGINE 2 - LOOP A - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 2 - LOOP B - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - WIRING SHORT TO GND	26-10 TASK 805
WING/BODY OHT	00 - CONTROL OR POWER SUPPLY FAILURE	26-18 TASK 803
WING/BODY OHT	01 - 115VAC OR POWER SUPPLY CARD FAILURE	26-18 TASK 803
WING/BODY OHT	02 - 115VAC OR POWER SUPPLY CARD FAILURE	26-18 TASK 803
WING/BODY OHT	03 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	04 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	05 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	10 - LEFT WING LE - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	12 - LEFT WING LE - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	14 - LEFT WING LE - ALARM	26-18 TASK 802
WING/BODY OHT	20 - LEFT AC PACK BAY - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	22 - LEFT AC PACK BAY - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	24 - LEFT AC PACK BAY - ALARM	26-18 TASK 802
WING/BODY OHT	30 - KEELBEAM - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	32 - KEELBEAM - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	34 - KEELBEAM - ALARM	26-18 TASK 802
WING/BODY OHT	40 - AFT CARGO SECT SHORT LOOP	26-18 TASK 802
WING/BODY OHT	42 - AFT CARGO SECT OPEN LOOP	26-18 TASK 802
WING/BODY OHT	44 - AFT CARGO SECT ALARM	26-18 TASK 802
WING/BODY OHT	60 - RIGHT WING LE AND AC PACK BAY - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	62 - RIGHT WING LE AND AC PACK BAY - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	64 - RIGHT WING LE AND AC PACK BAY - ALARM	26-18 TASK 802
WING/BODY OHT	84 - WHEEL WELL FIRE - ALARM	26-18 TASK 802
WING/BODY OHT	98 - LOCAL TEST - NOT COMPLETE	26-18 TASK 803

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801. Engine/APU Fire Detection Control Module BITE Procedure

A. General

- (1) The engine & APU fire detection control module, M279 is located on the E2-2 shelf in the electronic equipment (EE) compartment. The engine & APU fire detection control module will be referred to as the control module throughout this procedure. Access the front panel of the control module to do the BITE test.
- (2) The front of the control module contains five amber fault area lights, a FAULT/INOP TEST switch, and three red fault display lights. The control module has these fault lights:
 - (a) Engine 1 Loop A fault area light
 - (b) Engine 1 Loop B fault area light
 - (c) Engine 2 Loop A fault area light
 - (d) Engine 2 Loop B fault area light
 - (e) APU fault area light
 - (f) Three Fault Display Lights (red) which indicate the type of fault and the approximate location of the fault, if it is known.
- (3) The amber fault area lights indicate which loop has a fault. The red fault display lights tell the type of fault and location, if known. If there is a fault, the applicable fault area lights will stay on until the fault is corrected. For each combination of fault display lights, there is a related maintenance message.
- (4) If more than one of the amber fault area lights come on, then there are multiple faults. In this case, the control module employs a priority sequence. The red fault display lights indicate the fault for the first loop in the sequence. When that fault is corrected, the corresponding amber light goes off, and the red fault display lights change to indicate the fault for the next loop in the sequence. The priority sequence follows:
 - (a) Engine 1 Loop A
 - (b) Engine 1 Loop B
 - (c) Engine 2 Loop A
 - (d) Engine 2 Loop B
 - (e) APU
- (5) To do the BITE test, push and hold the FAULT/INOP TEST switch for five seconds. If all of the fault lights come on when you do the test, and all of the fault lights go off when you release the switch, the test passes. If fault lights stay on after you release the switch, there is a fault.

B. BITE Procedure

- (1) Do these steps to do the BITE procedure for the control module:
 - (a) Push and hold the FAULT/INOP TEST switch on the control module for five seconds.
 - (b) On the control module on the E2-2 shelf, make sure these lights come on:
 - 1) ENGINE 1 LOOP A (amber)
 - 2) ENGINE 1 LOOP B (amber)
 - 3) ENGINE 2 LOOP A (amber)
 - 4) ENGINE 2 LOOP B (amber)
 - 5) APU (amber)
 - 6) The three FAULT DISPLAY lights (red).
 - (c) Release the FAULT/INOP TEST switch.

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26-10 TASK 801



- (d) On the control module on the E2-2 shelf, make sure these lights go off:
 - 1) ENGINE 1 LOOP A (amber)
 - 2) ENGINE 1 LOOP B (amber)
 - 3) ENGINE 2 LOOP A (amber)
 - 4) ENGINE 2 LOOP B (amber)
 - 5) APU (amber)
 - 6) The three FAULT DISPLAY lights (red).
- (e) If the lights on the control module go off, then the BITE test passed.
- (f) If lights on the control module stay on, then the BITE test fails and there is a fault.
- (g) Do these steps to find the applicable maintenance message if there is a fault:
 - 1) Examine the amber lights in the FAULT AREA on the control module.
 - NOTE: The amber lights indicate if the fault is in the APU or one of the engines. If the fault is in the engine, the light indicates whether it is engine 1 or 2, and whether it is loop A or B. If more than one of the lights are on, then there are multiple faults.
 - 2) Examine the red lights in the FAULT DISPLAY area on the control module.
 - NOTE: The red lights indicate if the fault is a wiring problem or a detector problem. If it is a detector problem, the lights indicate which detector has the problem.
 - 3) Refer to the table at the end of this task to find the fault isolation task for the applicable maintenance message for the fault indicated by the FAULT AREA light and the FAULT DISPLAY lights.
 - NOTE: For example, if the ENGINE 1 LOOP A amber light is ON and the three red FAULT DISPLAY lights are ON-OFF-OFF, then the applicable maintenance message is "ENGINE 1 LOOP A FAN LOWER".
- (h) If the message FAN UPPER FAULT is shown for the APU, then do these steps:

NOTE: The FAN UPPER FAULT display relates to the unexpected failure mode in which one of the heat detectors shows a fault because of high resistance.

1) Measure the resistance of each APU detector.

LOCATION	EQUIPMENT NUMBER	RESISTANCE (OHMS)
UPPER	M1755	2985 (+/- 297)
LOWER	M1756	2485 (+/- 112)
TAILPIPE	M1925	3945 (+/- 177)

- a) If the resistance of the detector is not in the range given, then do these steps:
 - <1> Replace the detector.

These are the tasks:

APU Overheat Detector Element Removal, AMM TASK 26-15-01-000-801

APU Overheat Detector Element Installation, AMM TASK 26-15-01-400-801

2) If the replacement of any detector is not required, then do these steps:

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26-10 TASK 801



a) Replace the control module, M279.

These are the tasks:

Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801,

Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801.

LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
ENG/APU FIRE	APU - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	APU - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 808
ENG/APU FIRE	APU - LOWER DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - TAILPIPE DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - UPPER DETECTOR FAULT	26-10 TASK 802
ENG/APU FIRE	APU - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 809
ENG/APU FIRE	APU - WIRING SHORT TO GND	26-10 TASK 809
ENG/APU FIRE	ENGINE 1 - LOOP A - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 1 - LOOP A - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP A - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 1 - LOOP B - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 1 - LOOP B - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - FAN UPPER DETECTOR FAULT	26-10 TASK 805

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26-10 TASK 801

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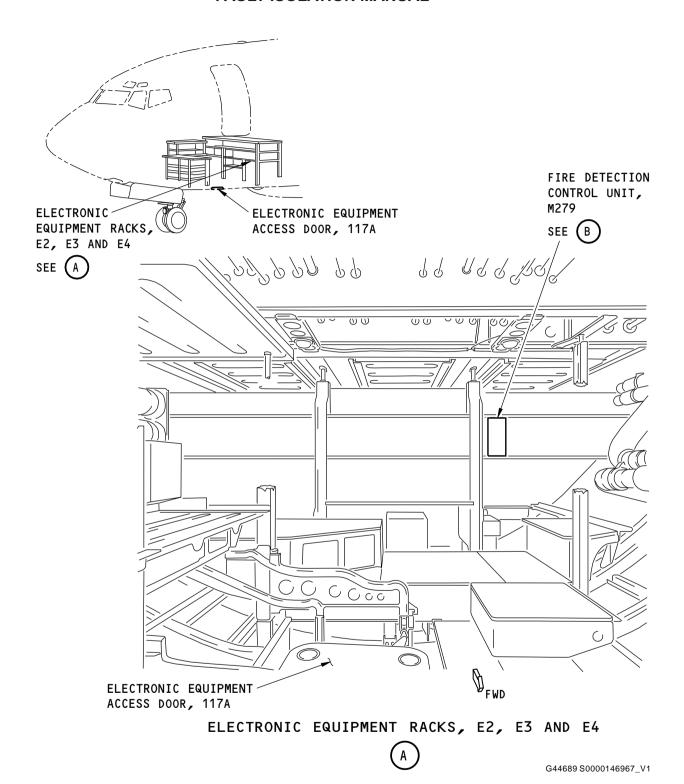
LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
ENG/APU FIRE	ENGINE 2 - LOOP A - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 2 - LOOP A - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP A - WIRING SHORT TO GND	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - CORE LEFT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - CORE RIGHT DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - FAN LOWER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - FAN UPPER DETECTOR FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - LOOP POWER	26-10 TASK 803
ENG/APU FIRE	ENGINE 2 - LOOP B - LOW DET. RESISTANCE CLEAN CONNECTIONS	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - WIRING OPEN OR DETECTOR(S) FAULT	26-10 TASK 805
ENG/APU FIRE	ENGINE 2 - LOOP B - WIRING SHORT TO GND	26-10 TASK 805

------ END OF TASK ------

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Engine and APU Fire Detection Control Unit, M279 Figure 201/26-10-00-990-802 (Sheet 1 of 2)

EFFECTIVITY

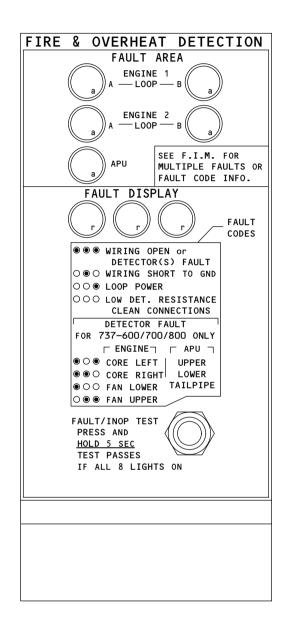
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FIRE DETECTION CONTROL UNIT, M279



G44690 S0000146968 V1

Engine and APU Fire Detection Control Unit, M279 Figure 201/26-10-00-990-802 (Sheet 2 of 2)

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26-10 TASK 801

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802. APU - Overheat Detector - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) APU UPPER
 - (b) APU LOWER
 - (c) APU TAILPIPE
- (2) These messages occur when the control module, M279 detects a fault with an APU fire detector. The detectors are listed in the table below.

DESCRIPTION	EQUIPMENT NUMBER
APU UPPER OVERHEAT DETECTOR ASSEMBLY	M1755
APU LOWER OVERHEAT DETECTOR ASSEMBLY	M1756
APU TAILPIPE OVERHEAT DETECTOR ASSEMBLY	M1925

B. Possible Causes

- (1) Fire detector Element
- (2) Control module, M279.

C. Circuit Breakers

(1) This is the primary circuit breaker related to the fault:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-31)
- (3) (WDM 26-11-31)

E. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - (a) If a maintenance message shows, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

- (1) Prepare the airplane for fault isolation.
 - (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU
R	19	C01344	APITEIRE SW POWER

F/O Electrical System Panel, P6-4

Row	Col	<u>Number</u>	<u>Name</u>
Α	14	C00033	AUX POWER UNIT CONT

EFFECTIVITY -

26-10 TASK 802



(b) To access the upper or lower APU detector, open this access panel:

Number Name/Location
315A APU Cowl Door

(c) To access the APU tailpipe overheat detector, open this access panel:

Number Name/Location
318BR Tailcone Access Door

- (2) Replace the detector element called out in the maintenance message. These are the tasks:
 - APU Overheat Detector Element Removal, AMM TASK 26-15-01-000-801
 - APU Overheat Detector Element Installation, AMM TASK 26-15-01-400-801
 - (a) If the replacement test passes, then you corrected the fault.
 - (b) If the replacement test fails, then continue.
- (3) Replace the control module, M279. These are the tasks:
 - Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801
 - Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801
 - (a) If the replacement test passes, then you corrected the fault.
- (4) Return the airplane to its usual condition.

Close this access panel:

Number Name/Location
315A APU Cowl Door

----- END OF TASK -----

803. Engine and APU - Loop Power - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) ENGINE 1 LOOP A LOOP POWER
 - (b) ENGINE 1 LOOP B LOOP POWER
 - (c) ENGINE 2 LOOP A LOOP POWER
 - (d) ENGINE 2 LOOP B LOOP POWER
 - (e) APU LOOP POWER
- (2) These faults occur when the loop power to the control module, M279 is interrupted.

B. Possible Causes

- (1) Fire Control Panel, P8-1
- (2) Control module, M279.

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row Col Number Name

A 22 C00407 FIRE PROTECTION DETECTION ENG 2

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(Continued)

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-11)
- (3) (SSM 26-11-21)
- (4) (SSM 26-11-31)
- (5) (WDM 26-11-11)
- (6) (WDM 26-11-21)
- (7) (WDM 26-11-31)

E. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - (a) If a maintenance message shows, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

- (1) Do a check for power at the control module, M279.
 - (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	23	C00403	FIRE PROTECTION DETECTION APU
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

- (b) Do this task:: AMM PAGEBLOCK 20-10-07/201 to remove the E/E Box.
- (c) Remove the electrical connector from the control module.

ENGINE 1	D1002
ENGINE 2	D998
APU	D1000

(d) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	23	C00403	FIRE PROTECTION DETECTION APU
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

(e) Do a check for 28 vdc between the pins on the following connector:

		ENGINE 1	D1002	pin 1	pin 5	pin 6	pin 2 (ground)
--	--	----------	-------	-------	-------	-------	----------------

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(Continued)

ENGINE 2	D998	pin 1	pin 5	pin 6	pin 2 (ground)
APU	D1000	pin 1	pin 2 (ground)		

- (f) If there is not 28 vdc, then replace the Fire Control Panel, P8-1. These are the tasks:
 - Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801
 - Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801
 - 1) If the replacement test passes, then you corrected the fault.
- (g) If there is 28 vdc, replace the control module, M279. These are the tasks:
 - Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801
 - Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801
 - 1) If the replacement test passes, then you corrected the fault.
- (2) Return the airplane to its usual condition.
 - (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	23	C00403	FIRE PROTECTION DETECTION APU
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

(b) Connect the electrical connector from the control module.

ENGINE 1	D1002
ENGINE 2	D998
APU	D1000

(c) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	23	C00403	FIRE PROTECTION DETECTION APU
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

------ END OF TASK ------

805. Engine - Wiring Harness/Fire Detector - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) ENGINE 1 LOOP A CORE LEFT
 - (b) ENGINE 1 LOOP B CORE LEFT
 - (c) ENGINE 2 LOOP A CORE LEFT
 - (d) ENGINE 2 LOOP B CORE LEFT
 - (e) ENGINE 1 LOOP A CORE RIGHT

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- (f) ENGINE 1 LOOP B CORE RIGHT
- (g) ENGINE 2 LOOP A CORE RIGHT
- (h) ENGINE 2 LOOP B CORE RIGHT
- (i) ENGINE 1 LOOP A FAN LOWER
- (j) ENGINE 1 LOOP B FAN LOWER
- (k) ENGINE 2 LOOP A FAN LOWER
- (I) ENGINE 2 LOOP B FAN LOWER
- (m) ENGINE 1 LOOP A FAN UPPER
- (n) ENGINE 1 LOOP B FAN UPPER
- (o) ENGINE 2 LOOP A FAN UPPER
- (p) ENGINE 2 LOOP B FAN UPPER
- (g) ENGINE 1 LOOP A WIRING OPEN/DETECTOR FAULT
- (r) ENGINE 1 LOOP B WIRING OPEN/DETECTOR FAULT
- (s) ENGINE 2 LOOP A WIRING OPEN/DETECTOR FAULT
- (t) ENGINE 2 LOOP B WIRING OPEN/DETECTOR FAULT
- (u) ENGINE 1 LOOP A WIRING SHORT TO GROUND
- (v) ENGINE 1 LOOP B WIRING SHORT TO GROUND
- (w) ENGINE 2 LOOP A WIRING SHORT TO GROUND
- (x) ENGINE 2 LOOP B WIRING SHORT TO GROUND
- (2) These faults occur when the fire detection control module, M279 detects a fault with an engine fire detector element. Loop A and B elements for each detector assembly have the same equipment number.

NOTE: For example, a CORE RIGHT fault indication can be one of these faults:

- · Right core detector
- · Upper and lower fan detectors
- · Wire bundle between the right and left core detector
- · Wire bundle between the right core detector and control module

DETECTOR ASSEMBLY

EQUIPMENT NUMBER

ENGINE FAN UPPER FIRE DETECTOR ASSEMBLY	M1757
ENGINE FAN LOWER FIRE DETECTOR ASSEMBLY	M1758
ENGINE CORE LEFT FIRE DETECTOR ASSEMBLY	M1759
ENGINE CORE RIGHT FIRE DETECTOR ASSEMBLY	M1760

B. Possible Causes

- (1) Core detector harness, MW0325 or MW0326.
- (2) Fan detector harness, MW0315 or MW0316.
- (3) Fire detector element, M1757, M1758, M1759, or M1760
- (4) Fire detection control module, M279.

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C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-11)
- (3) (SSM 26-11-21)
- (4) (WDM 26-11-11)
- (5) (WDM 26-11-21)

E. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - (a) If a maintenance message shows, then do the fault isolation procedure.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

(1) Prepare the airplane for fault isolation.

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSE CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(a) For engine 1, open this circuit breaker and attach safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

(b) For engine 2, open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	Name
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2

(c) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	21	C00396	FIRE PROT DETECTION MA WRN & CONT

(2) Remove the M279 fire detection control module from the E2-2 shelf.

NOTE: A wire harness or fire detector fault could be intermittent because of the engine temperature. Do the subsequent two steps in 20 minutes or less after the engines stop. Do the test again 30 minutes and again 40 minutes after the engines stop. If the resistance is out of limits during the test, continue fault isolation.

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(3) Make sure that the resistance is between 797 and 901 ohms for the applicable engine and fire detection loop with the fault in Table 1.

Table 1

ENGINE	LOOP	CONNECTOR/PIN	
ENGINE		FROM	то
1	Α	D1002, pin 25	D1002, pin 2
1	В	D1002, pin 12	D1002, pin 2
2	Α	D998, pin 25	D998, pin 2
2	В	D998, pin 12	D998, pin 2

(4) Make sure that the resistance is less than 3 ohms for the applicable engine and fire detection loop with the fault in Table 2.

Table 2

ENGINE	LOOP	CONNECTOR/PIN	
ENGINE		FROM	то
1	Α	D1002, pin 24	D1002, pin 25
1	В	D1002, pin 10	D1002, pin 12
2	Α	D998, pin 24	D998, pin 25
2	В	D998, pin 10	D998, pin 12

- (5) If one or both of these subsequent conditions are found, there is a detector fault.
 - The measured resistance in Table 1 is not in the limits.
 - The measured resistance in Table 2 is more than 3 ohms.
 - (a) Disconnect the terminal lug at one end of the detector loop.
 - (b) Measure the resistance of the detector between the terminal lug and ground in Table 3.

Table 3

LOCATION	EQUIPMENT NUMBER	RESISTANCE (OHMS)
Upper Fan	M1757	5921 (+/- 297)
Lower Fan	M1758	3931 (+/- 197)
Left Core	M1759	3011 (+/- 151)
Right Core	M1760	2471 (+/- 124)

- (c) If the resistance of the detector is not in the limits, then do this step:
 - 1) Replace the detector.

These are the tasks:

Engine Fire Detector Element Removal, AMM TASK 26-11-01-000-801,

Engine Fire Detector Element Installation, AMM TASK 26-11-01-400-801.

NOTE: If a detector resistance is not in tolerance by many hundred ohms, the control module can incorrectly identify a loop as a defective one.

(6) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.

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- (7) If the resistance for engine 1 or engine 2, loop A in Table 2 is more than the limit, a wire harness is defective. Do this procedure:
 - (a) Measure the resistance of the wire harness MW0325.
 - 1) Disconnect the connector DJ2501.
 - 2) Move the wires that attach to the fire detector while you measure the resistance between pins 1 and 2 of connector DJ2501.
 - If the resistance is more than 3 ohms, replace the wire harness MW0325: Core Fire Detection Harnesses Removal, AMM TASK 26-11-02-000-802 and Core Fire Detection Harness Installation, AMM TASK 26-11-02-400-802.
 - 4) If the resistance is less than 3 ohms, then continue.
 - (b) Measure the resistance of the wire harness MW0315.
 - 1) Disconnect the wire harness connectors DP1501 and DP1552.
 - 2) Connect a jumper between pins 1 and 2 of connector DP1501.
 - 3) Move the wires that attach to the fire detector while you measure the resistance between pin 1 and pin 2 of connector DP1552.
 - 4) If the resistance is more than 3 ohms, replace the wire harness MW0315: Fan Fire Detection Harness Removal, AMM TASK 26-11-02-000-801 and Fan Fire Detection Harness Installation, AMM TASK 26-11-02-400-801.
- (8) If the resistance for engine 1 or engine 2, loop B in Table 2 is more than the limit, a wire harness is defective. Do this procedure:
 - (a) Measure the resistance of the wire harness MW0326.
 - 1) Disconnect the connector DJ2601.

I

- 2) Move the wires that attach to the fire detector while you measure the resistance between pins 1 and 2 of connector DJ2601.
- 3) If the resistance is more than 3 ohms, replace the wire harness MW0326: Core Fire Detection Harnesses Removal, AMM TASK 26-11-02-000-802 and Core Fire Detection Harness Installation, AMM TASK 26-11-02-400-802.
- 4) If the resistance is less than 3 ohms, then continue.
- (b) Measure the resistance of the wire harness MW0316.
 - Disconnect the wire harness connectors DP1601 and DP1620.
 - 2) Connect a jumper between pins 1 and 2 of connector DP1601.
 - Move the wires that attach to the fire detector while you measure the resistance between pin 3 and pin 4 of connector DP1620.
 - 4) If the resistance is more than 3 ohms, replace the wire harness MW0316: Fan Fire Detection Harness Removal, AMM TASK 26-11-02-000-801 and Fan Fire Detection Harness Installation, AMM TASK 26-11-02-400-801.
 - 5) If the resistance is less than 3 ohms, then continue.
- (9) Replace the control module, M279. These are the tasks.
 - Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801,
 - Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801
- (10) Put the airplane in its usual condition.

AKS ALL

26-10 TASK 805



WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00.
- (b) Put the M279 fire detection control module back the E2-2 shelf.
- (c) For engine 1, remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

(d) For engine 2, remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row Col Number Name

A 22 C00407 FIRE PROTECTION DETECTION ENG 2

----- END OF TASK -----

808. APU - Low Detector Resistance - Fault Isolation

A. Description

- (1) This task is for this maintenance message:
 - (a) APU LOW DET RESISTANCE
- (2) This fault occurs when the control module, M279 detects a low resistance on the overheat detection loop. Usually this indication is caused by the failure of the control module, M279. The detector elements are listed in the table below.

DESCRIPTION	EQUIPMENT NUMBER
APU UPPER OVERHEAT DETECTOR ASSEMBLY	M1755
APU LOWER OVERHEAT DETECTOR ASSEMBLY	M1756
APU TAILPIPE OVERHEAT DETECTOR ASSEMBLY	M1925

B. Possible Causes

- (1) Control Module, M279
- (2) Dirty or damaged electrical connectors

C. Circuit Breakers

(1) This is the primary circuit breaker related to the fault:

F/O Electrical System Panel, P6-2

RowColNumberNameA23C00403FIRE PROTECTION DETECTION APU

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-31)
- (3) (WDM 26-11-31)

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E. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - (a) If a maintenance message shows, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

- (1) Prepare the airplane for connector inspection.
 - (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU
В	19	C01344	APU FIRE SW POWER

F/O Electrical System Panel, P6-4

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	14	C00033	AUX POWER UNIT CONT

(b) To access the upper or lower APU detector, open this access panel:

<u>Number</u>	Name/Location
315A	APU Cowl Door

- (c) To access the APU tailpipe overheat detector, open this access panel: 316DR
- (2) Examine the connectors of the wiring in the APU overheat detection loop for contamination, wear, or damage.
 - (a) Repair the wiring as required.
 - 1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
- (3) If wire harness repair is not required, there is a detector fault.
 - (a) Measure the resistance of the detector.

LOCATION	EQUIPMENT NUMBER	RESISTANCE (OHMS)
UPPER	M1755	2985 (+/- 297)
LOWER	M1756	2485 (+/- 112)
TAILPIPE	M1925	3945 (+/- 177)

- (b) If the resistance of the detector is not in the range given, then do these steps:
 - 1) Replace the detector.

These are the tasks:

APU Overheat Detector Element Removal, AMM TASK 26-15-01-000-801 APU Overheat Detector Element Installation, AMM TASK 26-15-01-400-801

- (4) If the replacement of any detector is not required, then do these steps:
 - (a) Replace the control module, M279.

These are the tasks:

AKS ALL 26-10 TASK 808



Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801, Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801.

(5) Return the airplane to its usual condition.

Close this access panel:

Number Name/Location
315A APU Cowl Door

----- END OF TASK -----

809. APU - Wiring/Detector(s) - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) APU WIRING OPEN/DETECTOR FAULT
 - (b) APU WIRING SHORT TO GROUND
- (2) These faults occur when the control module, M279 detects a fault with the wiring between a detector and the control module. The Wiring Open or Detector(s) fault can occur because of the failure of two or more detectors in the same loop. The detectors are listed in the table below.

DESCRIPTION	EQUIPMENT NUMBER
APU UPPER OVERHEAT DETECTOR ASSEMBLY	M1755
APU LOWER OVERHEAT DETECTOR ASSEMBLY	M1756
APU TAILPIPE OVERHEAT DETECTOR ASSEMBLY	M1925

B. Possible Causes

- (1) Wiring
- (2) Fire detector elements

C. Circuit Breakers

(1) This is the primary circuit breaker related to the fault:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-31)
- (3) (WDM 26-11-31)

E. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - (a) If a maintenance message shows, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

(1) Prepare the airplane for fault isolation.

AKS ALL 26-10 TASKS 808-809



(a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	23	C00403	FIRE PROTECTION DETECTION APU
В	19	C01344	APU FIRE SW POWER

F/O Electrical System Panel, P6-4

Row	Col	<u>Number</u>	<u>Name</u>
Α	14	C00033	AUX POWER UNIT CONT

(b) To access the upper or lower APU detector, open this access panel:

<u>Number</u>	Name/Location
315A	APU Cowl Door

- (c) Remove the APU. To remove it, do this task: APU Power Plant Removal, AMM TASK 49-11-00-000-801.
- (d) To access the APU tailpipe overheat detector, open this access panel:

<u>Number</u>	Name/Location
318BR	Tailcone Access Door

- (e) To access the APU tailpipe overheat detector, open this access panel:316DR
- (2) Examine the wiring for the loop called out in the maintenance message.
 - (a) Repair or replace the damaged wiring.
 - 1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
 - a) If the maintenance message does not show, then you corrected the fault.
 - b) If the maintenance message shows, then continue.
- (3) Replace the control module, M279.

These are the tasks:

Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801, Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801.

- (a) If the replacement test passes, then you corrected the fault.
- (4) Return the airplane to its usual condition.
 - (a) Close this access panel: 316DR
 - (b) Do this task: APU Power Plant Installation, AMM TASK 49-11-00-400-801.
 - (c) Close this access panel:

AKS ALL

<u>Number</u>	Name/Location
315A	APU Cowl Door

----- END OF TASK -----

26-10 TASK 809



810. Engine - Low Detector Resistance - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) ENGINE 1 LOOP A LOW DET RESISTANCE CLEAN CONNECTIONS
 - (b) ENGINE 1 LOOP B LOW DET RESISTANCE CLEAN CONNECTIONS
 - (c) ENGINE 2 LOOP A LOW DET RESISTANCE CLEAN CONNECTIONS
 - (d) ENGINE 2 LOOP B LOW DET RESISTANCE CLEAN CONNECTIONS
- (2) These faults occur when the fire detection control module, M279 detects a fault with an engine fire detector element. Loop A and B elements for each detector assembly have the same equipment number.

DETECTOR ASSEMBLY	EQUIPMENT NUMBER
ENGINE FAN UPPER FIRE DETECTOR ASSEMBLY	M1757
ENGINE FAN LOWER FIRE DETECTOR ASSEMBLY	M1758
ENGINE CORE LEFT FIRE DETECTOR ASSEMBLY	M1759
ENGINE CORE RIGHT FIRE DETECTOR ASSEMBLY	M1760

B. Possible Causes

- (1) Fire detector element, M1757, M1758, M1759, or M1760
- (2) Fire detection control module, M279.

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2
Α	24	C00405	FIRE PROTECTION DETECTION ENG 1

D. Related Data

- (1) (SSM 26-00-01)
- (2) (SSM 26-11-21)
- (3) (WDM 26-11-11)
- (4) (WDM 26-11-21)

E. Initial Evaluation

(1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.

F. Fault Isolation Procedure

(1) Prepare the airplane for fault isolation.

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSE CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(a) Do this task: Open the Thrust Reverser (Selection), AMM TASK 78-31-00-010-801-F00.

AKS ALL

26-10 TASK 810



(b) For engine 1, open this circuit breaker and attach safety tag:

F/O Electrical System Panel, P6-2

Row Col Number Name

A 24 C00405 FIRE PROTECTION DETECTION ENG 1

(c) For engine 2, open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row Col Number Name

A 22 C00407 FIRE PROTECTION DETECTION ENG 2

(d) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row Col Number Name

A 21 C00396 FIRE PROT DETECTION MA WRN & CONT

- (2) Examine the connectors of the wiring in the indicated loop for contamination, wear, or damage.
 - (a) Repair the wiring as required.
 - 1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801.
- (3) If wire harness repair is not required, there is a detector fault.
 - (a) Measure the resistance of the detector.

LOCATION	EQUIPMENT NUMBER	RESISTANCE (OHMS)
Upper Fan	M1757	5921 (+/- 297)
Lower Fan	M1758	3931 (+/- 197)
Left Core	M1759	3011 (+/- 151)
Right Core	M1760	2471 (+/- 124)

- (b) If the resistance of the detector is not in the range given, then do these steps:
 - 1) Replace the detector.

These are the tasks:

Engine Fire Detector Element Removal, AMM TASK 26-11-01-000-801,

Engine Fire Detector Element Installation, AMM TASK 26-11-01-400-801.

(4) Put the airplane in its usual condition.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Do this task: Close the Thrust Reverser (Selection), AMM TASK 78-31-00-010-804-F00.
- (b) For engine 1, remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row Col Number Name

A 24 C00405 FIRE PROTECTION DETECTION ENG 1

EFFECTIVITY —

AKS ALL

26-10 TASK 810

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(c) For engine 2, remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	22	C00407	FIRE PROTECTION DETECTION ENG 2

----- END OF TASK -----

811. Engine Fire Condition

A. Description

This task is for troubleshooting an engine overheat condition.

B. Possible Causes

Overheat conditions and duct leakage.

C. Initial Evaluation

- (1) Do this task: Engine/APU Fire Detection Control Module BITE Procedure, 26-10 TASK 801
 - (a) If there is no faults found then do the Fault Isolation Procedure below.

D. Fault Isolation Procedure

- (1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00
- (2) Inspect for signs of fire or overheat damage.
- (3) Do the necessary repair.
- (4) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00
- (5) Do this task: Engine Bleed Air System Health Check, AMM TASK 36-11-00-700-801

——— END OF TASK ———

26-10 TASKS 810-811



801. Cargo Electronic Unit (CEU) BITE Procedure

A. General

- (1) The cargo electronic units (CEUs) are located behind access panels in the ceiling of the forward and aft cargo compartments. M2236 moniters detectors in the forward compartment, and M2237 is in the aft compartment. Get access to the front panel of the CEU to do the BITE test.
- (2) The front of the control module has 16 fault lights, a PRESS-TO-TEST switch, and a LAMP TEST switch. The LAMP TEST switch makes sure all the fault lights will come on. The PRESS-TO-TEST switch sends a signal to do a test of all the detectors in the compartment. If a smoke detector fails, or a smoke detector detects smoke, then the light for that detector will come on.
 - (a) Not all the lights on the CEU are used. If there are four detectors in the cargo bay, only four lights will be used. If there are six detectors in the cargo bay, only six lights will be used.
 - (b) The letter and number associated with each light is referred to as a maintenance message.
 - (c) The letters on the CEU correspond to the position of the detectors on the left or right of the cargo bay.
 - (d) The numbers on the CEU correspond with the position of the detector from forward to aft.
 - (e) For example, the forward detector on the left of the cargo bay corresponds to light A1 on the CEU. The second detector on the right corresponds to light B2 on the CEU.
- (3) To do the BITE test, push the LAMP TEST switch to do a check of all the lights. Then push the PRESS-TO-TEST switch. If the lights comes on, the test passes. If a light goes off, the corresponding detector fails.

B. BITE Procedure

- (1) Do these steps to do the BITE procedure for the CEU:
 - (a) To get access to the CEU front panel, remove the screws securing the protective cover to the cargo bay ceiling.
 - (b) Make sure all the lights on the CEU are off.
 - 1) If any lights are on, refer to the table at the end of this task to find the fault isolation task for the applicable maintenance message.
 - NOTE: Find the maintenance message that describes the light or lights that are on and is followed by "(stays on)" or "(stay on)".
 - (c) Push and hold the LAMP TEST switch on the CEU.
 - 1) Make sure all the lights on the CEU come on.
 - (d) Release the LAMP TEST switch.
 - 1) Make sure all the lights on the CEU go off.
 - (e) Push and hold the PRESS-TO-TEST switch on the CEU for 5 seconds.
 - 1) If all the lights on the CEU come on, then continue.
 - 2) If one or more of the lights on the CEU do not come on, then the BITE test fails and there is a fault.
 - (f) Release the PRESS-TO-TEST switch.
 - If the lights on the CEU go off, then the BITE test passed.

AKS ALL

26-16 TASK 801



- 2) If one or more of the lights on the CEU stays on, then the BITE test fails and there is a fault.
- (g) Refer to the table at the end of this task to find the fault isolation task for the applicable maintenance message.

LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - FWD	A1 (off during self-test)	26-16 TASK 805
CEU - FWD	A1 (stays on)	26-16 TASK 803
CEU - FWD	A1 and A2 (stay on)	26-16 TASK 803
CEU - FWD	A2 (off during self-test)	26-16 TASK 805
CEU - FWD	A2 (stays on)	26-16 TASK 803
CEU - FWD	B1 (off during self-test)	26-16 TASK 805
CEU - FWD	B1 (stays on)	26-16 TASK 803
CEU - FWD	B1 and B2 (stay on)	26-16 TASK 803
CEU - FWD	B2 (off during self-test)	26-16 TASK 805
CEU - FWD	B2 (stays on)	26-16 TASK 803
CEU - LOWER	A1 (off during self-test)	26-16 TASK 805
CEU - LOWER	A1 (stays on)	26-16 TASK 803
CEU - LOWER	A1 and A2 (stay on)	26-16 TASK 803
CEU - LOWER	A1, A2, and A3 (stay on)	26-16 TASK 803
CEU - LOWER	A2 (off during self-test)	26-16 TASK 805
CEU - LOWER	A2 (stays on)	26-16 TASK 803
CEU - LOWER	A3 (off during self-test)	26-16 TASK 805
CEU - LOWER	A3 (stays on)	26-16 TASK 803
CEU - LOWER	B1 (off during self-test)	26-16 TASK 805
CEU - LOWER	B1 (stays on)	26-16 TASK 803
CEU - LOWER	B1 and B2 (stay on)	26-16 TASK 803
CEU - LOWER	B1, B2, and B3 (stay on)	26-16 TASK 803
CEU - LOWER	B2 (off during self-test)	26-16 TASK 805
CEU - LOWER	B2 (stays on)	26-16 TASK 803
CEU - LOWER	B3 (off during self-test)	26-16 TASK 805
CEU - LOWER	B3 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A1 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT	A1 (stays on)	26-16 TASK 803
CEU - MAIN AFT	A1 and A2 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A1, A2, A3, and A4 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A1, A2, and A3 (stay on)	26-16 TASK 803
CEU - MAIN AFT	A2 (off during self-test)	26-16 TASK 805

AKS ALL

26-16 TASK 801

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CEU - MAIN AFT A2 (stays on) 26-16 TASK 803 CEU - MAIN AFT A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN AFT A2, A3, and A4 (stay on) 26-16 TASK 805 CEU - MAIN AFT A3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A3 (stays on) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (stays on) 26-16 TASK 805 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (and B3 (stay on) 26-16 TASK 803 <	LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - MAIN AFT A2, A3, and A4 (stay on) 26-16 TASK 803 CEU - MAIN AFT A3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A3 (stays on) 26-16 TASK 803 CEU - MAIN AFT A3 and A4 (stay on) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (and B3 (stay on) 26-16 TASK 805 CEU - MAIN AFT B2 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-te	CEU - MAIN AFT	A2 (stays on)	26-16 TASK 803
CEU - MAIN AFT A3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A3 (stays on) 26-16 TASK 803 CEU - MAIN AFT A3 and A4 (stay on) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test)	CEU - MAIN AFT	A2 and A3 (stay on)	26-16 TASK 803
CEU - MAIN AFT A3 (stays on) 26-16 TASK 803 CEU - MAIN AFT A3 and A4 (stay on) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (stay on) 26-16 TASK 803 CEU	CEU - MAIN AFT	A2, A3, and A4 (stay on)	26-16 TASK 803
CEU - MAIN AFT A3 and A4 (stay on) 26-16 TASK 803 CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 805 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B4 (stay on) 26-16 TASK 803	CEU - MAIN AFT	A3 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT A4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT A4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 805 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803	CEU - MAIN AFT	A3 (stays on)	26-16 TASK 803
CEU - MAIN AFT A4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 <td< td=""><td>CEU - MAIN AFT</td><td>A3 and A4 (stay on)</td><td>26-16 TASK 803</td></td<>	CEU - MAIN AFT	A3 and A4 (stay on)	26-16 TASK 803
CEU - MAIN AFT B1 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803	CEU - MAIN AFT	A4 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT B1 (stays on) 26-16 TASK 803 CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) <td< td=""><td>CEU - MAIN AFT</td><td>A4 (stays on)</td><td>26-16 TASK 803</td></td<>	CEU - MAIN AFT	A4 (stays on)	26-16 TASK 803
CEU - MAIN AFT B1 and B2 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 803 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A2 (off during s	CEU - MAIN AFT	B1 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT B1, B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 805 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 (CEU - MAIN AFT	B1 (stays on)	26-16 TASK 803
CEU - MAIN AFT B1, B2, and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 805 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK	CEU - MAIN AFT	B1 and B2 (stay on)	26-16 TASK 803
CEU - MAIN AFT B2 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 805 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test)	CEU - MAIN AFT	B1, B2, B3, and B4 (stay on)	26-16 TASK 803
CEU - MAIN AFT B2 (stays on) 26-16 TASK 803 CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 </td <td>CEU - MAIN AFT</td> <td>B1, B2, and B3 (stay on)</td> <td>26-16 TASK 803</td>	CEU - MAIN AFT	B1, B2, and B3 (stay on)	26-16 TASK 803
CEU - MAIN AFT B2 and B3 (stay on) 26-16 TASK 803 CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TAS	CEU - MAIN AFT	B2 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT B2, B3, and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A2 (stays on) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 </td <td>CEU - MAIN AFT</td> <td>B2 (stays on)</td> <td>26-16 TASK 803</td>	CEU - MAIN AFT	B2 (stays on)	26-16 TASK 803
CEU - MAIN AFT B3 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (stay on) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 </td <td>CEU - MAIN AFT</td> <td>B2 and B3 (stay on)</td> <td>26-16 TASK 803</td>	CEU - MAIN AFT	B2 and B3 (stay on)	26-16 TASK 803
CEU - MAIN AFT B3 (stays on) 26-16 TASK 803 CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803	CEU - MAIN AFT	B2, B3, and B4 (stay on)	26-16 TASK 803
CEU - MAIN AFT B3 and B4 (stay on) 26-16 TASK 803 CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803	CEU - MAIN AFT	B3 (off during self-test)	26-16 TASK 805
CEU - MAIN AFT B4 (off during self-test) 26-16 TASK 805 CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 805 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803	CEU - MAIN AFT	B3 (stays on)	26-16 TASK 803
CEU - MAIN AFT B4 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803	CEU - MAIN AFT	B3 and B4 (stay on)	26-16 TASK 803
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CEU - MAIN FWD A1 (stays on) 26-16 TASK 803 CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN AFT	B4 (stays on)	26-16 TASK 803
CEU - MAIN FWD A1 and A2 (stay on) 26-16 TASK 803 CEU - MAIN FWD A1, A2, and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A1 (off during self-test)	26-16 TASK 805
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CEU - MAIN FWD A2 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A1 and A2 (stay on)	26-16 TASK 803
CEU - MAIN FWD A2 (stays on) 26-16 TASK 803 CEU - MAIN FWD A2 and A3 (stay on) 26-16 TASK 803 CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A1, A2, and A3 (stay on)	26-16 TASK 803
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CEU - MAIN FWD A3 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A2 (stays on)	26-16 TASK 803
CEU - MAIN FWD A3 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 (off during self-test) 26-16 TASK 805 CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A2 and A3 (stay on)	26-16 TASK 803
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CEU - MAIN FWD B1 (stays on) 26-16 TASK 803 CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	A3 (stays on)	26-16 TASK 803
CEU - MAIN FWD B1 and B2 (stay on) 26-16 TASK 803	CEU - MAIN FWD	B1 (off during self-test)	26-16 TASK 805
	CEU - MAIN FWD	B1 (stays on)	26-16 TASK 803
CEU - MAIN FWD B1, B2, and B3 (stay on) 26-16 TASK 803	CEU - MAIN FWD	B1 and B2 (stay on)	26-16 TASK 803
	CEU - MAIN FWD	B1, B2, and B3 (stay on)	26-16 TASK 803

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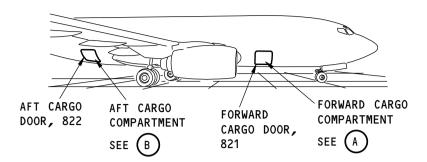
LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
CEU - MAIN FWD	B2 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	B2 (stays on)	26-16 TASK 803
CEU - MAIN FWD	B3 (off during self-test)	26-16 TASK 805
CEU - MAIN FWD	B3 (stays on)	26-16 TASK 803

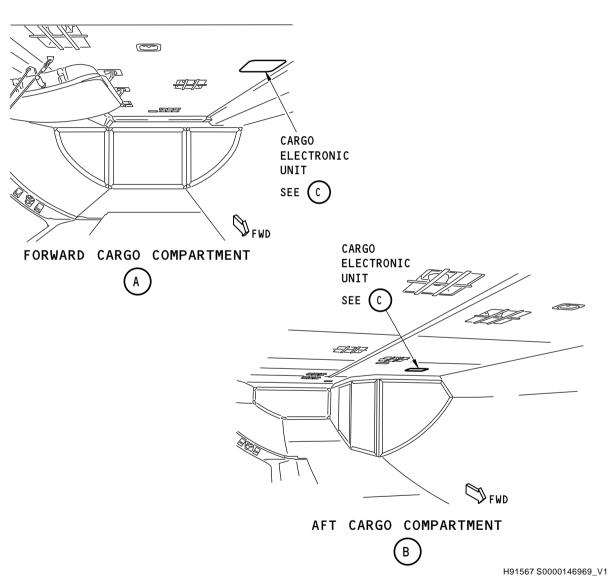
------ END OF TASK ------

AKS ALL

26-16 TASK 801







Cargo Electronic Unit Installation Figure 201/26-16-00-990-802 (Sheet 1 of 3)

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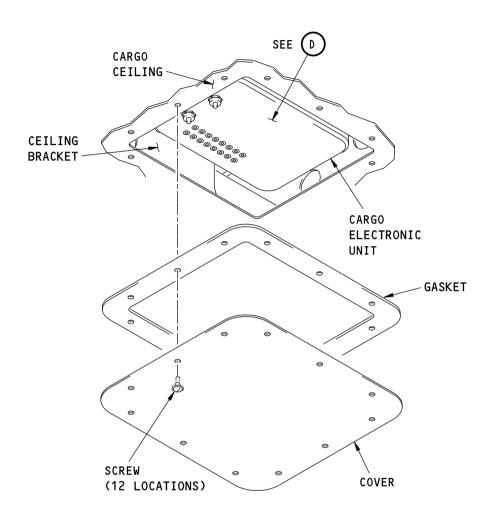
AKS ALL

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CARGO ELECTRONIC UNIT (EXAMPLE)



H91568 S0000146972_V1

Cargo Electronic Unit Installation Figure 201/26-16-00-990-802 (Sheet 2 of 3)

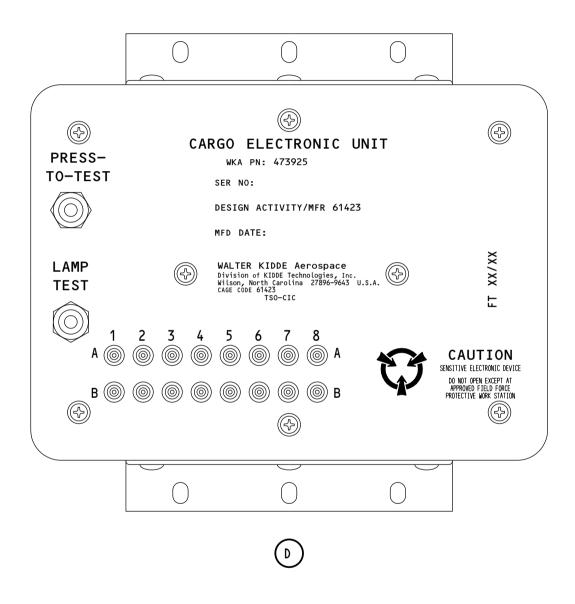
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FAULT ISOLATION MANUAL



H91569 S0000146975_V1

Cargo Electronic Unit Installation Figure 201/26-16-00-990-802 (Sheet 3 of 3)

- EFFECTIVITY · **AKS ALL**

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802. DETECTOR FAULT Light Stays On After TEST Switch is Pushed - Fault Isolation

A. Description

- (1) This task is for when the DETECTOR FAULT light on the CARGO FIRE panel stays on after the TEST switch is pushed.
- (2) If the DETECTOR FAULT light stays on after the TEST switch was pushed, then there is a power failure to one or more of the smoke detectors in the cargo bay.
- (3) The DETECTOR FAULT light can come on because of the failure of a smoke detector.

B. Possible Causes

- (1) Smoke detector
- (2) CEU, M2236 (forward) or M2237 (aft)
- (3) Wiring

C. Circuit Breakers

(1) For the forward cargo bay, these are the primary circuit breakers related to the fault:

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	16	C01523	CARGO FIRE FWD DET B
С	17	C01522	CARGO FIRE FWD DET A

(2) For the aft cargo bay, these are the primary circuit breakers related to the fault:

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	18	C01525	CARGO FIRE AFT DET B
С	19	C01524	CARGO FIRE AFT DET A

D. Initial Evaluation

- Do these steps to find which loop has the fault.
 - (a) Move the FWD DET SELECT switch on the CARGO FIRE panel to A.
 - (b) Push and release the TEST switch.
 - 1) If the DETECTOR FAULT light goes off, then the fault is on loop B in the forward cargo bay.
 - (c) Move the FWD DET SELECT switch on the CARGO FIRE panel to B.
 - (d) Push and release the TEST switch.
 - If the DETECTOR FAULT light goes off, then the fault is on loop A in the forward cargo bay.
 - (e) Move the FWD DET SELECT switch on the CARGO FIRE panel to NORM.
 - (f) Move the AFT DET SELECT switch on the CARGO FIRE panel to A.
 - (g) Push and release the TEST switch.
 - 1) If the DETECTOR FAULT light goes off, then the fault is on loop B in the aft cargo bay.
 - (h) Move the AFT DET SELECT switch on the CARGO FIRE panel to B.
 - (i) Push and release the TEST switch.

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AKS ALL

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- 1) If the DETECTOR FAULT light goes off, then the fault is on loop A in the aft cargo bay.
- (j) Move the AFT DET SELECT switch on the CARGO FIRE panel to NORM.
- (2) Do the Fault Isolation Procedure below.

E. Fault Isolation Procedure

- Do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 for the applicable CEU.
 - (a) If the CEU BITE test shows a fault, then go to the fault isolation task for the applicable maintenance message to correct the fault.
 - Do this task: Cargo Bay Smoke Detection Operational Test, AMM TASK 26-16-00-710-801.
 - 2) If the operational test is satisfactory, then you corrected the fault.



803. Detector Power Problem - Fault Isolation

A. Description

- (1) This task is for these CEU maintenance messages:
 - (a) A1 (stays on)
 - (b) A1 and A2 (stay on)
 - (c) A1, A2, and A3 (stay on)
 - (d) A2 (stays on)
 - (e) A3 (stays on)
 - (f) B1 (stays on)
 - (g) B1 and B2 (stay on)
 - (h) B1, B2, and B3 (stay on)
 - (i) B2 (stays on)
 - (j) B3 (stays on)
- (2) If any CEU fault lights are on or stay on after the PRESS-TO-TEST switch was pushed, then there is a power failure to one or more of the smoke detectors in the cargo bay.
- (3) This fault can occur because of the failure a smoke detector. The detector elements are listed in the table below

Table 201

DETECTOR ASSEMBLY	EQUIPMENT NUMBER
A1 FORWARD CARGO	M2238
A2 FORWARD CARGO	M2239
B1 FORWARD CARGO	M2240
B2 FORWARD CARGO	M2241
A1 AFT CARGO	M2242
A2 AFT CARGO	M2243
A3 AFT CARGO	M2244

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Table 201 (Continued)

DETECTOR ASSEMBLY	EQUIPMENT NUMBER
B1 AFT CARGO	M2245
B2 AFT CARGO	M2246
B3 AFT CARGO	M2247

B. Possible Causes

- (1) Smoke detector
- (2) CEU, M2236 (forward) or M2237 (aft)
- (3) Wiring

C. Circuit Breakers

(1) For the forward cargo bay, these are the primary circuit breakers related to the fault:

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	16	C01523	CARGO FIRE FWD DET B
С	17	C01522	CARGO FIRE FWD DET A

(2) For the aft cargo bay, these are the primary circuit breakers related to the fault:

CAPT Electrical System Panel, P18-3

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	18	C01525	CARGO FIRE AFT DET B
С	19	C01524	CARGO FIRE AFT DET A

D. Related Data

- (1) (SSM 26-16-21)
- (2) (SSM 26-16-22)
- (3) (WDM 26-16-21)
- (4) (WDM 26-16-22)

E. Initial Evaluation

- For the applicable CEU, do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 - (a) If all of the lights on one loop on the CEU stay on, then do the Fault Isolation Procedure All Lights on One Loop on the CEU Stay On below.
 - (b) If one of the lights on the CEU stays, then do the Fault Isolation Procedure One Light on the CEU Stays On below.
 - (c) If none of the lights on the CEU stay on when the PRESS-TO-TEST switch is released, then there was an intermittent fault.

F. Fault Isolation Procedure - All Lights on One Loop on the CEU Stay On

- (1) Do this check for 28 VDC at the CEU:
 - (a) Disconnect connector D12762 from the forward CEU or D12774 from the aft CEU.
 - (b) Do a check for 28 VDC between pin 5 and pin 4 (ground) and between pin 31 and pin 4 (ground) of the applicable cargo connector.

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- (c) If there is 28 VDC between pin 5 and pin 4 and between pin 31 and pin 4 of the connector, then do these steps:
 - 1) Replace the CEU, M2236 (forward) or M2237 (aft).

These are the tasks:

Cargo Electronic Unit Removal, AMM TASK 26-16-02-000-801,

Cargo Electronic Unit Installation, AMM TASK 26-16-02-400-801.

- 2) If the CEU installation test is satisfactory, then you corrected the fault.
- (d) If there is not 28 VDC between pin 5 and pin 4 and between pin 31 and pin 4 of the connector, then continue.
- (2) Do this check of the wiring:
 - (a) Do a check of the wiring between these pins of connector D12762 (forward) or D12774 (aft) for the CEU and the circuit breaker:

CARGO COMPARTMENT

	CANGO COI	AILWILIAI
FORWARD	CEU CONNECTOR D12762 pin 5	CIRCUIT BREAKER C1522 term L
	D12762 pin 31	C1523
AFT	D12774 pin 5	C1524
	D12774 pin 31	C1525 term L

- (b) Repair the wiring problem that you find.
- (c) Re-connect connector D12762 to the forward CEU or D12774 to the aft CEU.
- (d) Do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 - 1) If the CEU BITE tests passes, then you corrected the fault.
- G. Fault Isolation Procedure One Light on the CEU Stays On
 - (1) Do this check for 28 VDC at the CEU:
 - (a) Disconnect connector D12764 from the forward CEU, or D12776 from the aft CEU.
 - (b) Do a check for 28 VDC between the applicable pair of pins:

Table 202

CARGO COMPARTMENT	MAINTENANCE MESSAGE	CONNECTOR	HI PIN	GROUND PIN
FORWARD	A1	D12764	37	16
	A2	D12764	26	22
	B1	D12764	13	11

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Table 202 (Continued)

	B2	D12764	8	18
AFT	A1	D12776	37	16
,	A2	D12776	26	22
	A3	D12776	27	38
	B1	D12776	13	11
	B2	D12776	8	18
	B3	D12776	25	9

- (c) If there is not 28 VDC between the applicable pair of pins, then do these steps:
 - 1) Replace the CEU, M2236 (forward) or M2237 (aft).

These are the tasks:

Cargo Electronic Unit Removal, AMM TASK 26-16-02-000-801,

Cargo Electronic Unit Installation, AMM TASK 26-16-02-400-801.

- a) If the CEU installation test is satisfactory, then you corrected the fault.
- (d) If there is 28 VDC between the applicable pair of pins, then reconnect the connector to the CEU and continue.
- (2) Do this check for 28 VDC at the detector:
 - (a) Disconnect the connector from the applicable detector.
 - (b) Do a check for 28 VDC between pin 4 and pin 5 (ground) on the connector.
 - (c) If there is 28 VDC between pin 4 and pin 5 on the connector, then do these steps:
 - 1) Replace the detector.

These are the tasks:

Cargo Bay Smoke Detector Removal, AMM TASK 26-16-01-000-801,

Cargo Bay Smoke Detector Installation, AMM TASK 26-16-01-400-801.

- a) If the installation test for the detector is satisfactory, then you corrected the fault.
- (d) If there is not 28 VDC between pin 4 and pin 5 on the connector, then continue.
- (3) Do this check of the wiring:
 - (a) Do a check of the wiring between these pins of the connector for the detector and the connector for the CEU:

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CARGO	COMPARTMENT	- DETECTOR
TECTOD		CELL

DETECTOR CEU CONNECTOR CONNECTOR FORWARD -D12766 D12764 **A1** pin 37 FORWARD -**A2** D12768 D12764 pin 26 FORWARD -D12770 D12764 **B1** pin 13 FORWARD -B2 D12772 D12764 pin 4 pin 8 **AFT - A1** D12778 D12776 pin 4 pin 37 AFT - A2 D12780 D12776 **AFT - A3** D12782 D12776 **AFT - B1** D12784 D12776 pin 4 pin 13 AFT - B2 D12786 D12776 pin 8 AFT - B3 D12788 D12776

- (b) Repair the wiring problem that you find.
- (c) Re-connect connector D12764 to the forward CEU, or D12776 to the aft CEU.

pin 4 pin 25

- (d) Re-connect the connector to the detector.
- (e) Do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 - 1) If the CEU BITE tests passes, then you corrected the fault.

----- END OF TASK -----

26-16 TASK 803



804. DETECTOR FAULT Light Comes On When TEST Switch is Pushed - Fault Isolation

A. Description

(1) If the DETECTOR FAULT light comes on, when the TEST switch is pushed, and goes out when the switch is released, then there is a failure with one of the smoke detectors in the cargo bay. The fire indicator (lower half of ARMED switch) for the cargo bay with the failed detector will stay off.

B. Possible Causes

(1) Smoke detector

C. Initial Evaluation

- Push the TEST switch on the CARGO FIRE panel.
 - (a) If the DETECTOR FAULT light stays off, then there was an intermittent fault.
 - (b) If the DETECTOR FAULT light comes on when the TEST switch is pushed, then do the Fault Isolation Procedure below.

NOTE: The fire indicator (lower half of the ARMED switch) will stay off for the cargo compartment that has the failed detector.

D. Fault Isolation Procedure

- Do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 for the applicable CEU.
 - (a) If the CEU BITE test shows a fault, then go to the fault isolation task for the applicable maintenance message to correct the fault.
 - Do this task: Cargo Bay Smoke Detection Operational Test, AMM TASK 26-16-00-710-801.
 - 2) If the operational test is satisfactory, then you corrected the fault.

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805. Detector Fault - Fault Isolation

A. Description

- (1) This task is for these CEU maintenance messages:
 - (a) A1 (off during self-test)
 - (b) A2 (off during self-test)
 - (c) A3 (off during self-test)
 - (d) B1 (off during self-test)
 - (e) B2 (off during self-test)
 - (f) B3 (off during self-test)
- (2) If one of the CEU fault lights stay off when you push the PRESS-TO-TEST switch (during the self-test), then there is a failure with one of the smoke detectors.
- (3) This fault can occur because of the failure of a smoke detector. The detector elements are listed in the table below.

DETECTOR ASSEMBLY

EQUIPMENT NUMBER

A1 FORWARD CARGO

M2238

A2 FORWARD CARGO

M2239

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(Continued)

DETECTOR ASSEMBLY	EQUIPMENT NUMBER
B1 FORWARD CARGO	M2240
B2 FORWARD CARGO	M2241
A1 AFT CARGO	M2242
A2 AFT CARGO	M2243
A3 AFT CARGO	M2244
B1 AFT CARGO	M2245
B2 AFT CARGO	M2246
B3 AFT CARGO	M2247

B. Possible Causes

(1) Smoke detector

C. Related Data

- (1) (SSM 26-16-21)
- (2) (SSM 26-16-22)
- (3) (WDM 26-16-21)
- (4) (WDM 26-16-22)

D. Initial Evaluation

- For the applicable CEU, do this task: Cargo Electronic Unit (CEU) BITE Procedure, 26-16 TASK 801.
 - (a) If one of the lights on the CEU stay off when you push the PRESS-TO-TEST switch, then do the Fault Isolation Procedure below.
 - (b) If all of the lights on the CEU come on when you push the PRESS-TO-TEST switch, then there was an intermittent fault.

E. Fault Isolation Procedure

(1) Replace the applicable cargo detector.

These are the tasks:

Cargo Bay Smoke Detector Removal, AMM TASK 26-16-01-000-801,

Cargo Bay Smoke Detector Installation, AMM TASK 26-16-01-400-801.

(a) If the installation test for the detector is satisfactory, then you corrected the fault.



806. Cargo Fire Warning Light Does Not Come On When TEST Switch is Pushed - Fault Isolation

A. Description

(1) Different Indicator Combinations,

If the red FWD and AFT fire lights do not come on when the TEST switch is pushed, then there is a failure in the fire detection system. These are the likely causes for different indicator combinations: Table 203

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Table 203 LIKELY CAUSES OF TEST INDICATIONS

TEST INDICATIONS LIKELY CAUSE

One of the fire lights stays off and the DETECTOR FAULT light comes on Detector

Both fire lights stay off CARGO FIRE panel

One of the fire lights stay off and DETECTOR FAULT light stays off CEU or CARGO FIRE panel

(2) The DETECTOR FAULT light can occur because of the failure a smoke detector. The detector elements are listed in the table below.

Table 204

DETECTOR ASSEMBLY	EQUIPMENT NUMBER
A1 FORWARD CARGO	M2238
A2 FORWARD CARGO	M2239
B1 FORWARD CARGO	M2240
B2 FORWARD CARGO	M2241
A1 AFT CARGO	M2242
A2 AFT CARGO	M2243
A3 AFT CARGO	M2244
B1 AFT CARGO	M2245
B2 AFT CARGO	M2246
B3 AFT CARGO	M2247

B. Possible Causes

- (1) Smoke detector
- (2) CEU, M2236 (Forward) or M2237 (Aft)
- (3) Cargo fire panel
- (4) Wiring

C. Circuit Breakers

(1) These are the primary circuit breakers related to the fault with the cargo bay fire indicators:

CAPT Electrical System Panel, P18-3

Row	Col	<u>Number</u>	<u>Name</u>
С	16	C01523	CARGO FIRE FWD DET B
С	17	C01522	CARGO FIRE FWD DET A
С	18	C01525	CARGO FIRE AFT DET B
С	19	C01524	CARGO FIRE AFT DET A

D. Related Data

- (1) (SSM 26-16-21)
- (2) (SSM 26-16-22)
- (3) (WDM 26-16-21)
- (4) (WDM 26-16-22)

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E. Initial Evaluation

- Set the DIM/BRT/TEST switch on the captain's instrument panel, P1 to TEST.
 - (a) Make sure the EXT FWD and AFT, the ARM FWD and AFT, the DETECTOR FAULT and the DISCH lights on the CARGO FIRE panel come on.
 - (b) If any lights do not come on, then replace the faulty light. To replace it, do this task: Lighted Pushbutton Switch Lamp Replacement, AMM TASK 33-18-00-960-803.
- (2) If the DETECTOR FAULT light comes on when the TEST switch is pushed, then, do this task: Detector Fault Fault Isolation, 26-16 TASK 805
- (3) If the fire lights on the CARGO FIRE panel stay off when the TEST switch is pushed, then do the Fault Isolation Procedure All Fire Lights Off.
- (4) If one fire light on the CARGO FIRE panel stays off when the TEST switch is pushed, then do the Fault Isolation Procedure One Fire Light Off.

F. Fault Isolation Procedure - All Fire Lights Off

- (1) Replace the CARGO FIRE panel. These are the tasks:
 - Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801
 - Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801
 - (a) If the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed, then you have corrected the fault.

G. Fault Isolation Procedure - One Fire Light Off

- (1) Replace the applicable CEU. These are the tasks:
 - Cargo Electronic Unit Removal, AMM TASK 26-16-02-000-801
 - Cargo Electronic Unit Installation, AMM TASK 26-16-02-400-801
 - (a) If the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed, then you have corrected the fault.
 - (b) If one of the fire lights on the CARGO FIRE panel stay off when the TEST switch is pushed, then continue.
- (2) Do this check of the wiring between the CEU and the CARGO FIRE panel:
 - (a) Remove the CARGO FIRE panel. To remove it, do this task: Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801.
 - (b) Disconnect connector D12762 (forward) or D12774 (aft) from the applicable CEU.
 - (c) Do a wiring check between these pins of connector D12760 for the CARGO FIRE module and the connector for the applicable CEU:

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CARGO COMPARTMENT

FORWARD	CARGO FIRE MODULE CONNECTOR D12760 pin 32 pin 15 pin 14 pin 30 pin 31 pin 54	pin 24 pin 26 pin 28 pin 9
AFT	D12760 pin 20 pin 21 pin 22 pin 8 pin 37 pin 38	pin 24 pin 26 pin 29 pin 9

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
 - 3) Re-connect connector D12762 (forward) or D12774 (aft) to the CEU.
 - 4) Make sure the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed.
 - a) If the fire lights come on when the TEST switch is pushed, then you have corrected the fault.
- (e) If you do not find a problem with the wiring, then re-connect connector D12762 (forward) or D12774 (aft) to the CEU and continue.
- (3) Install a new CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
 - (a) If the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed, then you have corrected the fault.

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807. External Fire Warnings Do Not Come On When TEST Switch is Pushed - Fault Isolation

A. Description

(1) The external fire warnings include the captain's and first officer's FIRE WARN lights and the flight compartment fire bell. If the external fire warnings do not come on when the TEST switch on the CARGO FIRE panel is pushed, then there is a failure in the fire detection system.

B. Possible Causes

- (1) Cargo fire panel
- (2) Wiring

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C. Circuit Breakers

(1) These are the primary circuit breakers related to the fault with the cargo bay fire indicators::

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	16	C01523	CARGO FIRE FWD DET B
С	17	C01522	CARGO FIRE FWD DET A
С	18	C01525	CARGO FIRE AFT DET B
С	19	C01524	CARGO FIRE AFT DET A

D. Related Data

- (1) (SSM 26-16-21)
- (2) (SSM 26-16-22)
- (3) (WDM 26-16-21)
- (4) (WDM 26-16-22)

E. Initial Evaluation

- (1) Push the TEST switch on the CARGO FIRE panel.
 - (a) If the external fire warnings come on, then there was an intermittent fault.
 - (b) If all the external fire warnings stay off, then do the Fault Isolation Procedure No External Fire Warnings below.
 - (c) If the FIRE WARN lights stay off, but the fire bell comes on, then do the Fault Isolation Procedure No FIRE WARN Lights below.
 - (d) If the fire bell stays off, but the FIRE WARN lights come on, then do the Fault Isolation Procedure No Fire Bell below.

F. Fault Isolation Procedure - No External Fire Warnings

(1) Replace the CARGO FIRE panel.

These are the tasks:

Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801,

Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.

(a) If the external fire warnings come on when the TEST switch on the CARGO FIRE panel is pushed, then you corrected the fault.

G. Fault Isolation Procedure - No FIRE WARN Lights

- (1) Do this check of the wiring:
 - (a) Remove the CARGO FIRE panel. To remove it, do this task: Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801.
 - (b) Disconnect connector D1344 from the annunciation and dimming module, M469 (P9).
 - (c) Do a wiring check between these pins of connector D12760 for the CARGO FIRE panel and connector D1344:

D12760	D1344
pin 56	. pin 3

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.

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- Re-install the CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
- Re-connect connector D1344 to the annunciation and dimming module, M279.
- 4) Make sure the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed.
 - a) If both the fire lights come on when the TEST switch is pushed, then you corrected the fault.
- (e) If you do not find a problem with the wiring, then re-connect connector D1344 to the annunciation and dimming module, M279 and continue.
- (2) Install a new CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
 - (a) If the external fire warnings come on when the TEST switch on the CARGO FIRE panel is pushed, then you corrected the fault.

H. Fault Isolation Procedure - No Fire Bell

- (1) Do this check of the wiring:
 - (a) Remove the CARGO FIRE panel. To remove it, do this task: Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801.
 - (b) Disconnect connector D940 from the aural warning module, M315.
 - (c) Do a wiring check between these pins of connector D12760 for the CARGO FIRE panel and connector D940:

D12760	D940
pin 49	pin 12

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
 - 3) Re-connect connector D940 to the aural warning module, M315.
 - 4) Make sure the fire lights on the CARGO FIRE panel come on when the TEST switch is pushed.
 - a) If both the fire lights come on when the TEST switch is pushed, then you corrected the fault.
- (e) If you do not find a problem with the wiring, then re-connect connector D940 to the aural warning module, M315 and continue.
- (2) Install a new CARGO FIRE panel. To install it, do this task: Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.
 - (a) If the external fire warnings come on when the TEST switch on the CARGO FIRE panel is pushed, then you corrected the fault.

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26-16 TASK 807

EFFECTIVITY



801. Wheel Well Fire, Wing and Body Overheat Detection Control Module - BITE Procedure

A. General

- (1) The wheel well fire, wing & body overheat detection control module, M237 is located on the E1-4 shelf in the electronic equipment (EE) compartment. The wheel well fire, wing & body overheat detection control module will be referred to as the control module throughout this procedure. Access the front of panel of the control module to do the BITE test.
- (2) The front of the control module contains a MAINT ADV light, a two digit FAULT & ALARM CODE display, and four test buttons.
 - (a) The MAINT ADV light identifies that there is fault data stored in memory. The light will stay on until corrective action is taken, and the memory is cleared.
 - (b) The FAULT & ALARM CODE display indicates the status of the system.
 - (c) The MEM READ switch is used to display the data stored in memory.
 - (d) The MEM CLEAR switch in used to clear the displayed memory data. This data can only be cleared if the original fault is corrected, and there are no additional faults in the same zone.
 - (e) The LOC TEST switch initiates the local test procedure.
 - (f) The DISP TEST switch checks the display.
- (3) Several procedures can be performed with the detection module. These are:
 - (a) Local Test Procedure
 - (b) Memory Read Procedure
 - (c) Memory Clear Procedure
 - (d) Alarm History Memory Read Procedure
 - (e) Alarm History Memory Clear Procedure
- (4) Do not hold the control module switches in the CLOSED position for more than 10 seconds or the software could stop the test.
- (5) Unless the test specifies differently, continue from one step to the subsequent step in less than 40 seconds.

B. BITE Procedure

- (1) Do these steps to do the local test procedure for the control module:
 - (a) Push and release the LOC TEST switch on the control module.
 - The FAULT AND ALARM display shows code 90 while the self-test is running and shows code 99 when the test is complete.
 - (b) If an alarm/fault condition is found, the display will show a fault code.
 - Refer to the table at the end of this task to find the fault isolation task for the applicable maintenance message for the fault indicated by the FAULT AND ALARM display.
- (2) Do these steps to do the memory read procedure.
 - (a) Push and release the MEM READ switch on the control module.
 - 1) The FAULT AND ALARM display shows the latest fault code.
 - NOTE: As many as 10 alarm/fault codes can be kept in non-volatile memory. Code 97 shows that all codes have been read.
 - (b) Push and release the MEM READ switch again until all the alarm/fault codes have been read, and code 97 shows.

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- (c) Push and release the MEM READ switch again so the display shows no data.
- (3) Do these steps to do the memory clear procedure.
 - (a) Push and release the DISP TEST switch on the control module.
 - 1) The FAULT AND ALARM display shows code 88 and then the display is blank.
 - (b) Push and release the LOC TEST switch on the control module.
 - 1) The FAULT AND ALARM display shows 90, then 99.
 - NOTE: After code 99 is shown, continue with the next step in less than 10 seconds.
 - 2) If code 93 or 94 is displayed, push and release LOC TEST until code 99 is shown. NOTE: After code 99 is shown, continue with the next step in less than 10 seconds.
 - (c) Push and release the MEM READ switch on the control module until the display shows the code to be removed.
 - NOTE: If there are fault codes in the memory, the display will show the last code that was recorded. If there are no fault codes in the memory, the display will show code 97.
 - (d) Push and release the MEM CLEAR switch to clear the displayed code.
 - 1) The display shows no data.
 - (e) Push and release the MEM READ switch again to display the next code.
 - Repeat the two steps above until code 97 appears.
 NOTE: Alarm/fault codes can not be removed until the condition is corrected.
 - (f) Push the MEM READ switch again so the display shows no data and the MAINT ADV light is off.
- (4) Do these steps to do the alarm history memory read procedure.
 - (a) Push and release the LOC TEST switch on the control module.
 - 1) The FAULT AND ALARM display shows 90, then 99.
 - (b) Push and release the MEM READ switch on the control module until the FAULT AND ALARM display shows code 97.
 - (c) Push and hold the DISP TEST switch.
 - (d) Push and hold the MEM READ switch.
 - (e) Release the DISP TEST switch.
 - (f) Release the MEM READ switch.
 - 1) The FAULT AND ALARM shows the last alarm/fault history code.
 - (g) Push and release the MEM READ switch again until all the alarm/fault codes have been read, and code 97 shows.
 - (h) Push and release the MEM READ switch again so the display shows no data.
 - 5) Do these steps to do the alarm history memory clear procedure.
 - (a) Push and release the LOC TEST switch on the control module.
 - The FAULT AND ALARM display shows 90, then 99.
 NOTE: After code 99 is shown, continue with the next step in less than 10 seconds.
 - 2) If code 93 or 94 is displayed, push and release LOC TEST until code 99 is shown. NOTE: After code 99 is shown, continue with the next step in less than 10 seconds.

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- (b) Push and release the MEM READ switch on the control module until the FAULT AND ALARM display shows code 97.
- (c) Push and hold the LOC TEST switch.
- (d) Push and hold the MEM READ switch.
- (e) Release the LOC TEST switch.
- (f) Release the MEM READ switch and then push MEM CLEAR within 5 seconds.

NOTE: The FAULT AND ALARM display shows code 96 for 5 seconds.

- 1) The FAULT AND ALARM display shows the first alarm code.
- (g) Push and release the MEM CLEAR switch on the control module.
 - 1) The FAULT AND ALARM display goes blank.
- (h) Push and release the MEM READ switch to show the next alarm code.
- (i) Push and release the MEM READ and then MEM CLEAR switches as necessary until all the alarm/fault codes have been read, and code 97 shows.

NOTE: All alarm history codes kept in the memory will be shown sequentially until the memory read operation is complete and code 97 is shown.

(j) Push and release the MEM READ switch again and the display should be blank and the MAINT ADV light is off.

LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
WING/BODY OHT	00 - CONTROL OR POWER SUPPLY FAILURE	26-18 TASK 803
WING/BODY OHT	01 - 115VAC OR POWER SUPPLY CARD FAILURE	26-18 TASK 803
WING/BODY OHT	02 - 115VAC OR POWER SUPPLY CARD FAILURE	26-18 TASK 803
WING/BODY OHT	03 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	04 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	05 - CONTROL CARD FAILURE	26-18 TASK 803
WING/BODY OHT	10 - LEFT WING LE - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	12 - LEFT WING LE - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	14 - LEFT WING LE - ALARM	26-18 TASK 802
WING/BODY OHT	20 - LEFT AC PACK BAY - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	22 - LEFT AC PACK BAY - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	24 - LEFT AC PACK BAY - ALARM	26-18 TASK 802
WING/BODY OHT	30 - KEELBEAM - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	32 - KEELBEAM - OPEN LOOP	26-18 TASK 802
WING/BODY OHT	34 - KEELBEAM - ALARM	26-18 TASK 802
WING/BODY OHT	40 - AFT CARGO SECT SHORT LOOP	26-18 TASK 802
WING/BODY OHT	42 - AFT CARGO SECT OPEN LOOP	26-18 TASK 802
WING/BODY OHT	44 - AFT CARGO SECT ALARM	26-18 TASK 802
WING/BODY OHT	60 - RIGHT WING LE AND AC PACK BAY - SHORT LOOP	26-18 TASK 802
WING/BODY OHT	62 - RIGHT WING LE AND AC PACK BAY - OPEN LOOP	26-18 TASK 802

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LRU/SYSTEM	MAINTENANCE MESSAGE	GO TO FIM TASK
WING/BODY OHT	64 - RIGHT WING LE AND AC PACK BAY - ALARM	26-18 TASK 802
WING/BODY OHT	84 - WHEEL WELL FIRE - ALARM	26-18 TASK 802
WING/BODY OHT	98 - LOCAL TEST - NOT COMPLETE	26-18 TASK 803

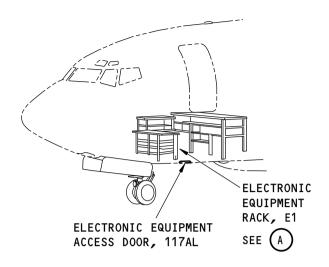
----- END OF TASK -----

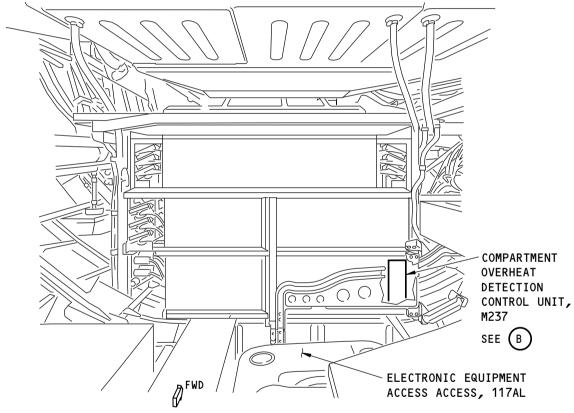
AKS ALL

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ELECTRONIC EQUIPMENT RACK, E1



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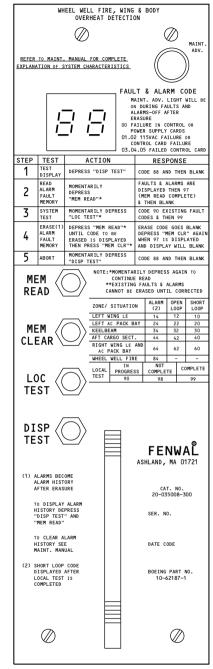
Compartment Overheat Detection Control Unit, M237 Figure 201/26-18-00-990-803 (Sheet 1 of 2)

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COMPARTMENT OVERHEAT DETECTION CONTROL UNIT, M237



F95468 S0000146979 V1

Compartment Overheat Detection Control Unit, M237 Figure 201/26-18-00-990-803 (Sheet 2 of 2)

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802. Wheel Well Fire, Wing and Overheat Detectors - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) 12 LEFT WING LE OPEN LOOP
 - (b) 22 LEFT AC PACK BAY OPEN LOOP
 - (c) 32 KEELBEAM OPEN LOOP
 - (d) 42 AFT CARGO SECT. OPEN LOOP
 - (e) 62 RIGHT WING LE AND AC PACK BAY OPEN LOOP
 - (f) 10 LEFT WING LE SHORT LOOP
 - (g) 20 LEFT AC PACK BAY SHORT LOOP
 - (h) 30 KEELBEAM SHORT LOOP
 - (i) 40 AFT CARGO SECT. SHORT LOOP
 - (j) 60 RIGHT WING LE AND AC PACK BAY SHORT LOOP
 - (k) 14 LEFT WING LE ALARM
 - (I) 24 LEFT AC PACK BAY ALARM
 - (m) 34 KEELBEAM ALARM
 - (n) 44 AFT CARGO SECT. ALARM
 - (o) 64 RIGHT WING LE AND AC PACK BAY ALARM
 - (p) 84 WHEEL WELL FIRE ALARM
- (2) These faults occur when the control module, M237 detects a fault with a detector, or the wiring between a detector and the control module. The detectors are listed in the table below.

DETECTOR	EQUIPMENT NUMBER
LEFT WING OUTBOARD OVERHEAT	M268
RIGHT WING OUTBOARD OVERHEAT	M269
MAIN WHEEL WELL FIRE	M270
FWD KEELBEAM OVERHEAT	M272
AFT KEELBEAM OVERHEAT	M273
AFT OVERHEAT SECTION 47	M275
AFT OVERHEAT SECTION 48	M276
AFT OVERHEAT	M347
AFT OVERHEAT SECTION 46	M348
LEFT FWD A/C PACK BAY OVERHEAT	M355
RIGHT FWD A/C PACK OVERHEAT	M356
LEFT WING INBOARD OVERHEAT	M370
RIGHT WING INBOARD OVERHEAT	M371
AFT OVERHEAT	M1147
LEFT FWD STRUT CAVITY OVERHEAT	M1761
LEFT AFT STRUT CAVITY OVERHEAT	M1762

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(Continued)

DETECTOR	EQUIPMENT NUMBER
RIGHT FWD STRUT CAVITY OVERHEAT	M1763
RIGHT AFT STRUT CAVITY OVERHEAT	M1764
LEFT MID A/C PACK OVERHEAT	M1909
RIGHT MID A/C PACK OVERHEAT	M1910
LEFT AFT A/C PACK OVERHEAT	M1911
RIGHT AFT A/C PACK OVERHEAT	M1912

3) This table lists the BITE codes provided by the control module and the related detectors in each loop.

BITE CODE	FAULT DESCRIPTION	POSSIBLE BAD DETECTORS OR RELATED WIRING
10	LEFT WING LEADING EDGE SHORT	M268, M370, M1761, M1762
12	LEFT WING LEADING EDGE OPEN LOOP	M268, M370, M1761, M1762
14	LEFT WING LEADING EDGE ALARM	M268, M370, M1761, M1762
20	LEFT A/C PACK SHORT	M355, M1909, M1911
22	LEFT A/C PACK OPEN LOOP	M355, M1909, M1911
24	LEFT A/C PACK ALARM	M355, M1909, M1911
30	KEEL BEAM SHORT	M272, M273
32	KEEL BEAM OPEN LOOP	M272, M273
34	KEEL BEAM ALARM	M272, M273
40	AFT CARGO SECTION SHORT	M275, M276, M347, M348, M1147
42	AFT CARGO SECTION OPEN LOOP	M275, M276, M347, M348, M1147
44	AFT CARGO SECTION ALARM	M275, M276, M347, M348, M1147
60	RIGHT WING LEADING EDGE OR RIGHT A/C PACK SHORT	M269, M356, M371, M1763, M1764, M1910, M1912
62	RIGHT WING LEADING EDGE OR RIGHT A/C PACK OPEN LOOP	M269, M356, M371, M1763, M1764, M1910, M1912
64	RIGHT WING LEADING EDGE OR RIGHT A/C PACK ALARM	M269, M356, M371, M1763, M1764, M1910, M1912
84	WHEEL WELL FIRE ALARM	M270

B. Possible Causes

- (1) Fire detector element
- (2) Control Module, M237
- (3) Duct Leakage.
- (4) Wiring.

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C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
Α	19	C00388	FIRE PROTECTION DET OVHT WW WING BODY
Α	21	C00396	FIRE PROT DETECTION MA WRN & CONT

F/O Electrical System Panel, P6-3

Row	<u>Col</u>	Number	<u>Name</u>
С	13	C01277	MASTER CAUTION ANNUNCIATOR CONT 3

D. Related Data

- (1) Component location and tool set up (Figure 302)
- (2) SSM 26-12-11

E. Tools and Equipment

- (1) overheat detection module test box, SPL-12921 refers to C26007-2, part of C26007-72 or -1 Kit.
- (2) overheat detection module extender box, SPL-12922 refers to C26007-3, part of C26007-72 or -1 Kit.
- (3) overheat detection module cable, SPL-12923 refers to C26007-4, part of C26007-72 or -1 Kit.
- (4) digital multimeter, STD-274 refers to DMM.
- (5) LCR meter (Inductance, Capacitance, Resistance), COM-1741 refers to the 875B, 878, 878A, or 879 models of LCR meter made by B&K Precision Corporation, 22820 Savi Ranch Parkway Yorba Linda, CA 92887 U.S.A. or any equivalent LCR meter. The LCR meter must be capable of a frequency settling of 1 kHz.

F. Initial Evaluation

- (1) Do this task: Wheel Well Fire, Wing and Body Overheat Detection Control Module BITE Procedure, 26-18 TASK 801.
 - (a) If the maintenance message shows, then do the Fault Isolation Procedure below.
 - NOTE: The wing-body overheat light is designed to illuminate when an overheat condition is detected. It is possible under some operating conditions for a duct leak to result in wing-body overheat light illumination. In this condition, usually an alarm, the overheat light and the Master Caution light with the shorted loop messages will show.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

G. Fault Isolation Procedure for Using C26007 Test Box (Voltage Measurement)

NOTE: The applicable fault codes for this procedure are 10, 20, 30, 40, 60, 14, 24, 34, 44, 64 and 84.

(1) This table matches the units voltage test readings to its corresponding unit part number.

Table 201 Unit Voltage Table

Voltage	Boeing Part Number
4.1V	10-62187-1

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Table 201 Unit Voltage Table (Continued)

Voltage	Boeing Part Number
5.1V	10-62187-2

- (2) Do the following lever adjustment each time the M237 or the C26007 LRU is installed or removed:
 - (a) Put the overheat detection module extender box, SPL-12922, in place of the M237 (Compartment Overheat Accessory Unit).
 - (b) Adjust the forks, on the E/E rack, by rotating the shaft to a position where the forks start to exert pressure on the locking lever.
 - 1) Make sure the lever is in vertical position when locked and the electrical connector is getting proper contact.
 - 2) Make sure the plug on the rear of the overheat detection module extender box, SPL-12922 is fully engaged with the receptacle on the airplane.
 - (c) Readjust the forks when installing the M237 LRU back onto the E/E rack.

NOTE: The unique adjustment is required for both the overheat detection module extender box, SPL-12922, and the M237 LRU.

- (3) Do this SENSOR TEST for fault code 14 and 10
 - · CONDITIONS:
 - Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
 - · No Bleed or PACK Running
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 4 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 12 and read the voltage.
 - (c) If the voltages at Pin 4 and at Pin 12 are ≥ 5.1 Volts (Reference Table 201), continue with the OVERHEAT TEST for fault code 14 and 10.
 - (d) If the voltages at Pin 4 and at Pin 12 are < 5.1 Volts (Reference Table 201), disconnect the connector D834 from the sensor element M268 to split the loop (AMM PAGEBLOCK 26-18-02/401)
 - 1) Turn the dial on the overheat detection module test box, SPL-12921 to 4 and read the voltage.
 - 2) If the voltage at Pin 4 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M268 from M370 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 4.
 - b) If the voltage at Pin 4 is < 5.1 Volts (Reference Table 201), replace the sensor element M370 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 4 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the sensor element M268 to M370 (AMM PAGEBLOCK 26-18-02/401).
 - 3) Turn the dial on the overheat detection module test box, SPL-12921 to 12 and read the voltage.

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- If the voltage at Pin 12 is < 5.1 Volts (Reference Table 201), disconnect both sides of the sensor element M1761 from M1762 (AMM PAGEBLOCK 26-18-02/401).
- b) Read the voltage at Pin 12.
 - <1> If the voltage at Pin 12 is < 5.1 Volts (Reference Table 201), replace the sensor element M1762 (AMM PAGEBLOCK 26-18-02/401).
 - <2> If the voltage at Pin 12 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
- c) Reconnect both sides of the sensor element M1761 to M1762 (AMM PAGEBLOCK 26-18-02/401).
- Reconnect the connector D834 to the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
- 5) Check the voltages at Pin 4 and at Pin 12 again. If the voltages are < 5.1 Volts (Reference Table 201), then do the above steps again. If the voltages are ≥ 5.1 Volts (Reference Table 201), then you have corrected the fault.
- (4) Do this OVERHEAT TEST for fault code 14 and 10
 - · CONDITIONS:

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- Left Engine Idle, Left Bleed and Left Pack ON (Start the Engine Procedure (Normal Start), AMM TASK 71-00-00-800-808-F00)
- Isolation Valve Closed and APU Bleed OFF
- (a) Turn the dial on the overheat detection module test box, SPL-12921 to 4 and read the voltage.
- (b) Turn the dial on the overheat detection module test box, SPL-12921 to 12 and read the voltage.
- (c) If the voltage at Pin 4 and Pin 12 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
- (d) If the voltages at Pin 4 and at Pin 12 are < 5.1 Volts (Reference Table 201), disconnect the connector D834 from the sensor element M268 to split the loop (AMM PAGEBLOCK 26-18-02/401)
 - 1) Turn the dial on the overheat detection module test box, SPL-12921 to 4 and read the voltage.
 - 2) If the voltage at Pin 4 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M268 from M370 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 4.
 - b) If the voltage at Pin 4 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M370. Check for these conditions at the areas around the sensor element M370 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the voltage at Pin 4 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M268. Check for these conditions at the areas around the sensor element M268 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.



- <2> Sensors located too close to the bleed duct surfaces.
- <3> Degraded gold surface coating for the bleed ducting.
- d) Connect the sensor element M268 to M370 (AMM PAGEBLOCK 26-18-02/401).
- 3) Turn the dial on the overheat detection module test box, SPL-12921 to 12 and read the voltage.
- 4) If the voltage at Pin 12 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 12.
 - b) If the voltage at Pin 12 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1762. Check for these conditions at the areas around the sensor element M1762 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the voltage at Pin 12 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1761. Check for these conditions at the areas around the sensor element M1761 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - Reconnect both wire connections to the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
- Reconnect the connector D834 to the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
- (e) If the voltages at Pin 4 and at Pin 12 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
- (5) Do this SENSOR TEST for fault code 64 and 60
 - CONDITIONS:
 - Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
 - No Bleed or PACK Running
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 10 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 11 and read the voltage.
 - (c) If the voltages at Pin 10 and at Pin 11 are ≥ 5.1 Volts (Reference Table 201), continue with the OVERHEAT TEST for fault code 64 and 60.
 - (d) If the voltages at Pin 10 and at Pin 11 are < 5.1 Volts (Reference Table 201), disconnect the connector D844 from the sensor element M356 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Read the voltages at Pin 11 and at Pin 10.

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- 2) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect the connector D846 from sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 11.
 - b) If the voltage at Pin 11 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Check the voltage at Pin 11.
 - If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), replace the sensor element M1912 (AMM PAGEBLOCK 26-18-02/401)</p>
 - <3> If the voltage at Pin 11 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - Reconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the connector D846 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
- 3) If the voltage at Pin 10 is < 5.1 (Reference Table 201), reconnect the connector D844 to the sensor element M356 and disconnect the connector D838 at the sensor element M269 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - a) Turn the dial on the overheat detection module test box, SPL-12921 to read the voltages at the Pin 11 and Pin 10.
 - b) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M269 from M371 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Check the voltage at Pin 11.
 - <2> If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), replace the sensor element M371 (AMM PAGEBLOCK 26-18-02/401)</p>
 - <3> If the voltage at Pin 11 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).
 - <4> Reconnect the sensor element M269 to M371 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 10 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Check the voltage at Pin 10.
 - <2> If the voltage at Pin 10 is < 5.1 Volts (Reference Table 201), replace the sensor element M1764 (AMM PAGEBLOCK 26-18-02/401)</p>
 - <3> If the voltage at Pin 10 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - <4> Reconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the connector D838 to the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).

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- 4) Check the voltages at Pin 10 and at Pin 11 again. If the voltages are < 5.1 Volts (Reference Table 201), then do the above steps again. If the voltages are ≥ 5.1 Volts (Reference Table 201), then you have corrected the fault.
- (6) Do this OVERHEAT TEST for fault code 64 and 60
 - · CONDITIONS:
 - Right Engine Idle, Right Bleed and Right PACK ON (Start the Engine Procedure (Normal Start), AMM TASK 71-00-00-800-808-F00)
 - · Isolation Valve Closed and APU Bleed OFF
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 10 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 11 and read the voltage.
 - (c) If the voltage at Pin 10 and Pin 11 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
 - (d) If the voltages at Pin 10 and at Pin 11 are < 5.1 Volts (Reference Table 201), disconnect the connector D844 from the sensor element M356 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Read the voltages at Pin 11 and at Pin 10.
 - 2) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect the connector D846 from the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 11.
 - b) If voltage at Pin 11 ≥ 5.1 (Reference Table 201), then an overheat condition is detected by the sensor element M356. Check for these conditions at the areas around the sensor element M356 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect both wire connections from the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Check the voltage at Pin 11.
 - <2> If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1912. Check for these conditions at the areas around the sensor element M1912 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <3> If the voltage at Pin 11 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1910. Check for these conditions at the areas around the sensor element M1910 and fix accordingly:
 - <a> Bleed air leaks through duct cracks and joints.
 -

AKS ALL



- <c> Degraded gold surface coating for the bleed ducting.
- <4> Reconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
- d) Reconnect the connector D846 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
- 3) Reconnect the connector D844 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
- 4) If the voltage at Pin 10 is < 5.1 (Reference Table 201), disconnect the connector D838 at the sensor element M269 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - a) Turn the dial on the overheat detection module test box, SPL-12921 to 10 and read the voltage.
 - b) Turn the dial on the overheat detection module test box, SPL-12921 to 11 and read the voltage.
 - c) If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M269 from M371 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Read the voltage at Pin 11.
 - <2> If the voltage at Pin 11 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M371. Check for these conditions at the areas around the sensor element M371 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <3> If the voltage at Pin 11 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M269. Check for these conditions at the areas around the sensor element M269 and fix accordingly:
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <4> Reconnect the sensor element M269 to M371 (AMM PAGEBLOCK 26-18-02/401).
 - d) If the voltage at Pin 10 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Check the voltage at Pin 10.
 - <2> If the voltage at Pin 10 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1764. Check for these conditions at the areas around the sensor element M1764 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 - Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.

AKS ALL



- <3> If the voltage at Pin 10 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1763. Check for these conditions at the areas around the sensor element M1763 and fix accordingly:
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
- <4> Reconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
- Reconnect the connector D838 to the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).
- 5) If the voltages at Pin 10 and at Pin 11 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
- (7) Do this SENSOR TEST for fault code 34 and 30
 - CONDITIONS:
 - Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
 - No Bleed or PACK Running
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 9 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 29 and read the voltage
 - (c) If the voltages at Pin 9 and at Pin 29 are ≥ 5.1 Volts (Reference Table 201), continue with the OVERHEAT TEST for fault code 34 and 30.
 - (d) If the voltages at Pin 9 and at Pin 29 are < 5.1 Volts (Reference Table 201), disconnect the connector D850 from the sensor element M272 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Read the voltage at Pin 9 and at Pin 29.
 - 2) If the voltage at Pin 9 is < 5.1 Volts (Reference Table 201), replace the sensor element M273 (AMM PAGEBLOCK 26-18-02/401).
 - 3) If the voltage at Pin 29 is < 5.1 Volts (Reference Table 201), replace the sensor element M272 (AMM PAGEBLOCK 26-18-02/401).
 - 4) Reconnect the connector D850 to the sensor element M272 (AMM PAGEBLOCK 26-18-02/401).
 - 5) Check the voltages at Pin 9 and at Pin 29 again. If the voltages are < 5.1 Volts (Reference Table 201), then do the above steps again. If the voltages are ≥ 5.1 Volts (Reference Table 201), then you have corrected the fault.
- (8) Do this OVERHEAT TEST for fault code 34 and 30
 - · CONDITIONS:
 - · APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 9 and read the voltage.

AKS ALL



- (b) Turn the dial on the overheat detection module test box, SPL-12921 to 29 and read the voltage
- (c) If the voltage at Pin 9 and Pin 29 are < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M273 or M272, disconnect the loop at connector D850 or D852.
 - 1) Read the voltage at Pin 9 and Pin 29.
 - 2) If the voltage at Pin 9 < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M273. Check for these conditions at the areas around the sensor element M273 and fix accordingly:
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - Degraded gold surface coating for the bleed ducting.
 - 3) If the voltage at Pin 29 < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M272. Check for these conditions at the areas around the sensor element M272 and fix accordingly:
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - c) Degraded gold surface coating for the bleed ducting.
- (d) If the voltages at Pin 9 and at Pin 29 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
- (9) Do this SENSOR TEST for fault code 84
 - · CONDITIONS:
 - Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
 - · No Bleed or PACK Running
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 21 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 24 and read the voltage.
 - (c) If the voltage at Pin 21 or Pin 24 is < 5.1 Volts (Reference Table 201), then replace the sensor element M270 (AMM PAGEBLOCK 26-18-02/401).
 - (d) If the voltages at Pin 21 and at Pin 24 are ≥ 5.1 Volts (Reference Table 201), the fault was an intermittent fault.
- (10) Do this SENSOR TEST for fault code 44 and 40
 - · CONDITIONS:

AKS ALL

- Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
- No Bleed or PACK Running
- (a) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
- (b) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.



- (c) If the voltages at Pin 13 and at Pin 27 are ≥ 5.1 Volts (Reference Table 201), continue with the OVERHEAT TEST for fault code 44 and 40.
- (d) If the voltages at Pin 13 and at Pin 27 are < 5.1 Volts (Reference Table 201), disconnect the sensor element M275 from M347 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.
 - 2) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
 - 3) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), disconnect the connector D862 (or D864) from the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 13.
 - b) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), replace the sensor element M276 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 13 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M275 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the connector D862 (or D864) to the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - 4) If the voltage at Pin 27 is < 5.1 (Reference Table 201), disconnect the sensor element M347 from M1147 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 5) Reconnect the sensor element M275 to M347.
 - 6) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
 - 7) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.
 - 8) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), replace the sensor element M347 (AMM PAGEBLOCK 26-18-02/401).
 - 9) If the voltage at Pin 27 is < 5.1 Volts (Reference Table 201), disconnect sensor element M1147 from sensor element M348. (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 27.
 - b) If the voltage at Pin 27 is < 5.1 Volts (Reference Table 201), replace the sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 27 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M1147 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the sensor element M1147 to the sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - 10) Check the voltages at Pin 13 and at Pin 27 again. If the voltages are < 5.1 Volts (Reference Table 201), then do the above steps again. If the voltages are ≥ 5.1 Volts (Reference Table 201), then you have corrected the fault.</p>
- (11) Do this OVERHEAT TEST for fault code 44 and 40
 - · CONDITIONS:
 - APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed

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- (a) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
- (b) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.
- (c) If the voltages at Pin 13 and at Pin 27 are < 5.1 Volts (Reference Table 201), disconnect the sensor element M275 from M347 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.
 - 2) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
 - 3) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), disconnect the connector D862 (or D864) from sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 13.
 - b) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M276. Check for these conditions at the areas around the sensor element M276 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the voltage at Pin 13 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M275. Check for these conditions at the areas around the sensor element M275 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - d) Reconnect the connector D862 (or D864) to the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - 4) If the voltage at Pin 27 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M347 from M1147 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 5) Reconnect the sensor element M275 to M347.
 - 6) Turn the dial on the overheat detection module test box, SPL-12921 to 13 and read the voltage.
 - 7) Turn the dial on the overheat detection module test box, SPL-12921 to 27 and read the voltage.
 - 8) If the voltage at Pin 13 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M347. Check for these conditions at the areas around the sensor element M347 and fix accordingly:
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - c) Degraded gold surface coating for the bleed ducting.
 - 9) If the voltage at Pin 27 is < 5.1 Volts (Reference Table 201), disconnect the sensor element M1147 from sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 27.

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- b) If the voltage at Pin 27 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M348. Check for these conditions at the areas around the sensor element M348 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
- c) If the voltage at Pin 27 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1147. Check for these conditions at the areas around the sensor element M1147 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
- d) Reconnect the sensor element M1147 to sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
- (d) If the voltages at Pin 13 and at Pin 27 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.
- (12) Do this SENSOR TEST for fault code 24 and 20
 - · CONDITIONS:
 - Power ON (External or APU power) (Supply External Power, AMM TASK 24-22-00-860-813 or Supply APU Generator Power, AMM TASK 24-22-00-860-815)
 - · No Bleed or PACK Running
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 2 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 8 and read the voltage.
 - (c) If the voltages at Pin 2 and at Pin 8 are ≥ 5.1 Volts (Reference Table 201), continue with the OVERHEAT TEST for fault code 24 and 20.
 - (d) If the voltages at Pin 2 and at Pin 8 are < 5.1 Volts (Reference Table 201), disconnect the connector D856 from the sensor element M355 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - Turn the dial on the overheat detection module test box, SPL-12921 to 2 and read the voltage.
 - 2) Turn the dial on the overheat detection module test box, SPL-12921 to 8 and read the voltage.
 - 3) If the voltage at Pin 2 is < 5.1 Volts (Reference Table 201), replace the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).
 - 4) If the voltage at Pin 8 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - a) Turn the dial on the overheat detection module test box, SPL-12921 to 8 and read the voltage.
 - b) If the voltage at Pin 8 is < 5.1 Volts (Reference Table 201), replace the sensor element M1911 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the voltage at Pin 8 is ≥ 5.1 Volts (Reference Table 201), replace the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).

AKS ALL



- Reconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
- 5) Reconnect the connector D856 to the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).
- 6) Check the voltages at Pin 2 and at Pin 8 again. If the voltages are < 5.1 Volts (Reference Table 201), then do the above steps again. If the voltages are ≥ 5.1 Volts (Reference Table 201) then you have corrected the fault.
- (13) Do this OVERHEAT TEST for fault code 24 and 20
 - · CONDITIONS:
 - APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed
 - (a) Turn the dial on the overheat detection module test box, SPL-12921 to 2 and read the voltage.
 - (b) Turn the dial on the overheat detection module test box, SPL-12921 to 8 and read the voltage.
 - (c) If the voltages at Pin 2 and at Pin 8 are < 5.1 Volts (Reference Table 201), disconnect the connector D856 from the sensor element M355 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Turn the dial on the overheat detection module test box, SPL-12921 to 2 and read the voltage.
 - 2) Turn the dial on the overheat detection module test box, SPL-12921 to 8 and read the voltage.
 - 3) If the voltage at Pin 2 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M355. Check for these conditions at the areas around the sensor element M355 and fix accordingly:
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - c) Degraded gold surface coating for the bleed ducting.
 - 4) If the voltage at Pin 8 is < 5.1 Volts (Reference Table 201), disconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - a) Read the voltage at Pin 8.
 - b) If the voltage at Pin 8 is < 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1911. Check for these conditions at the areas around the sensor element M1911 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the voltage at Pin 8 is ≥ 5.1 Volts (Reference Table 201), an overheat condition is detected by the sensor element M1909. Check for these conditions at the areas around the sensor element M1909 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.

AKS ALL



- Reconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
- 5) Reconnect the connector D856 to the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).
- (d) If the voltages at Pin 2 and at Pin 8 are ≥ 5.1 Volts (Reference Table 201), you have corrected the fault.

H. Fault Isolation Procedure Resistance Measurement

NOTE: Voltage measurement using C26007-72 or -1 is the preferred troubleshooting method because voltage measurement is more reliable than resistance measurement. Resistance measurement should only be used when C26007-72 or -1 is not available. Both DMM and LCR can be used to measure loop and sensor resistance, but the DMM can only be used as a last resort. The use of a standard DMM of testing the Fenwal system is acceptable as long as the sensing elements are not within 100 degrees F of their temperature set point, and the test is of short duration. Boeing discourages the use of a DMM because repeated usage of DMM over time could potentially have negative impact to the sensors. Resistance measurement requires the removal of the overheat detection control module M237 from the airplane. Resistance measurement can be accomplished by one of the following methods:

- Using the DMM and C26007-3 Extender Box or Equivalent Breakout Box
- Using the LCR and C26007-3 Extender Box or Equivalent Breakout Box
- Using the DMM to take the measurement at connector D00742 (*)
- Using the LCR to take the measurement at connector D00742 (*)
- * Avoid damage to the connector. Use only the last 2 methods when the C26007-3 Extender Box or Equivalent Breakout Box is not available.

NOTE: The applicable fault codes for this procedure are 10, 20, 30, 40, 60, 14, 24, 34, 44, 64 and 84.

- (1) Do the following lever adjustment each time the M237 or the C26007 LRU is installed or removed:
 - (a) Put the overheat detection module extender box, SPL-12922, in place of the M237 (Compartment Overheat Accessory Unit).
 - (b) Adjust the forks, on the E/E rack, by rotating the shaft to a position where the forks start to exert pressure on the locking lever.
 - 1) Make sure the lever is in vertical position when locked and the electrical connector is getting proper contact.
 - 2) Make sure the plug on the rear of the overheat detection module extender box, SPL-12922 is fully engaged with the receptacle on the airplane.
 - (c) Readjust the forks when installing the M237 LRU back onto the E/E rack.

NOTE: The unique adjustment is required for both the overheat detection module extender box, SPL-12922, and the M237 LRU.

- (2) Do this SENSOR TEST for fault code 14 and 10
 - · CONDITIONS:
 - No Power
 - No Bleed or PACK Running
 - (a) Measure the resistance of pin 4 to ground.
 - (b) Measure the resistance of pin 12 to ground.

AKS ALL



- (c) If the resistances at Pin 4 to ground and at Pin 12 to ground are ≥ 1 MegaOhm, continue with the OVERHEAT TEST.
- (d) If the resistances at Pin 4 to ground and at Pin 12 to ground are <1 MegaOhm, disconnect the connector D834 from the sensor element M268 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance of Pin 4 to ground.
 - 2) If the resistance at Pin 4 to ground is < 1 MegaOhm, disconnect the sensor element M268 from M370 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 4 to ground.
 - b) If the resistance at Pin 4 to ground is < 1 MegaOhm, replace the sensor element M370 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the resistance at Pin 4 to ground is ≥ 1 MegaOhm, replace the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect the sensor element M268 to M370 (AMM PAGEBLOCK 26-18-02/401).
 - 3) Measure the resistance at Pin 12 to ground.
 - If the resistance at Pin 12 to ground is < 1 MegaOhm, disconnect both wires from the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
 - b) Measure the resistance at Pin 12 to ground.
 - <1> If the resistance at Pin 12 to ground is < 1 MegaOhm, replace the sensor element M1762 (AMM PAGEBLOCK 26-18-02/401).
 - <2> If the resistance at Pin 12 to ground is ≥ 1 MegaOhm, replace the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
 - Reconnect both wires to the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
 - 4) Reconnect the connector D834 to the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
 - 5) Measure the resistances at Pin 4 to ground and at Pin 12 to ground again. If the resistances are < 1 MegaOhm then do the above steps again. If the resistances are ≥ 1 MegaOhm then you have corrected the fault.</p>
- (3) Do this OVERHEAT TEST for fault code 14 and 10
 - · CONDITIONS:
 - Left Engine Idle, Left Bleed and Left Pack ON (Start the Engine Procedure (Normal Start), AMM TASK 71-00-00-800-808-F00)
 - · Isolation Valve Closed and APU Bleed OFF
 - (a) Measure the resistance of pin 4 to ground.
 - (b) Measure the resistance of pin 12 to ground.
 - (c) If the resistances at Pin 4 to ground and at Pin 12 to ground are ≥ 1 MegaOhm, you have corrected the fault.
 - (d) If the resistances at Pin 4 to ground and at Pin 12 to ground are <1 MegaOhm, disconnect the connector D834 from the sensor element M268 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance of Pin 4 to ground.



- 2) If the resistance at Pin 4 to ground is < 1 MegaOhm, disconnect the sensor element M268 from M370 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 4 to ground.
 - b) If the resistance at Pin 4 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M370. Check for these conditions at the areas around the sensor element M370 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the resistance at Pin 4 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M268. Check for these conditions at the areas around the sensor element M268 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - d) Connect the sensor element M268 to M370 (AMM PAGEBLOCK 26-18-02/401).
- 3) Measure the resistance at Pin 12 to ground.
- 4) If the resistance at Pin 12 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
 - Measure the resistance at Pin 12 to ground.
 - b) If the resistance at Pin 12 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M1762. Check for these conditions at the areas around the sensor element M1762 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the resistance at Pin 12 to ground is ≥1 MegaOhm, an overheat condition is detected by the sensor element M1761. Check for these conditions at the areas around the sensor element M1761 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - d) Reconnect both wire connections to the sensor element M1761 (AMM PAGEBLOCK 26-18-02/401).
- 5) Reconnect the connector D834 to the sensor element M268 (AMM PAGEBLOCK 26-18-02/401).
- (4) Do this SENSOR TEST for fault code 64 and 60
 - · CONDITIONS:
 - No Power
 - No Bleed or PACK Running
 - (a) Measure the resistance of pin 10 to ground.

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- (b) Measure the resistance of pin 11 to ground.
- (c) If the resistances at Pin 10 to ground and at Pin 11 to ground are ≥ 1 MegaOhm, continue with the OVERHEAT TEST.
- (d) If the resistances at Pin 10 to ground and at Pin 11 to ground are <1 MegaOhm, disconnect the connector D844 from the sensor element M356 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistances at Pin 11 to ground and at Pin 10 to ground.
 - 2) If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect the connector D846 from sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 11 to ground.
 - b) If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, replace the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 11 to ground.
 - If the resistance at Pin 11 to ground is < 1 MegaOhm, replace the sensor element M1912 (AMM PAGEBLOCK 26-18-02/401).</p>
 - <3> If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, replace the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - <4> Reconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - Reconnect the connector D846 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - 3) If the resistance at Pin 10 to ground is < 1 MegaOhm, reconnect the connector D844 to the sensor element M356 and disconnect the connector D838 at the sensor element M269 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistances at the Pin 11 to ground and Pin 10 to ground.
 - b) If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect the sensor element M269 from M371 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 11 to ground.
 - <2> If the resistance at Pin 11 to ground is < 1 MegaOhm, replace the sensor element M371 (AMM PAGEBLOCK 26-18-02/401).</p>
 - <3> If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, replace the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).
 - <4> Reconnect the sensor element M269 to M371 (AMM PAGEBLOCK 26-18-02/401).
 - If the resistance at Pin 10 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 10 to ground.
 - If the resistance at Pin 10 to ground is < 1 MegaOhm, replace the sensor element M1764 (AMM PAGEBLOCK 26-18-02/401).</p>
 - <3> If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, replace the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).

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- <4> Reconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
- d) Reconnect the connector D838 to the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).
- 4) Measure the resistances at Pin 10 to ground and at Pin 11 to ground again. If the resistances are < 1 MegaOhm then do the above steps again. If the resistances are ≥ 1 MegaOhm then you have corrected the fault.</p>
- (5) Do this OVERHEAT TEST for fault code 64 and 60
 - · CONDITIONS:
 - Right Engine Idle, Right Bleed and Right Pack ON (Start the Engine Procedure (Normal Start), AMM TASK 71-00-00-800-808-F00)
 - · Isolation Valve Closed and APU Bleed OFF
 - (a) Measure the resistance of pin 10 to ground.
 - (b) Measure the resistance of pin 11 to ground.
 - (c) If the resistances at Pin 10 to ground and at Pin 11 to ground are ≥ 1 MegaOhm, you have corrected the fault.
 - (d) If the resistances at Pin 10 to ground and at Pin 11 to ground are <1 MegaOhm, disconnect the connector D844 from the sensor element M356 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistances at Pin 11 to ground and at Pin 10 to ground.
 - If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect the connector D846 from sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 11 to ground.
 - b) If the resistance at Pin 11 to ground ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M356. Check for these conditions at the areas around the sensor element M356 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located to close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect both wire connections from the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 11 to ground.
 - <2> If the resistance at Pin 11 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M1912. Check for these conditions at the areas around the sensor element M1912 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <3> If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M1910. Check for these conditions at the areas around the sensor element M1910 and fix accordingly:

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- <a> Bleed air leaks through duct cracks and joints.
-
 Sensors located too close to the bleed duct surfaces.
- <c> Degraded gold surface coating for the bleed ducting.
- <4> Reconnect both wire connections to the sensor element M1910 (AMM PAGEBLOCK 26-18-02/401).
- d) Reconnect the connector D846 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
- 3) Reconnect the connector D844 to the sensor element M356 (AMM PAGEBLOCK 26-18-02/401).
- If the resistance at Pin 10 to ground is < 1 MegaOhm, disconnect the connector D838 at the sensor element M269 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 10 to ground.
 - b) Measure the resistance at Pin 11 to ground.
 - If the resistance at Pin 11 to ground is < 1 MegaOhm, disconnect the sensor element M269 from M371 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 11 to ground.
 - <2> If the resistance at Pin 11 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M371. Check for these conditions at the areas around the sensor element M371 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <3> If the resistance at Pin 11 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M269. Check for these conditions at the areas around the sensor element M269 and fix accordingly:
 - <a> Bleed air leaks through duct cracks and joints.
 - Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
 - <4> Reconnect the sensor element M269 to M371 (AMM PAGEBLOCK 26-18-02/401).
 - d) If the resistance at Pin 10 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
 - <1> Measure the resistance at Pin 10 to ground.
 - <2> If the resistance at Pin 10 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M1764. Check for these conditions at the areas around the sensor element M1764 and fix accordingly:</p>
 - <a> Bleed air leaks through duct cracks and joints.
 -

 - <c> Degraded gold surface coating for the bleed ducting.

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- <3> If the resistance at Pin 10 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M1763. Check for these conditions at the areas around the sensor element M1763 and fix accordingly:
 - <a> Bleed air leaks through duct cracks and joints.
 -
 Sensors located too close to the bleed duct surfaces.
 - <c> Degraded gold surface coating for the bleed ducting.
- <4> Reconnect both wire connections to the sensor element M1763 (AMM PAGEBLOCK 26-18-02/401).
- e) Reconnect the connector D838 to the sensor element M269 (AMM PAGEBLOCK 26-18-02/401).
- (6) Do this SENSOR TEST for fault code 34 and 30
 - CONDITIONS:
 - No Power
 - No Bleed or PACK Running
 - (a) Measure the resistance at Pin 9 to ground.
 - (b) Measure the resistance at Pin 29 to ground.
 - (c) If the resistances at Pin 9 to ground and at Pin 29 to ground are ≥ 1 MegaOhm, continue with the OVERHEAT TEST.
 - (d) If the resistances at Pin 9 to ground and at Pin 29 to ground are < 1 MegaOhm, disconnect the connector D850 from the sensor element M272 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance at Pin 9 to ground and at Pin 29 to ground.
 - 2) If the resistance at Pin 9 to ground is < 1 MegaOhm, replace the sensor element M273 (AMM PAGEBLOCK 26-18-02/401).
 - 3) If the resistance at Pin 29 to ground is < 1 MegaOhm, replace the sensor element M272 (AMM PAGEBLOCK 26-18-02/401).
 - 4) Reconnect the connector D850 to the sensor element M272 (AMM PAGEBLOCK 26-18-02/401).
 - 5) Measure the resistances at Pin 9 to ground and at Pin 29 to ground again. If the resistances are < 1 MegaOhm then do the above steps again. If the resistances are ≥ 1 MegaOhm then you have corrected the fault.
- (7) Do this OVERHEAT TEST for fault code 34 and 30
 - · CONDITIONS:
 - · APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed
 - (a) Measure the resistance at Pin 9 to ground.
 - (b) Measure the resistance at Pin 29 to ground.
 - (c) If the resistances at Pin 9 to ground and at Pin 29 to ground are ≥ 1 MegaOhm, you have corrected the fault.
 - (d) If the resistance at Pin 9 to ground and at Pin 29 to ground are < 1 MegaOhm, disconnect the connector D850 from the sensor element M272 to split the loop (AMM PAGEBLOCK 26-18-02/401).

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- (e) Measure the resistance at Pin 9 to ground and at Pin 29 to ground.
- (f) If the resistance at Pin 9 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M273. Check for these conditions at the areas around the sensor element M273 and fix accordingly:
 - 1) Bleed air leaks through duct cracks and joints.
 - 2) Sensors located too close to the bleed duct surfaces.
 - 3) Degraded gold surface coating for the bleed ducting.
- (g) Reconnect the connector D850 to the sensor element M272 (AMM PAGEBLOCK 26-18-02/401).
- (h) If the resistance at Pin 29 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M272. Check for these conditions at the areas around the sensor element M272 and fix accordingly:
 - 1) Bleed air leaks through duct cracks and joints.
 - Sensors located too close to the bleed duct surfaces.
 - Degraded gold surface coating for the bleed ducting.
- (8) Do this SENSOR TEST for fault code 84
 - · CONDITIONS:
 - · No Power
 - · No Bleed or PACK Running
 - (a) Measure the resistance at Pin 21 to ground.
 - (b) Measure the resistance at Pin 24 to ground.
 - (c) If the resistances at Pin 21 to ground and at Pin 24 to ground are ≥ 1 MegaOhm, the fault was an intermittent fault.
 - (d) If the resistance at Pin 21 to ground or Pin 24 to ground is < 1 MegaOhm, then replace the sensor element M270 (AMM PAGEBLOCK 26-18-02/401).
- (9) Do this SENSOR TEST for fault code 44 and 40
 - · CONDITIONS:
 - No Power
 - · No Bleed or PACK Running
 - (a) Measure the resistance at Pin 13 to ground.
 - (b) Measure the resistance at Pin 27 to ground.
 - (c) If the resistances at Pin 13 to ground and at Pin 27 to ground are ≥ 1 MegaOhm, continue with the OVERHEAT TEST.
 - (d) If the resistances at Pin 13 to ground and at Pin 27 to ground are < 1 MegaOhm, disconnect the sensor element M275 from M347 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance at Pin 27 to ground.
 - 2) Measure the resistance at Pin 13 to ground.
 - If the resistance at Pin 13 to ground is < 1 MegaOhm, disconnect the connector D862 (or D864) from the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 13 to ground.

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- b) If the resistance at Pin 13 to ground is < 1 MegaOhm, replace the sensor element M276 (AMM PAGEBLOCK 26-18-02/401).
- c) If the resistance at Pin 13 to ground is ≥ 1 MegaOhm, replace the sensor element M275 (AMM PAGEBLOCK 26-18-02/401).
- d) Reconnect the connector D862 (or D864) to the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
- 4) If the resistance at Pin 27 to ground is < 1 MegaOhm, disconnect the sensor element M347 from M1147 to split the loop (AMM PAGEBLOCK 26-18-02/401).
- 5) Reconnect the sensor element M275 to M347.
- 6) Measure the resistance at Pin 13 to ground.
- 7) Measure the resistance at Pin 27 to ground.
- 8) If the resistance at Pin 13 is to ground < 1 MegaOhm, replace the sensor element M347 (AMM PAGEBLOCK 26-18-02/401).
- 9) If the resistance at Pin 27 to ground is < 1 MegaOhm, disconnect the sensor element M1147 from sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 27 to ground.
 - b) If the resistance at Pin 27 to ground is < 1 MegaOhm, replace the sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the resistance at Pin 27 to ground is ≥ 1 MegaOhm, replace the sensor element M1147 (AMM PAGEBLOCK 26-18-02/401).
 - Reconnect the sensor element M1147 to sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
- Measure the resistances at Pin 13 to ground and at Pin 27 to ground again. If the resistances are < 1 MegaOhm then do the above steps again. If the resistances are ≥ 1 MegaOhm then you have corrected the fault.</p>
- (10) Do this OVERHEAT TEST for fault code 44 and 40
 - · CONDITIONS:
 - · APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed
 - (a) Measure the resistance at Pin 13 to ground.
 - (b) Measure the resistance at Pin 27 to ground.
 - (c) If the resistances at Pin 13 to ground and at Pin 27 to ground are ≥ 1 MegaOhm, you have corrected the fault.
 - (d) If the resistances at Pin 13 to ground and at Pin 27 to ground are < 1 MegaOhm, disconnect the sensor element M275 from M347 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance at Pin 27 to ground.
 - 2) Measure the resistance at Pin 13 to ground.
 - If the resistance at Pin 13 to ground is < 1 MegaOhm, disconnect the connector D862 (or D864) from the sensor element M275 (or M276) (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 13 to ground.

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- b) If the resistance at Pin 13 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M276. Check for these conditions at the areas around the sensor element M276 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
- c) If the resistance at Pin 13 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M275. Check for these conditions at the areas around the sensor element M275 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
- d) Reconnect the connector D862 to the sensor element M275 (AMM PAGEBLOCK 26-18-02/401).
- 4) If the resistance at Pin 27 to ground is < 1 MegaOhm, disconnect the sensor element M347 from M1147 to split the loop (AMM PAGEBLOCK 26-18-02/401).
- 5) Reconnect the sensor element M275 to M347.
- 6) Measure the resistance at Pin 13 to ground.
- 7) Measure the resistance at Pin 27 to ground.
- 8) If the resistance at Pin 13 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M347. Check for these conditions at the areas around the sensor element M347 and fix accordingly:
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - c) Degraded gold surface coating for the bleed ducting.
- 9) If the resistance at Pin 27 to ground is < 1 MegaOhm, disconnect the sensor element M1147 from sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 27 to ground.
 - b) If the resistance at Pin 27 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M348. Check for these conditions at the areas around the sensor element M348 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the resistance at Pin 27 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M1147. Check for these conditions at the areas around the sensor element M1147 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - d) Reconnect the sensor element M1147 to sensor element M348 (AMM PAGEBLOCK 26-18-02/401).
- (11) Do this SENSOR TEST for fault code 24 and 20

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- · CONDITIONS:
- No Power
- No Bleed or PACK Running
- (a) Measure the resistance at Pin 2 to ground.
- (b) Measure the resistance at Pin 8 to ground.
- (c) If the resistances at Pin 2 to ground and at Pin 8 to ground are ≥ 1 MegaOhm, continue with the OVERHEAT TEST.
- (d) If the resistances at Pin 2 to ground and at Pin 8 to ground are < 1 MegaOhm, disconnect the connector D856 from the sensor element M355 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance of Pin 2 to ground.
 - Measure the resistance of Pin 8 to ground.
 - If the resistance at Pin 2 to ground is < 1 MegaOhm, replace the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).
 - 4) If the resistance at Pin 8 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 8 to ground.
 - b) If the resistance at Pin 8 to ground is < 1 MegaOhm, replace the sensor Element M1911 (AMM PAGEBLOCK 26-18-02/401).
 - c) If the resistance at Pin 8 to ground is ≥ 1 MegaOhm, replace the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - d) Reconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - Reconnect the connector D856 to the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).
 - 6) Measure the resistances at Pin 2 to ground and at Pin 8 to ground again. If the resistances are < 1 MegaOhm then do the above steps again. If the resistances are ≥ 1 MegaOhm then you have corrected the fault.</p>
- (12) Do this OVERHEAT TEST for fault code 24 and 20
 - · CONDITIONS:
 - · APU Bleed ON, Left PACK ON
 - · Isolation Valve Closed
 - (a) Measure the resistance at Pin 2 to ground.
 - (b) Measure the resistance at Pin 8 to ground.
 - (c) If the resistances at Pin 2 to ground and at Pin 8 to ground are ≥ 1 MegaOhm, you have corrected the fault.
 - (d) If the resistances at Pin 2 to ground and at Pin 8 to ground are < 1 MegaOhm, disconnect the connector D856 from the sensor element M355 to split the loop (AMM PAGEBLOCK 26-18-02/401).
 - 1) Measure the resistance of Pin 2 to ground.
 - 2) Measure the resistance of Pin 8 to ground.

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- 3) If the resistance at Pin 2 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M355. Check for these conditions at the areas around the sensor element M355 and fix accordingly:.
 - a) Bleed air leaks through duct cracks and joints.
 - b) Sensors located too close to the bleed duct surfaces.
 - c) Degraded gold surface coating for the bleed ducting.
- 4) If the resistance at Pin 8 to ground is < 1 MegaOhm, disconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
 - a) Measure the resistance at Pin 8 to ground.
 - b) If the resistance at Pin 8 to ground is < 1 MegaOhm, an overheat condition is detected by the sensor element M1911. Check for these conditions at the areas around the sensor element M1911 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - c) If the resistance at Pin 8 to ground is ≥ 1 MegaOhm, an overheat condition is detected by the sensor element M1909. Check for these conditions at the areas around the sensor element M1909 and fix accordingly:
 - <1> Bleed air leaks through duct cracks and joints.
 - <2> Sensors located too close to the bleed duct surfaces.
 - <3> Degraded gold surface coating for the bleed ducting.
 - Reconnect both wire connections to the sensor element M1909 (AMM PAGEBLOCK 26-18-02/401).
- Reconnect the connector D856 to the sensor element M355 (AMM PAGEBLOCK 26-18-02/401).

I. Fault Isolation Procedure for OPEN LOOP using the Loop Continuity Test

NOTE: Loop Continuity Test requires removal of the overheat detection control module M237 from the airplane. Loop Continuity Test can be accomplished by one of the following methods:

- Using the DMM and C26007-3 Extender Box or Equivalent Breakout Box
- Using the LCR and C26007-3 Extender Box or Equivalent Breakout Box
- Using the DMM to take the measurement at connector D00742 (*)
- Using the LCR to take the measurement at connector D00742 (*)
- * Avoid damage to the connector. Use only the last 2 methods when the C26007-3 Extender Box or Equivalent Breakout Box is not available.
- (1) Do the following lever adjustment each time the M237 or the C26007 LRU is installed or removed:
 - (a) Put the overheat detection module extender box, SPL-12922, in place of the M237 (Compartment Overheat Accessory Unit).
 - (b) Adjust the forks, on the E/E rack, by rotating the shaft to a position where the forks start to exert pressure on the locking lever.
 - 1) Make sure the lever is in vertical position when locked and the electrical connector is getting proper contact.

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- 2) Make sure the plug on the rear of the overheat detection module extender box, SPL-12922 is fully engaged with the receptacle on the airplane.
- (c) Readjust the forks when installing the M237 LRU back onto the E/E rack.

NOTE: The unique adjustment is required for both the overheat detection module extender box, SPL-12922, and the M237 LRU.

- (2) Do this CONTINUITY TEST for fault code 12, 22, 32, 42, and 62 only.
- (3) Make sure that center conductor resistance is in the limit of the Table below

Table 202 Sensing Loop Test Data

FENWAL ALARM/FAULT CODES	LOC CONNECT		LOOP CENTER CONDUCTOR RESISTANCE (< 130 ° F)	SENSORS
12 (zone 1, loop 1)	D742, pin 4	D742, pin 12	12 ohms max	M370, M268, M1761, M1762
22 (zone 2, loop 2)	D742, pin 2	D742, pin 8	6 ohms max	M1911, M1909, M355
32 (zone 3, loop 3)	D742, pin 9	D742, pin 29	6 ohms max	M272, M273
42 (zone 4, loop 4)	D742, pin 13	D742, pin 27	12 ohms max	M276, M275, M347, M1147, M348
62 (zone 6, loop 6)	D742, pin 10	D742, pin 11	12 ohms max	M1763, M1764, M269, M371, M356, M1910, M1912
N/A (wheel well, loop 8)	D742, pin 21	D742, pin 24	6 ohms max	M270

----- END OF TASK -----

803. Wheel Well, Wing and Body Overheat Detection Control Module - Fault Isolation

A. Description

- (1) This task is for these maintenance messages:
 - (a) 00 CONTROL OR POWER SUPPLY FAILURE
 - (b) 01, 02 115VAC OR POWER SUPPLY CARD FAILURE
 - (c) 03, 04, 05 CONTROL CARD FAILURE
 - (d) 98 LOCAL TEST NOT COMPLETE

B. Possible Causes

(1) Control module, M237.

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
Α	19	C00388	FIRE PROTECTION DET OVHT WW WING BODY
Α	21	C00396	FIRE PROT DETECTION MA WRN & CONT

F/O Electrical System Panel, P6-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
С	13	C01277	MASTER CAUTION ANNUNCIATOR CONT 3

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D. Related Data

- (1) (SSM 26-00-05)
- (2) (SSM 26-12-11)
- (3) (WDM 26-12-11)

E. Initial Evaluation

- (1) Do this task: Wheel Well Fire, Wing and Body Overheat Detection Control Module BITE Procedure, 26-18 TASK 801.
 - (a) If the maintenance messages shows, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show, then there was an intermittent fault.

F. Fault Isolation Procedure

(1) Replace the control module, M237.

These are the tasks:

Compartment Overheat Detection Control Unit Removal, AMM TASK 26-18-01-000-801, Compartment Overheat Detection Control Unit Installation, AMM TASK 26-18-01-400-801.

- (a) Do this task: Wheel Well Fire, Wing and Body Overheat Detection Control Module BITE Procedure, 26-18 TASK 801.
 - 1) If the BITE test passes, then you corrected the fault.



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1. DUCT LEAK/OVERHEAT DETECTORS

Table 301 OVERHEAT DETECTOR ELEMENT RESISTANCE VALUES

EQUIPMENT NUMBER	VENDOR PART NUMBER	MINIMUM RESISTANCE CORE-TO CORE GROUND (MEGOHMS)	MAXIMUM RESISTANCE CORE-TO-CORE (MILLIOHMS)
M268	35599-2-255	1.010	738
M269	35599-2-255	1.010	738
	04-90010-110D	0.91	660
M270	35610-4-400	0.909	815
	35614-4-400	0.877	843
M272	35626-4-255	0.800	920
M273	35555-4-255	1.818	430
M275	35575-2-255	1.333	570
	35599-2-255	1.010	738
M276	35555-4-255	1.818	430
M347	35646-2-255	0.685	1067
	35658-4-255	0.633	1151
M348	35678-4-255	0.562	1291
	35626-4-255	0.793	927
M355	35594-4-255	1.064	703
M356	35594-4-255	1.064	703
M370	35574-4-255	1.351	563
M371	35574-4-255	1.351	563
M1147	35560-2-255	1.667	465
	35646-2-255	0.68	1067
	35675-2-255	0.571	1270
M1761	35712-79	1.6	820
M1762	35712-75	0.417	820
M1763	35712-79	1.6	820
M1764	35712-75	0.417	820
M1909	35712-80	0.833	885
M1910	35712-80	0.833	885
M1911	35712-80	0.833	885
M1912	35712-80	0.833	885
M2595	35599-2-255	1.01	738

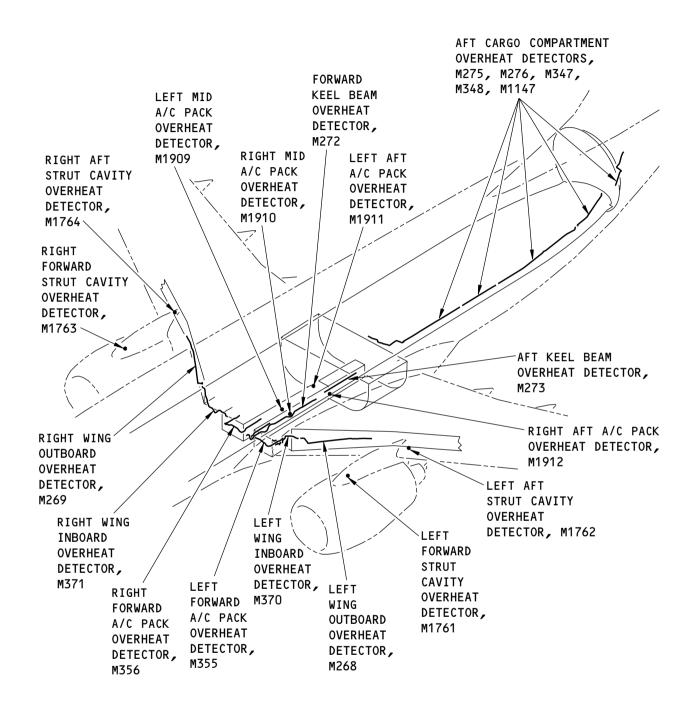
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FAULT ISOLATION MANUAL



G45305 S0006742368_V1

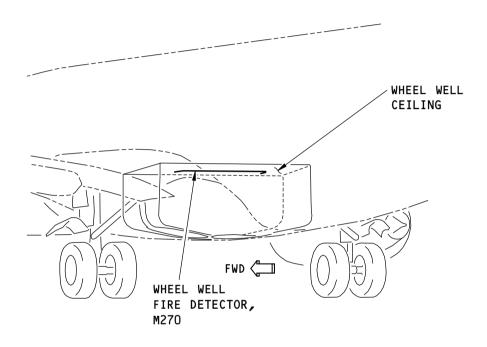
Fire/Overheat Detector Component Location Figure 301/26-18-00-990-801 (Sheet 1 of 2)

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G45668 S0006742369_V2

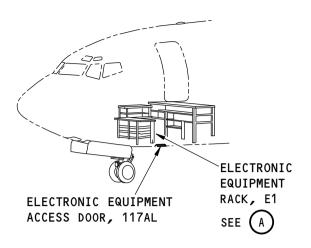
Fire/Overheat Detector Component Location Figure 301/26-18-00-990-801 (Sheet 2 of 2)

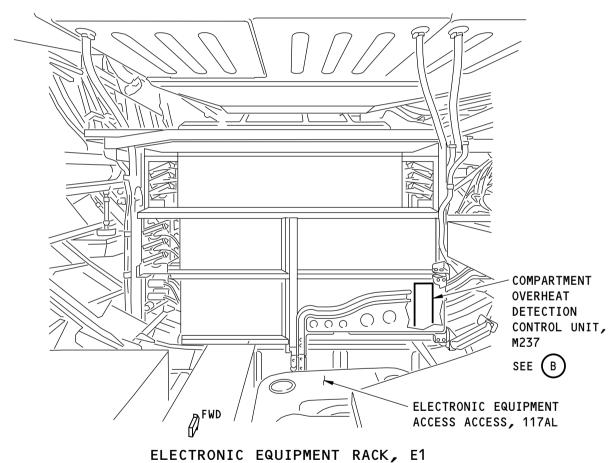
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2070239 S0000431684_V1

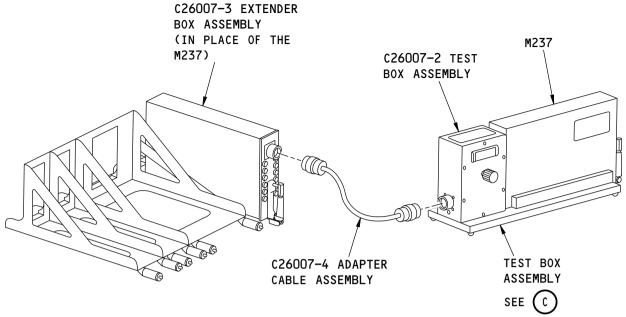
C26007 Test Equipment Figure 302/26-18-00-990-804 (Sheet 1 of 2)

AKS ALL

26-18 TASK SUPPORT

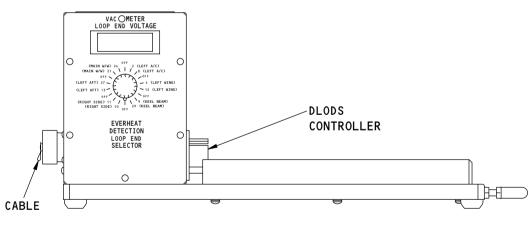
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COMPARTMENT OVERHEAT DETECTION CONTROL UNIT, M237





TEST BOX ASSEMBLY



2070244 S0000431685_V1

C26007 Test Equipment Figure 302/26-18-00-990-804 (Sheet 2 of 2)

AKS ALL

26-18 TASK SUPPORT

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801. Squib Test Light - Fault Isolation

A. Description

- (1) This task is for the EXT TEST lights on the fire control panel, P8-1.
- (2) The EXT TEST lights come on when the EXT TEST switch is moved to the 1 or 2 position to show there is continuity through the squibs.
 - (a) If the L or R light does not come on when the EXT TEST switch is moved to 1, squib 1 on the L or R bottle does not have continuity.
 - (b) Likewise, if the L or R light does not come on when the EXT TEST switch is moved to 2, squib 2 on the L or R bottle does not have continuity.
 - (c) The APU light should come on with the EXT TEST switch in either position.

B. Possible Causes

- (1) Squib
- (2) Fire control panel, P8-1
- (3) Wiring

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
В	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU
В	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
В	23	C01022	FIRE PROTECTION EXTINGUISHERS ALTN R
В	24	C01021	FIRE PROTECTION EXTINGUISHERS ALTN L

D. Related Data

- (1) (SSM 26-21-11)
- (2) (WDM 26-21-11)

E. Initial Evaluation

- (1) On the fire control panel, do this check of the squibs:
 - (a) Move the EXT TEST switch to 1.
 - 1) Make sure the L, R and APU lights come on.
 - (b) Move the EXT TEST switch to 2.
 - 1) Make sure the L, R and APU lights come on.
- (2) If the L or R light comes on with the EXT TEST switch in one position but not the other, do the Fault Isolation Procedure L or R Light Does Not Come On below.
- (3) If the APU light comes on with the EXT TEST switch in one position but not the other, do the Fault Isolation Procedure APU Light Does Not Come On below.
- (4) If one or more of the lights does not come on with the EXT TEST switch in either position, do the Fire Control Panel procedure, below.
- (5) If the steps above passed, then the fault was intermittent.

F. Fault Isolation Procedure - L or R Light Does Not Come On

NOTE: You must do the steps in the Initial Evaluation before you do these steps.

AKS ALL

26-20 TASK 801



(1) Replace the squib indicated by the light that did not come on.

These are the tasks:

Engine Fire Extinguisher Bottle Squib Removal, AMM TASK 26-21-02-000-801, Engine Fire Extinguisher Bottle Squib Installation, AMM TASK 26-21-02-400-801.

- (a) If the replacement test passed, then you corrected the fault.
- (b) If the replacement test failed, then continue.
- (2) Do this check of the wiring.
 - (a) Remove the squib connector from the applicable squib.
 - (b) Remove the applicable P8-1 connector from the fire control panel.
 - (c) Do a check for continuity between the squib connector and the P8-1 connector.
 - (d) Make sure pins 3 and 7 on the applicable squib connector go to ground.

	Engine Fire Bottle Squ	ib Wiring
DOTTI E I	SQUIB CONNECTOR	P8-1 CONNECTOR
BOTTLE L, SQUIB 1	D582 pin 6	•
	D1322 pin 6	•
	D584 pin 6	•
	D1324 pin 6	D1078 pin 26
	D1324 pin 4	D1080 pin 30

- (e) If there is a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect the squib connector to the squib.
 - 3) Re-connect the P8-1 connector to the fire control panel.
 - 4) Do the Repair Confirmation at the end of this task.
- (f) If there is no problem with the wiring, then continue.
 - 1) Re-connect the squib connector to the squib.
 - 2) Re-connect the P8-1 connector to the fire control panel.
- Replace the fire control panel, P8-1

These are the tasks:

AKS ALL

26-20 TASK 801



Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801, Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.

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

G. Fault Isolation Procedure - APU Light Does Not Come On.

NOTE: Do the steps in the Initial Evaluation before you do these steps.

(1) Replace the squib indicated by the light that did not come on.

These are the tasks:

APU Fire Extinguishing Bottle Squib Removal, AMM TASK 26-22-02-000-801,

APU Fire Extinguishing Bottle Squib Installation, AMM TASK 26-22-02-400-801.

- (a) If the replacement test passed, then you corrected the fault.
- (b) If the replacement test failed, then continue.
- (2) Do this check of the wiring.
 - (a) Disconnect the squib connector, D594 from the squib.
 - (b) Disconnect the P8-1 connector, D1080 from the fire control panel.
 - (c) Do a check for continuity between the squib connector, D594 and the P8-1 connector, D1080.
 - (d) Make sure pin 3 squib connector D594 goes to ground.
 - (e) If there is a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect the squib connector, D594 to the squib.
 - 3) Re-connect the P8-1 connector, D1080 to the fire control panel.
 - 4) Do the Repair Confirmation at the end of this task.
 - (f) If there is no problem with the wiring, then continue.
 - 1) Re-connect the squib connector to the squib.
 - 2) Re-connect the P8-1 connector to the fire control panel.
- (3) Replace the fire control panel, P8-1

These are the tasks:

Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801, Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.

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

H. Fault Isolation Procedure - Fire Control Panel Problem.

NOTE: Do the steps in the Initial Evaluation before you do these steps.

(1) Replace the fire control panel, P8-1.

These are the tasks:

Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801, Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.

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

AKS ALL 26-20 TASK 801



I. Repair Confirmation

- (1) On the fire control panel, do this check of the squibs:
 - (a) Move the EXT TEST switch to 1.
 - 1) Make sure the L, R and APU lights come on.
 - (b) Move the EXT TEST switch to 2.
 - 1) Make sure the L, R and APU lights come on.
- (2) If all of the lights come on at both switch positions, then you corrected the fault.

----- END OF TASK -----

802. Engine/APU Bottle Discharged Light - Fault Isolation

A. Description

- (1) This task is for the BOTTLE DISCHARGED lights on the fire control panel, P8-1.
- (2) The BOTTLE DISCHARGED lights come on when low pressure is detected in a fire bottle.

B. Possible Causes

- (1) Fire bottle
- (2) Fire control panel, P8-1
- (3) Wiring

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

		-,	,
Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU
В	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
В	23	C01022	FIRE PROTECTION EXTINGUISHERS ALTN R
В	24	C01021	FIRE PROTECTION EXTINGUISHERS ALTN L

D. Related Data

- (1) (SSM 26-21-11)
- (2) (WDM 26-21-11)

E. Initial Evaluation

- (1) On the fire control panel, make sure these lights are off:
 - (a) L BOTTLE DISCHARGED
 - (b) R BOTTLE DISCHARGED
 - (c) APU BOTTLE DISCHARGED
- (2) If one of the lights is on, then do the Fault Isolation Procedure below.
- (3) If none of the lights are not on, then there was an intermittent fault.

F. Fault Isolation Procedure

- (1) Remove the connector from the applicable pressure switch.
 - (a) If the light goes off, replace the fire bottle indicated by the light.
 - 1) For the L or R engine bottle light, these are the tasks:

AKS ALL

26-20 TASKS 801-802



Engine Fire Extinguishing Bottle Removal, AMM TASK 26-21-01-000-801, Engine Fire Extinguishing Bottle Installation, AMM TASK 26-21-01-400-801.

2) For the APU bottle light, these are the tasks:

APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801, APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.

- a) If the BOTTLE DISCHARGED light goes off, then you corrected the fault.
- b) If the BOTTLE DISCHARGED light did not go off, then continue.
- (b) If the light stays on, then continue.
- (2) Remove the applicable P8-1 connector from the fire control panel.
 - (a) If the light goes off, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect the connector to the pressure switch.
 - 3) Re-connect the P8-1 connector to the fire control panel.
 - 4) If the BOTTLE DISCHARGED light goes out, then you corrected the fault.
 - (b) If the light stays on, then continue.
- (3) Replace the fire control panel, P8-1.

These are the tasks:

Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801, Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.

(a) If the BOTTLE DISCHARGED light goes off, then you corrected the fault.



803. Engine/APU Bottle Did Not Discharge When The Handle Was Turned - Fault Isolation

A. Description

- (1) This task is for the fire extinguishing system when the fire handle is turned, but there is no indication that the fire bottle discharged.
- (2) These are the situations that could cause this indication:
 - (a) The squib did not fire.
 - (b) The squib did fire but the bottle did not discharge.
 - (c) The bottle did discharge but there is no indication on the flight deck.

B. Possible Causes

- (1) Wiring
- (2) Squib
- (3) Fire bottle
- (4) Fire Control Panel, P8-1

26-20 TASKS 802-803

EFFECTIVITY

AKS ALL

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C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU
В	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
В	23	C01022	FIRE PROTECTION EXTINGUISHERS ALTN R
В	24	C01021	FIRE PROTECTION EXTINGUISHERS ALTN L

D. Related Data

- (1) (SSM 26-21-11)
- (2) (WDM 26-21-11)

E. Initial Evaluation

(1) Examine the fire bottle.

AKS ALL; AIRPLANES WITH ENGINE AND APU FIRE BOTTLES WITH GAUGE

(a) Make sure the pressure gauge shows approximately 800 psi.

AKS ALL; AIRPLANES WITH ENGINE AND APU FIRE BOTTLES WITHOUT GAUGE

(b) Weigh the bottle.

NOTE: The purpose of weighing the bottle is to determine if the bottle is empty, or not. Therefore, the weight of the bottle can not vary more than 10% of the weight stamped on the bottle.

- 1) For engine bottles, these are the tasks:
 - Engine Fire Extinguishing Bottle Removal, AMM TASK 26-21-01-000-801, Engine Fire Extinguishing Bottle Installation, AMM TASK 26-21-01-400-801.
- For APU bottles, these are the tasks:
 - APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801, APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.

AKS ALL

- (c) If the bottle is full, then do the Fault Isolation Procedure Bottle Did Not Discharge, below.
- (d) If the bottle is empty, then do the Fault Isolation Procedure Bottle Discharged, below.

F. Fault Isolation Procedure - Bottle Did Not Discharge

- (1) On the fire control panel, do this check of the squibs:
 - (a) Move the EXT TEST switch to 1.
 - (b) Make sure the L, R and APU lights come on.
 - (c) Move the EXT TEST switch to 2.
 - (d) Make sure the L, R and APU lights come on.
 - (e) If the L, R and APU lights do not come on for both EXT TEST switch positions, then do the squib test light Fault Isolation Procedure, do this task: Squib Test Light - Fault Isolation, 26-20 TASK 801.

AKS ALL

26-20 TASK 803



- (f) If all the lights come on for both EXT TEST switch positions, then continue.
- (2) Do these checks for 28 VDC at the engine and APU fire control panel:
 - (a) Remove the engine and APU fire control panel, P8-1. To remove it, do this task: Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801.
 - (b) Close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU
В	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
В	23	C01022	FIRE PROTECTION EXTINGUISHERS ALTN R
В	24	C01021	FIRE PROTECTION EXTINGUISHERS ALTN L

- (c) Using multimeter, STD-1231, do a check for 28 VDC between pins 4, 8, 12, and 14 of connector D576 and structure ground.
- (d) Using multimeter, STD-1231, do a check for 28 VDC between pins 4, 8, 12 and 14 of connector D578 and structure ground.
- (e) Using multimeter, STD-1231, do a check for 28 VDC between pins 8 and 14 of connector D580 and structure ground.
 - 1) If there is not 28 VDC at all the pins above, then do these steps:
 - a) Repair the wiring between the applicable pin and circuit breaker.
 - b) Re-install the engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.
 - If the installation test for the engine and APU fire control panel are satisfactory, then you corrected the fault.
 - 2) If there was 28 VDC at all of the pins above, then continue.
- (3) Install a new engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.
 - (a) If the installation test for the engine and APU fire control panel is satisfactory, then you corrected the fault.

G. Fault Isolation Procedure - Bottle Did Discharge

- (1) Do this check of the pressure switch wiring.
 - (a) Remove the connector D586 (L bottle), D588 (R bottle), or D1176 (APU bottles) from the applicable pressure switch.
 - (b) Install a jumper between pins 1 and 2 on the pressure switch connector.
 - If the corresponding BOTTLE DISCHARGE light on the fire control panel comes on, then remove the jumper and replace the fire bottle.
 - For engine bottles, these are the tasks:
 Engine Fire Extinguishing Bottle Removal, AMM TASK 26-21-01-000-801,
 Engine Fire Extinguishing Bottle Installation, AMM TASK 26-21-01-400-801.
 - For APU bottles, these are the tasks:
 APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801,

AKS ALL

26-20 TASK 803



APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.

- 2) If the corresponding BOTTLE DISCHARGE light on the fire control panel does not come on, then remove the jumper and continue.
- (2) Do this check of the wiring:
 - (a) Remove the engine and APU fire control panel, P8-1. To remove it, do this task: Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801.
 - (b) Do a check for an open circuit between these pins the applicable pressure switch connector and the connector at the P8-1 panel:

	BOTTLE PRESSURE				
	SWITCH CONNECTOR		P8-1 CONNECTOR		
L	D586 pin 2		D1078 pin 9		
R	D588 pin 2		D1080 pin 3		
APU	D1176 pin 2		D1080 pin 15		

- (c) If there is an open circuit, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.
 - 3) Install a jumper between pins 1 and 2 of the pressure switch connector.
 - a) If the BOTTLE DISCHARGED light on the fire control panel, P8-1 comes on, then you fixed the problem. Re-connect the connector to the pressure switch.
 - 4) If there is continuity, then continue.
- (3) Install a new engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.
 - (a) If the installation test for the engine and APU fire control panel is satisfactory, then you corrected the fault.

	END	OF TAS	3K
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804. APU Bottle Did Not Discharge When Activated At The Remote APU Fire Control Panel - Fault Isolation

A. Description

- (1) This task is for the fire extinguishing system when the fire bottle is activated, but there is no indication that the fire bottle discharged.
- (2) To activate the fire bottle from the remote APU fire control panel, pull down on the handle, then hold the discharge switch in the discharge position.
- (3) These are the conditions that can cause this fault:
 - (a) The squib did not operate.

AKS ALL 26-20 TASKS 803-804



- (b) The squib did operate but the bottle did not discharge.
- (c) The bottle did discharge but there is no indication in the flight compartment.

B. Possible Causes

- (1) Wiring
- (2) Squib, M1146
- (3) Fire bottle
- (4) Remote APU fire control panel, P28

C. Circuit Breakers

(1) This is the primary circuit breaker related to the fault:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

D. Related Data

- (1) (SSM 26-21-11)
- (2) (WDM 26-21-11)

E. Initial Evaluation

(1) Examine the fire bottle.

AKS ALL; AIRPLANES WITH ENGINE AND APU FIRE BOTTLES WITH GAUGE

- (a) Make sure the pressure gauge shows approximately 800 psi.
 - 1) These are the tasks:

APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801, APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.

AKS ALL; AIRPLANES WITH ENGINE AND APU FIRE BOTTLES WITHOUT GAUGE

(b) Weigh the bottle.

NOTE: The purpose of weighing the bottle is to determine if the bottle is empty, or not. Therefore, the weight of the bottle can not vary more than 10% of the weight stamped on the bottle.

1) These are the tasks:

APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801, APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.

AKS ALL

- (c) If the bottle is full, then do the Fault Isolation Procedure Bottle Did Not Discharge, below.
- (d) If the bottle is empty, then do the Fault Isolation Procedure Bottle Discharged, below.

F. Fault Isolation Procedure - Bottle Did Not Discharge

- (1) On the fire control panel, do this check of the squib:
 - (a) Move the EXT TEST switch to 1.
 - (b) Make sure the APU light comes on.

NOTE: The L, R lights also come on

AKS ALL

26-20 TASK 804



- (c) Move the EXT TEST switch to 2.
- (d) Make sure the APU light comes on.

NOTE: The L, R lights also come on

- (e) If the APU light does not come on for both EXT TEST switch positions, then do the squib test light Fault Isolation Procedure, do this task: Squib Test Light Fault Isolation, 26-20 TASK 801.
- (f) If all the lights come on for both EXT TEST switch positions, then continue.
- (2) Do this check for 28 VDC at the remote APU fire control panel:
 - (a) Open this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

- (b) Remove connector D48080 from the remote APU fire control panel, P28.
- (c) Close this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	Number	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

- (d) Do a check for 28 VDC between pin 7 of connector D48080 and structure ground.
 - 1) If there is not 28 VDC at pin 7 of D48080, then do these steps:
 - a) Repair the wiring between the applicable pin and circuit breaker.
 - b) Re-install connector D48080 on the remote APU fire control panel, P28
 - Do this task: APU Fire Switch System Shutdown Test, AMM TASK 26-22-00-720-801.
 - d) Do this task: APU Fire Extinguishing Bottle Squib Circuit Test, AMM TASK 26-22-00-730-801.
 - e) If the tests for the remote APU fire control panel are satisfactory, then you corrected the fault.
 - 2) If there is 28 VDC at pin 7 of D48080, then continue.
- (3) These are the tasks:

Remote APU Control Panel Removal, AMM TASK 26-22-03-000-801,

Remote APU Control Panel Installation, AMM TASK 26-22-03-400-801.

(a) If the installation test for the remote APU fire control panel is satisfactory, then you corrected the fault.

G. Fault Isolation Procedure - Bottle Did Discharge

- (1) Do this check of the pressure switch wiring:
 - (a) Remove connector D1176 from the pressure switch.
 - (b) Install a jumper between pins 1 and 2 on connector D1176.
 - If the corresponding APU BOTTLE DISCHARGE light on the fire control panel comes on, then do these steps:
 - a) Remove the jumper from connector D1176.

AKS ALL



- b) These are the tasks:
 - APU Fire Extinguishing Bottle Removal, AMM TASK 26-22-01-000-801, APU Fire Extinguishing Bottle Installation, AMM TASK 26-22-01-400-801.
- 2) If the corresponding BOTTLE DISCHARGE light on the fire control panel does not come on, then remove the jumper from connector D1176 and continue.
- (2) Do this check of the wiring:
 - (a) Remove the engine and APU fire control panel, P8-1. To remove it, do this task: Engine and APU Fire Control Panel Removal, AMM TASK 26-00-01-000-801.
 - (b) Do a check for an open circuit between these pins of connector D1080, at the engine and APU fire control panel, and D1176 at the APU fire bottle pressure switch:

D1080	D1176
pin 15	 pin 2

- (c) If there is an open circuit, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation, AMM TASK 26-00-01-400-801.
 - 3) Install a jumper between pins 1 and 2 of the pressure switch connector, D1176.
 - 4) If the BOTTLE DISCHARGED light on the fire control panel, P8-1 comes on, then you corrected the fault. Do these steps to complete this task:
 - a) Remove the jumper from connector D1176.
 - b) Re-connect connector D1176 to the pressure switch.
- (d) If there is continuity, then re-connect connector D1176 to the pressure switch and continue.
- (3) Install a new engine and APU fire control panel, P8-1. To install it, do this task: Engine and APU Fire Control Panel Installation. AMM TASK 26-00-01-400-801.
 - (a) If the installation test for the engine and APU fire control panel is satisfactory, then you corrected the fault.



805. APU Bottle Did Not Automatically Discharge Ten Seconds After APU Fire, But Did Discharge Manually - Fault Isolation

A. Description

- (1) This task is for the automatic APU fire extinguishing system when the fire bottle does not discharge ten seconds after a fire is detected.
- (2) The automatic APU fire extinguishing system is only active when the airplane is on the ground, and both engines are shut off. If a fire is detected under these conditions, a signal is sent from the engine and APU fire detection control module, M279, to a series of relays, which activate the APU fire bottle.
- (3) These are the conditions that can cause this fault:
 - (a) The engine and APU fire detection control module, M279 did not send the auto shutdown signal.
 - (b) The relay circuit failed.

AKS ALL 26-20 TASKS 804-805



B. Possible Causes

- (1) Wiring
- (2) APU fire relay, R731
- (3) APU bottle auto discharge relay, R732
- (4) Eng 1 running relay, R564
- (5) Eng 2 running relay, R563
- (6) Air/gnd relay sys 1, R585
- (7) Engine and APU fire detection control module, M279

C. Circuit Breakers

(1) This is the primary circuit breaker related to the fault:

F/O Electrical System Panel, P6-2

Row	Col	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

D. Related Data

- (1) (SSM 26-21-11)
- (2) (WDM 26-21-11)

E. Prepare for the Fault Isolation Procedure

- (1) Do these steps to prepare the APU for fault isolation.
 - (a) Make sure the APU is not running (AMM TASK 49-11-00-860-802).
 - (b) Open this access panel:

NumberName/Location311ALAccess Door to Aft Unpressurized Compartment

to get access to the APU compartment.

- (c) Connect the test box equipment, SPL-1655 to the terminal lug of the APU LOWER fire detector, M1756, and structure ground.
 - 1) Make sure all the toggle switches on the test box are in the NORMAL positions.
 - 2) Connect one alligator clip to the responder bracket or to a grounding lug.
 - 3) Connect the other alligator clip to the responder lug.

F. Fault Isolation Procedure

- (1) Do this check of the automatic APU discharge system:
 - (a) Remove the APU fire relay, R731 from the J24 panel.

NOTE: The J24 panel is at the aft end of the forward wheel well.

- (b) Make sure there is less than 1 VDC between pins X1 and X2 on connector D12602.
- (c) On the test box, move the APU LOOP FIRE switches to the FIRE position.
- (d) Make sure there is at least 15 VDC between pins X1 and X2 on connector D12602.
- (e) If there is not at least 15 VDC between pins X1 and X2 on connector D12602, then do these steps:

AKS ALL



- 1) Remove the engine and APU fire detection module, M279. To remove it, do this task: Engine and APU Fire Detection Module Removal, AMM TASK 26-10-01-000-801.
- 2) Do a check for an open circuit between these pins of connector D12602 for the APU fire relay and connector D1000 for the engine and APU fire detection control module:

D12602 D1000 pin X1 pin 6

- 3) If there is an open circuit between pin X1 of D12602 and pin 6 of D1000, then do these steps:
 - a) Repair the wiring.
 - b) Re-install the engine and APU fire detection module. To install it, do this task: Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801.
 - c) Re-install relay R731 on the J24 panel.
 - d) Do the Repair Confirmation at the end of this task.
- 4) If there is continuity between pin X1 of D12602 and pin 6 of D1000, then do these steps:
 - a) Re-install relay R731 on the J24 panel.
 - Install a new control module, M279. To install it, do this task: Engine and APU Fire Detection Module Installation, AMM TASK 26-10-01-400-801.
 - c) Do the Repair Confirmation at the end of this task.
- (f) If there is at least 15 VDC between pins X1 and X2 on connector D12602, then continue.
- (2) Replace the APU fire relay, R731.
 - (a) Do the Repair Confirmation at the end of this task.
 - (b) If the Repair Confirmation is not satisfactory, then continue.
- (3) Replace the APU bottle auto discharge relay, R732.

NOTE: R732 is on the J24 panel.

- (a) Do the Repair Confirmation at the end of this task.
- (b) If the Repair Confirmation is not satisfactory, then continue.
- (4) Replace the eng 1 running relay, R564.

NOTE: R564 is on the J22 panel.

- (a) Do the Repair Confirmation at the end of this task.
- (b) If the Repair Confirmation is not satisfactory, then continue.
- (5) Replace the eng 2 running relay, R563.

NOTE: R563 is on the J24 panel.

- (a) Do the Repair Confirmation at the end of this task.
- (b) If the Repair Confirmation is not satisfactory, then continue.
- (6) Replace the air/gnd relay sys 2, R585.

NOTE: R585 is on the J24 panel.

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

AKS ALL



- (b) If the Repair Confirmation is not satisfactory, then continue.
- (7) Do this check of the wiring:
 - (a) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

- (b) Disconnect electrical connector D594 from the squib.
- (c) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

WARNING: PUT A PROTECTIVE COVER ON THE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE COVER ON THE SQUIB, THE FIRE EXTINGUISHING BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

- (d) Install a protective cover on the squib.
- (e) Remove the APU fire relay, R731 and R732 from the J24 panel.
- (f) Do a check for an open circuit between these pins of connector D594 for the APU squib and D12602 for the APU fire relay:

D594 pin 4	D12604 pin A1
D12604 pin A2	D12604 pin X1
D12604 pin X2	D12602 pin A1

- (g) Repair the damaged wiring that you find.
- (h) Re-install relay R731 and R732 on the J24 panel.
- (i) Do the Repair Confirmation at the end of this task.

G. Repair Confirmation

- (1) Do this check of the automatic firing circuit:
 - (a) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

(b) Disconnect electrical connector D594 from the squib.

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(c) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

RowColNumberNameB21C00452FIRE PROTECTION EXTINGUISHERS APU

WARNING: PUT A PROTECTIVE COVER ON THE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE COVER ON THE SQUIB, THE FIRE EXTINGUISHING BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

- (d) Install a protective cover on the squib.
- (e) On the test box, move the APU LOOP FIRE switches to the FIRE position.
- (f) After 10 seconds, make sure there is at least 15 VDC between pins 4 and 3 on the connector.
 - 1) If there is at least 15 VDC between pins 4 and 3, then you corrected the fault.
- (g) On the test box, move the APU LOOP FIRE switches to the NORMAL position.
- (h) Remove the protective cover from the squibs.
- (i) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

- (j) Re-connect the D594 to the squib.
- (k) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	Name
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU

- (2) Put the airplane back in its usual condition.
 - (a) On the test box, move the APU LOOP FIRE switches to the NORMAL position.
 - (b) Disconnect the test box C26005-1 from the terminal lug of the APU LOWER fire detector, M1756, and airplane ground.
 - (c) Close this access panel:

<u>Number</u>	Name/Location
311AL	Access Door to Aft Unpressurized Compartment

——— END OF TASK ———

806. APU Squib Test Light Illuminates without input from EXT TEST or LIGHT TEST - Fault Isolation

A. Description

(1) This task troubleshoots an uncommanded illumination of the APU squib test light, L11 (referred to as the APU Squib Light). The APU Squib Light is located on the Engine and APU Fire Control Module, P8-1 (referred to as the Fire Control Module).

NOTE: This Fault Isolation Procedure assumes that the APU Squib Light is the only flight indicator that comes on without input.

AKS ALL

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B. Possible Causes

- (1) Squib
- (2) Engine and APU Fire control Module, P8-1
- (3) Wiring

C. Circuit Breakers

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

F/O Electrical System Panel, P6-2

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
В	21	C00452	FIRE PROTECTION EXTINGUISHERS APU
В	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
В	23	C01022	FIRE PROTECTION EXTINGUISHERS ALTN R
В	24	C01021	FIRE PROTECTION EXTINGUISHERS ALTN L

D. Related Data

- (1) (WDM 26-21-11)
- (2) (WDM 33-18-11 thru 33-18-99)

E. Initial Evaluation

(1) Do the steps in the Initial Evaluation of this task: Squib Test Light - Fault Isolation, 26-20 TASK 801, before you do the procedure below.

F. Fault Isolation Procedure - APU Light Illuminates Without Input from EXT TEST or LIGHT TEST

- (1) Do these steps at the P1 Main Instrument Panel:
 - (a) Move the Master Dim and Test Switch to the TEST position.
 - Make sure that the APU Squib Light becomes brighter and that all other flight station indicators come on.
 - (b) Move the Master Dim and Test Switch to the DIM position.
 - 1) Make sure that the intensity of the APU Squib Light dims.
 - (c) If there is no change in the intensity of the APU Squib Light, then do this task: Flight Compartment Lighting Problem Fault Isolation, 33-10 TASK 801.
- (2) Do this check of the wiring:
 - (a) Disconnect the squib connector D594 from the squib M1146.
 - (b) Disconnect the connector D1080 from the Fire Control Module.
 - (c) Examine connectors D594 and D1080 for damage to the contacts and damage to the insulation material, and for FOD in the connectors.
 - (d) Examine all shield grounds for damage.
 - (e) Do a continuity check between the squib connector D594 and the connector D1080 on the Fire Control Module.
 - (f) Do a pin-to-pin and pin-to-ground check of squib connector D594.
 - 1) Make sure that there is not a short to ground on pin 4 of connector D594.
- (3) With no power applied to the airplane and the OFF/BAT/ON Battery switch on the Electrical Meter, Battery, and Galley Power Module, P5-13, set to the OFF position, do these steps:

AKS ALL



- (a) Measure the resistance from pin 10 of connector D1080 on the Fire Control Module to the aircraft ground.
 - NOTE: The correct resistance value should be more than 5 megohms.
- (b) If the resistance is more than 5 megohms, then do this task: Squib Test Light Fault Isolation, 26-20 TASK 801.
- (c) If the resistance is 5 megohms or less, then continue.
- (4) Isolate the Master Dim and Test to do a test of the ground through the applicable flight station components as follows:
 - (a) Do a check on all components that are connected to pin 10 of connector D1080 on the Fire Control Module (WDM 33-18-11 thru 33-18-99).
 - NOTE: All components connected to pin 11 of connector D10046 on the M1456 AUX DIM/TEST Module through splices or terminal boards can affect the resistance at pin 10.
 - (b) Do a check of the resistance at the TEST GND pin to aircraft ground at each applicable wire harness connector.
 - Disconnect each component and connect each component again before you continue to the next component.
 - (c) Record the resistance of each component.
 - (d) Look for a significant change in resistance value when you measure each resistance.
 - NOTE: An example of a significant change in resistance is 800 kilohms to 12 megohms
 - 1) If you find a significant change in resistance, the component that is disconnected can be bad.
- (5) Replace the bad component.
- (6) Do the steps above again starting with the step to measure the resistance of pin 10 of connector D1080 to the aircraft ground.
 - (a) If the APU Squib Light operates correctly, then you have corrected the fault.
 - (b) If the APU Squib Light continues to be on without input from the EXT TEST or LIGHT TEST, then continue.
- (7) Continue to isolate the circuit resistance until you find the source of a short or ground.
 - (a) If the resistance of the components, does not show the source then do these steps:
 - 1) Do a visual inspection of the applicable wire harnesses for chafing and damage.
 - 2) Examinethe flight station indicator terminals for crossed or loose connections and shorts to ground.
 - 3) Examine the terminal boards for incorrectly installed pins and FOD.
- (8) Repair or replace bad components and connections until the resistance above is in the recommended value and the APU Squib Light does not come on.

G. Repair Confirmation

(1) On the Fire Control Module, make sure that the APU Squib Light is off.

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801. Cargo Fire Control Panel BITE Procedure

A. General

(1) There is currently no Cargo Fire Control Panel BITE procedure.

B. Procedure

(1) There is currently no Cargo Fire Control Panel BITE procedure.

——— END OF TASK ———

802. Discharge Light - Fault Isolation

A. Description

- (1) This task is for the DISCH light on the CARGO FIRE panel.
- (2) The DISCH light comes on when low pressure is detected in a fire bottle.

B. Possible Causes

- (1) Fire bottle
 - (a) Bottle 1 M2248
 - (b) Bottle 2 M2263
- (2) CARGO FIRE panel P8-75
- (3) Wiring

C. Circuit Breakers

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

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	16	C01528	CARGO FIRE EXT 2
В	17	C01526	CARGO FIRE EXT 1

D. Related Data

- (1) (SSM 26-23-11)
- (2) (WDM 26-23-11)

E. Initial Evaluation

- (1) On the CARGO FIRE panel, make sure the DISCH light is off.
- (2) If light is on, then do the Fault Isolation Procedure below.
- (3) If the light is off, then there was an intermittent fault.

F. Fault Isolation Procedure

- (1) Do this check of the fire bottle:
 - (a) Remove the connector from the applicable pressure switch on the fire bottle.
 - (b) If the light goes off, then replace the fire bottle.
 - 1) These are the tasks:

Cargo Fire Extinguisher Bottle Removal, AMM TASK 26-23-01-000-801-001, Cargo Fire Extinguisher Bottle Installation, AMM TASK 26-23-01-400-802-001.

- a) If the DISCH light goes off, then you corrected the fault.
- (c) If the light stays on, then continue.

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- (2) Do this check of the wiring:
 - (a) Remove the connector from the CARGO FIRE panel.
 - (b) If the light goes off, then do these steps:
 - 1) Repair the wiring.

FIRE BOTTLE PRESSURE SWITCH

CARGO FIRE

PANEL

CONNECTOR

CONNECTOR

DASTOS

D12760

D12792

..... pin 28

D12816 pin 3 .

6 D12760 pin 28

- 2) Re-connect the connector to the pressure switch.
- Re-connect the connector to the CARGO FIRE panel.
- 4) If the BOTTLE DISCHARGED light goes out, then you corrected the fault.
- (c) If the light stays on, then continue.
- (3) Replace the CARGO FIRE panel.

These are the tasks:

Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801,

Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801.

(a) If the DISCH light goes off, then you corrected the fault.



803. Cargo Fire Bottle Did Not Discharge When The DISCH Switch Was Pushed - Fault Isolation

A. Description

- (1) This task is for the fire extinguishing system when the DISCH switch on the CARGO FIRE panel is pushed, but there is no indication that the fire bottle discharged.
- (2) These are the situations that could cause this indication:
 - (a) The squib did not fire.
 - (b) The squib did fire but the bottle did not discharge.
 - (c) The bottle did discharge but there is no indication on the flight deck.

B. Possible Causes

- (1) Wiring
- (2) Squib
 - (a) M2248 (Bottle 1 Forward)
 - (b) M2248 (Bottle 1 Aft)
 - (c) M2263 (Bottle 2 Forward)
 - (d) M2263 (Bottle 2 Aft)
- (3) Fire bottle
 - (a) Bottle 1 M2248

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- (b) Bottle 2 M2263
- (4) CARGO FIRE panel

C. Circuit Breakers

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

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	16	C01528	CARGO FIRE EXT 2
В	17	C01526	CARGO FIRE EXT 1

D. Related Data

- (1) (SSM 26-23-11)
- (2) (WDM 26-23-11)

E. Initial Evaluation

- (1) Examine the fire bottle.
 - (a) Weigh the bottle.

NOTE: The purpose of weighing the bottle is to determine if the bottle is empty, or not. Therefore, the weight of the bottle can not vary more than 10% of the weight stamped on the bottle.

- 1) These are the tasks:
 - Cargo Fire Extinguisher Bottle Removal, AMM TASK 26-23-01-000-801-001
 - Cargo Fire Extinguisher Bottle Installation, AMM TASK 26-23-01-400-802-001
- (b) If the bottle is full, then do the Fault Isolation Procedure Bottle Did Not Discharge, below.
- (c) If the bottle is empty, then do the Fault Isolation Procedure Bottle Discharged, below.

F. Fault Isolation Procedure - Bottle Did Not Discharge

- (1) Do this check of the squib circuit:
 - (a) On the CARGO FIRE panel, push the TEST switch.
 - (b) Make sure the EXT FWD and AFT lights come on.
 - (c) If the lights do not come on when the TEST switch is pushed, then, do this task:Squib Test Light - Fault Isolation, 26-23 TASK 812.
 - (d) If all the lights come on for both EXT TEST switch positions, then continue.
- (2) Replace the CARGO FIRE panel. These are the tasks:
 - · Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801
 - Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801
 - (a) If the installation test for the CARGO FIRE panel is satisfactory, then you corrected the fault.

G. Fault Isolation Procedure - Bottle Did Discharge

- (1) Do this check of the pressure switch wiring:
 - (a) Remove connector D12792 from the pressure switch on bottle 1.
 - (b) Install a jumper between pins 2 and 3 on the pressure switch connector.
 - 1) If the DISC light on the CARGO FIRE panel comes on, then do these steps:

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- a) Remove the jumper.
- b) Replace fire bottle 1. These are the tasks:
 - Cargo Fire Extinguisher Bottle Removal, AMM TASK 26-23-01-000-801-001
 - Cargo Fire Extinguisher Bottle Installation, AMM TASK 26-23-01-400-802-001
- c) If the installation test for the fire bottle is satisfactory, then you corrected the fault.
- 2) If the DISC light on the CARGO FIRE panel does not come on, then continue.
- (c) Remove connector D12816 from the pressure switch on bottle 2.
- (d) Install a jumper between pins 2 and 3 on the pressure switch connector.
 - 1) If the DISC light on the CARGO FIRE panel comes on, then do these steps:
 - a) Remove the jumper.
 - b) Replace fire bottle 2. These are the tasks:
 - Cargo Fire Extinguisher Bottle Removal, AMM TASK 26-23-01-000-801-001
 - Cargo Fire Extinguisher Bottle Installation, AMM TASK 26-23-01-400-802-001
 - If the installation test for the fire bottle is satisfactory, then you corrected the fault.
 - If the DISC light on the CARGO FIRE panel does not come on, then remove the jumpers and continue.
- (2) Do a check of the wiring from the pressure switch to the CARGO FIRE panel.

	PRESSURE SWITCH CONNECTOR	CARGO FIRE PANEL CONNECTOR
FIRE BOTTLE 1	D12792 pin 3	D12760 pin 28
FIRE BOTTLE 2	D12816 pin 3	D12760 pin 28

- (a) If you find a problem with the wiring, then do these steps:
 - Repair the wiring.
 - 2) Install a jumper between pins 2 and 3 of the pressure switch connectors.
 - a) If the DISCH light on the CARGO FIRE panel, comes on, then you corrected the fault. Re-connect the connectors to the pressure switches.

END	OF 1	TASK	
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812. Squib Test Light - Fault Isolation

A. Description

- (1) This task is for the EXT FWD and AFT lights on the CARGO FIRE panel.
- (2) The EXT FWD and AFT lights come on when the TEST switch pushed, to show there is continuity through the squibs. If the lights do not come on, then there is a problem with the discharge system.

B. Possible Causes

- (1) Squib
 - (a) M2248 (Bottle 1 Forward)
 - (b) M2248 (Bottle 1 Aft)
 - (c) M2263 (Bottle 2 Forward)
 - (d) M2263 (Bottle 2 Aft)
- (2) CARGO FIRE panel P8-75
- (3) Extinguisher Unit, EMU, M9000
- (4) Wiring

C. Circuit Breakers

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

CAPT Electrical System Panel, P18-3

Row	<u>Col</u>	<u>Number</u>	<u>Name</u>
В	16	C01528	CARGO FIRE EXT 2
В	17	C01526	CARGO FIRE EXT 1

D. Related Data

- (1) (SSM 26-23-11)
- (2) (WDM 26-23-11)

E. Initial Evaluation

- (1) Set the DIM/BRT/TEST switch on the Captain's Instrument Panel, P1 to TEST.
 - (a) Make sure the FWD and AFT EXT, the ARM FWD and AFT, The DETECTOR FAULT and the DISCH lights on the CARGO FIRE panel come on.
 - (b) If any lights do not come on, then replace the faulty light. This is the task: Lighted Pushbutton Switch Lamp Replacement, AMM TASK 33-18-00-960-803
- (2) Push the TEST switch on the CARGO FIRE panel, P8-75.
 - (a) If the EXT FWD and AFT lights come on, then there was an intermittent problem.
 - (b) If the EXT FWD and AFT lights both stay off, then do the Fault Isolation Procedure EXT FWD and AFT Lights Both Off.
 - (c) If one of the EXT FWD and AFT lights come on, then do the Fault Isolation Procedure One EXT FWD or AFT light Does Not Come On.

F. Fault Isolation Procedure - EXT FWD or AFT Lights Both Off

- (1) Replace the CARGO FIRE panel.
 - (a) Do the Repair Confirmation at the end of this task.

AKS ALL 26-23 TASK 812



- G. Fault Isolation Procedure One EXT FWD or AFT light Does Not Come On
 - (1) Replace the squib indicated by the light that did not come on. These are the tasks:
 - Cargo Fire Extinguisher Bottle Squib Removal, AMM TASK 26-23-02-000-801
 - Cargo Fire Extinguisher Bottle Squib Installation, AMM TASK 26-23-02-400-801
 - (a) Do the Repair Confirmation at the end of this task.
 - (2) Do this wiring check of the CARGO FIRE panel and the R594 Air/Ground Relay.

	R594	FIRE
	AIR/GROUND	SUPPRESSION
	RELAY	MODULE
Connector	D11022	D12760
	Pin D1	Pin 16

R594

AIR/GROUND

 RELAY
 GROUND

 Connector
 D11022
 D12760

 Pin D2
 GD532-DC

- (a) If you find a problem with the wiring, repair the wiring and do this step:
 - 1) Do the Repair Confirmation at the end of this task.
- (3) Do a check of the wiring from the applicable squib to the CARGO FIRE panel.

FIRE DOTTI F	SQUIB CONNECTOR	CARGO FIRE PANEL CONNECTOR
FIRE BOTTLE 1	D12794 pin 1	D12760 pin 26
FIRE BOTTLE 1	D12796 pin 1	D12760 pin 24
FIRE BOTTLE 2	D12818 pin 1	D12760 pin 12
FIRE BOTTLE 2	D12820	D12760

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pin 1 pin 23



FIDE DOTTI F	SQUIB CONNECTOR	CARGO FIRE PANEL CONNECTOR
FIRE BOTTLE 1	D12794 pin 1	D13188 pin 26
FIRE BOTTLE 1	D12796 pin 1	D13188 pin 24
FIRE BOTTLE 2	D12818 pin 1	D13188 pin 12
FIRE BOTTLE 2	D12820 pin 1	D13188 pin 23

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Do the Repair Confirmation at the end of this task.
- (4) Replace the CARGO FIRE panel. These are the tasks:
 - Cargo Fire Control Panel Removal, AMM TASK 26-00-02-000-801
 - Cargo Fire Control Panel Installation, AMM TASK 26-00-02-400-801
 - (a) Do the Repair Confirmation at the end of this task.

H. Repair Confirmation

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AKS ALL

- (1) Push the TEST switch on the CARGO FIRE panel.
- (2) Make sure the EXT FWD and AFT lights on the CARGO FIRE panel come on.
 - (a) If the lights come on, then you corrected the problem.
 - (b) If the lights do not come on, continue troubleshooting at the subsequent step.

----- END OF TASK -----

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801. Procedure by Airline Method - Fault Isolation

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

----- END OF TASK -----

AKS ALL

26-99 TASK 801

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