Check the AN1:F24

Does this solve the problem?

1] Yes

2] No

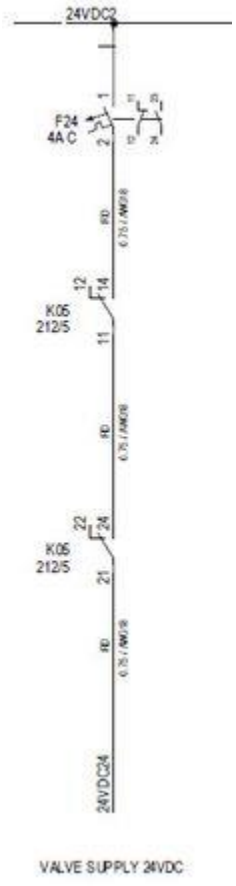
3] I don't know

- **Explanation**

Check that the F24 is not tripped, and then ensure there is continuity from the feedback contact to TOI input 615. Always check that the wires are secure in their terminals while testing for continuity.

If the F24 is closed and the signal is still not making it to the nacelle TOI, check for 24 VDC at the AN1:F05 terminal 2.

The F05 is between the 24VDC power supply and the F24 breaker that is monitored by the feedback signal.



Relevant spare parts	
Description	**Item No.**
MCB 5SX2104-7 4.0A C 1P **(For Mk 3+)**	60005136
MCB 5SX21067 6.0A C 1P **(In Mk2 turbines F24 is 6 amp)**	60005138

Check the valve circuit for shorts

Does this solve the problem?

1] Yes

2] No

3] I don't know

- **Explanation**

Possible problem:

The valve supply circuit has a short causing the F24 to trip

Explanation/solution:

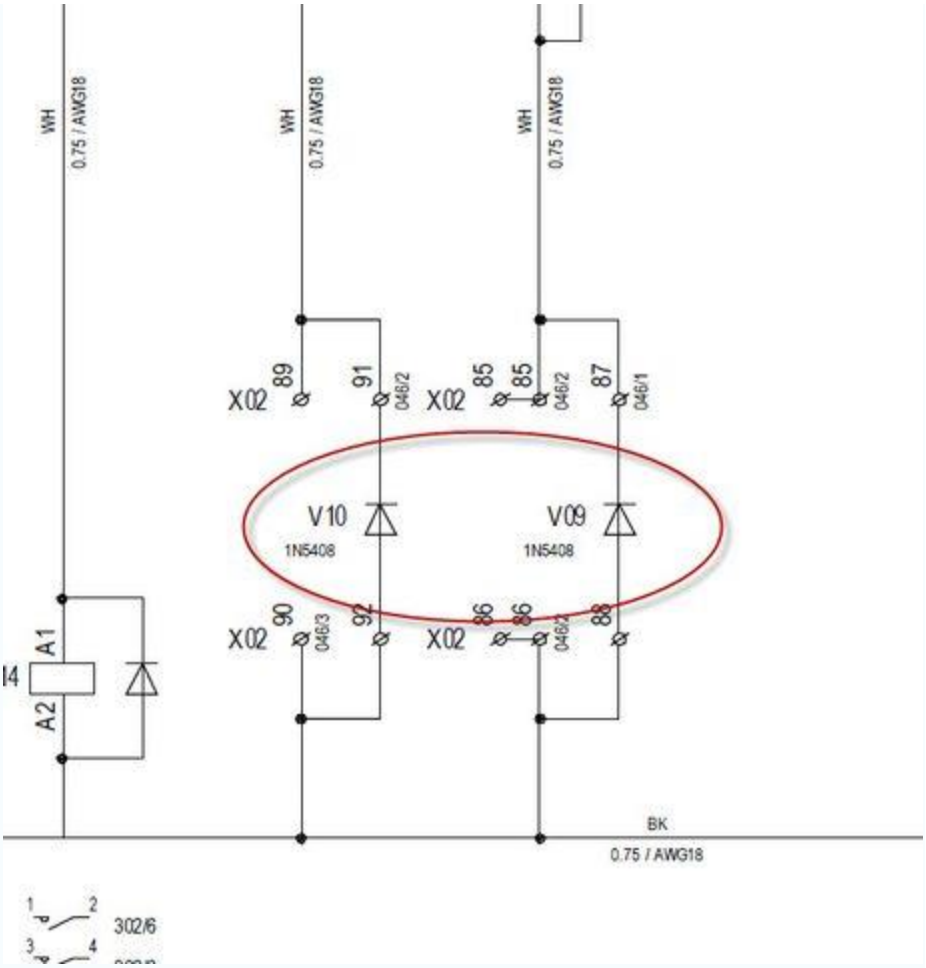
If the F24 is tripped, check the yaw brake valve circuits for shorts.

Check the +AN1:F40 for shorts to ground (Mk3+ only).

Check the valve solenoids for shorts.

And if no cause can be found, lastly check the connections on both sides of the W613.

Check the diodes at the end of the circuit V10 and V09 (Mk 2 turbines only)



Relevant spare parts	
Description	**Item No.**
Diode module RPML0024 12-24V	60004520

Check the Power net output

Does this solve the problem?

1] Yes

2] No

3] I don't know

- **Explanation**

Check the power output from the AN1: G05 and G06. The power supply should be a stable 24DC after the safety stop relay closes. If the power dips lower than 24 volts, the power supply may be defective.

Verify that the 230 VAC supply for the power net is stable before replacing the G05 or G06.

Relevant spare parts	
Description	**Item No.**
PS ADC 5483R310A27,4NM PIN	188453
BATT 115230/ 24V10A ADC5423/83 **(Mk 2 & 3 the G05 power supply)**	60000719